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SINTON ..... T69 - 1771
SNYDER ..... SNK - 1775
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WACO ..... ACT - 1840
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INSTRUMENT APPROACH PROCEDURE CHARTS

AIFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absence of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate AirportMinimums Notes for alternate airfield suitability.

NAME	ALTERNATE MINIMUMS
ABILENE, TX	
ABILENE RGNL	**ILS or LOC Rwy 35R[12]**
	LOC Rwy 17R[12]
	RNAV (GPS) Rwy 17L[13]
	RNAV (GPS) Rwy 22[3]
	RNAV (GPS) Rwy 35R[13]
	VOR Rwy 22[3]
[1]Category E, 800-2½.	
[2]NA when control tower closed.	
[3]NA when local weather not available.	
AMARILLO, TX	
RICK HUSBAND AMARILLO INTL	**ILS or LOC Rwy 4[13]**
	LDA/DME Rwy 22[23]
	NDB Rwy 4[3]
	RADAR-1[34]
	VOR/DME Rwy 13[4]
	VOR/DME Rwy 22[4]
	VOR/DME Rwy 31[4]
	VOR/DME A[4]
[1]ILS, Category D, 700-2;Category E, 900-3. LOC, Category E, 900-3.	
[2]LDA/GS, Category D, 700-2; Category E, 900-3. LDA, Category E, 900-3.	
[3]NA when control tower closed.	
[4]Category E, 900-3.	
ARLINGTON, TX	
ARLINGTON MUNI	**ILS or LOC/DME Rwy 34[1]**
	RNAV (GPS) Rwy 34[2]
	VOR /DME Rwy 34[2]
[1]NA when control tower closed.	
[2]NA when local weather not available.	
BIG SPRING, TX	
BIG SPRING MC MAHON-WRINKLE	**RNAV (GPS) Rwy 17**
	RNAV (GPS) Rwy 35
	VOR/DME Rwy 17
	VOR/DME Rwy 35
NA when local weather not available.	
BORGER, TX	
HUTCHINSON COUNTY	**RNAV (GPS) Rwy 17**
	RNAV (GPS) Rwy 35
	VOR Rwy 17
	VOR /DME Rwy 35
NA when local weather not available.	
BRIDGEPORT, TX	
BRIDGEPORT MUNI	**RNAV (GPS) Rwy 18**
	VOR/DME Rwy 18
NA when local weather not available.	
CANADIAN, TX	
HEMPHILL COUNTY	**RNAV (GPS) Rwy 4**
	RNAV (GPS) Rwy 22
NA when local weather not available. Category D, 800-2½.	
CHILDRESS, TX	
CHILDRESS MUNI	**VOR Rwy 35**
NA when local weather not available.	
CLEBURNE, TX	
CLEBURNE MUNI	**RNAV (GPS) Rwy 15**
	RNAV (GPS) Rwy 33
NA when local weather not available.	
DALHART, TX	
DALHART MUNI	**VOR/DME or GPS Rwy 35**
	VOR Rwy 17
Category D, 800-2¼.	

NAME ALTERNATE MINIMUMS

DALLAS, TX

ADDISON ..... **ILS or LOC Rwy 15[12]**
ILS or LOC Rwy 33[12]
RNAV (GPS) Rwy 15[3]
RNAV (GPS) Rwy 33[3]

[1]NA when control tower closed.
[2]ILS, Category D, 700-2.
[3]NA when local weather not available.

COLLIN COUNTY RGNL
AT MC KINNEY ..... **ILS or LOC Rwy 17[1]**
RNAV (GPS) Rwy 17[2]
RNAV (GPS) Rwy 35[2]
VOR/DME-A[23]

[1]ILS, NA. LOC, NA when control tower closed; NA when local weather not available.
[2]NA when local weather not available.
[3]Category C, 800-2¼; Category D, 800-2½.

DALLAS -LOVE FIELD ..... **ILS Rwy 13L[1]**
ILS Rwy 13R[1]
ILS or LOC Rwy 31L[2]
ILS or LOC Rwy 31R[3]
RNAV (GPS) Rwy 31L[4]
RNAV (GPS) Y Rwy 13L[5]
RNAV (GPS) Y Rwy 13R[5]
RNAV (GPS) Z Rwy 13L[5]
RNAV (GPS) Z Rwy 13R[6]

[1]ILS, Category D, 700-2¼. LOC, Category D, 800-2¼.
[2]ILS, LOC, Categories A,B, 1100-2; Categories C,D,1100-3.
[3]ILS, LOC, Categories A,B, 900-2; Category C, 900-2¾; Category D, 900-3.
[4]Categories A, B, 900-2; Category C, 900-2¾; Category D, 900-3.
[5]Category D, 800-2¼.
[6]Category C, 800-2¼; Category D, 800-2½.

DALLAS EXECUTIVE ..... **ILS or LOC Rwy 31[12]**
RNAV (GPS) Rwy 17[34]
RNAV (GPS) Rwy 31[34]
RNAV (GPS) Rwy 35[34]
VOR/DME Rwy 17[34]
VOR Rwy 31[34]

[1]NA when control tower closed.
[2]ILS, Category D, 700-2¼. LOC, Category D, 800-2¼.
[3]NA when local weather not available.
[4]Category D, 800-2¼.

NAME ALTERNATE MINIMUMS

DALLAS-FORT WORTH, TX

DALLAS-FORT WORTH
INTL ..... **CONVERGING ILS Rwy 13R[1]**
ILS or LOC Rwy 18L[2]
ILS or LOC Rwy 18R[2]

[1]Categories A, B, C, 800-2¾.
[2]ILS, 700-2.

DECATUR, TX

DECATUR MUNI ..... **RNAV (GPS) Rwy 17**
RNAV (GPS) Rwy 35

NA when local weather not available.

DUMAS, TX

MOORE COUNTY ..... **RNAV (GPS) Rwy 1**
RNAV (GPS) Rwy 19

NA when local weather not available.

FORT WORTH, TX

FORT WORTH
ALLIANCE..... **ILS OR LOC RWY 16L**
ILS or LOC Rwy 34R

ILS, Category D, 700-2; Category E, 700-2¼.
LOC, Category E, 800-2¼.

FORT WORTH
SPINKS ..... **RNAV (GPS) Rwy 17R**
RNAV (GPS) Rwy 35L

NA when local weather not available.

GAINESVILLE, TX

GAINESVILLE MUNI ..... **RNAV (GPS) Rwy 17**

NA when local weather not available.

GRAHAM, TX

GRAHAM MUNI ..... **RNAV (GPS) Rwy 3**
RNAV (GPS) Rwy 21

NA when local weather not available.

GRAND PRAIRIE, TX

GRAND PRAIRIE MUNI ... **RNAV (GPS) Rwy 35**
VOR /DME Rwy 35,800-2¼

NA when local weather not available.

GREENVILLE, TX

MAJORS ..... **ILS or LOC Rwy 17**
LOC BC Rwy 35
RNAV (GPS) Rwy 17
RNAV (GPS) Rwy 35
VOR /DME Rwy 17

NA when local weather not available.
Category D, 800-2¾.

NAME ALTERNATE MINIMUMS

HENDERSON, TX
RUSK COUNTY ..... **RNAV (GPS) Rwy 17**
NA when local weather not available.

HEREFORD, TX
HEREFORD MUNI ..... **RNAV (GPS) Rwy 2**
RNAV (GPS) Rwy 20
NA when local weather not available.

HILLSBORO, TX
HILLSBORO MUNI ..... **RNAV (GPS) Rwy 16**
RNAV (GPS) Rwy 34
NA when local weather not available.

LONGVIEW, TX
EAST TEXAS RGNL ..... **ILS or LOC Rwy 13[123]**
NDB Rwy 13[23]
RNAV (GPS) Rwy 13[13]
RNAV (GPS) Rwy 18[3]
RNAV (GPS) Rwy 31[13]
RNAV (GPS) Rwy 36[3]
VOR/DME or TACAN Rwy 13[13]
VOR/DME or TACAN Rwy 31[1]
[1]Category E, 800-2½.
[2]NA when control tower closed.
[3]NA when local weather not available.

LUBBOCK, TX
LUBBOCK
PRESTON SMITH INTL .. **ILS or LOC Rwy 17R[1]**
ILS or LOC Rwy 26[1]
RADAR-1[2]
RNAV (GPS) Rwy 8[2]
RNAV (GPS) Rwy 17R[2]
RNAV (GPS) Rwy 26[2]
RNAV (GPS) Rwy 35L[2]
VOR/DME or TACAN Rwy 26[2]
[1]ILS, Category E, 700-2½. LOC, Category E, 800-2½.
[2]Category E, 800-2½.

MESQUITE, TX
MESQUITE METRO ..... **LOC BC Rwy 35**
RNAV (GPS) Rwy 17
RNAV (GPS) Rwy 35
NA when local weather not available.

NAME ALTERNATE MINIMUMS

MIDLOTHIAN/WAXAHACHIE, TX
MID-WAY RGNL ..... **RNAV (GPS) Rwy 36**
NA when local weather not available.

MOUNT PLEASANT, TX
MOUNT
PLEASANT RGNL ..... **RNAV (GPS) Rwy 17[1]**
RNAV (GPS) Rwy 35
NA when local weather not available.
[1]Category D, 800-2¼.

PARIS, TX
COX FIELD ..... **RNAV (GPS) Rwy 17**
RNAV (GPS) Rwy 35
VOR Rwy 35
NA when local weather not available.

PLAINVIEW, TX
HALE COUNTY ..... **RNAV (GPS) Rwy 4**
RNAV (GPS) Rwy 22
NA when local weather not available.

TERRELL, TX
TERRELL MUNI ..... **RNAV (GPS) Rwy 17**
RNAV (GPS) Rwy 35
NA when local weather not available.

TYLER, TX
TYLER POUNDS RGNL ..... **ILS Rwy 13[1]**
RNAV (GPS) Rwy 13[2]
RNAV (GPS) Rwy 31[2]
VOR/DME Rwy 4[1]
VOR/DME Rwy 22[1]
VOR Rwy 31[1]
[1]NA when control tower closed.
[2]NA when local weather not available.

WICHITA FALLS, TX
SHEPPARD AFB/
WICHITA FALLS MUNI **RADAR-1**
NA when Sheppard approach control closed.

INSTRUMENT APPROACH PROCEDURE CHARTS

AIFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absence of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

NAME — ALTERNATE MINIMUMS

ALICE, TX

ALICE INTL ..... **RNAV (GPS) Rwy 13[1]**
RNAV (GPS) Rwy 31[1]
VOR-A[2]

[1]NA when local weather not available.
[2]Categories A,B, 900-2; Category C, 900-2¾, Category D, 900-3.

AUSTIN, TX

AUSTIN-BERGSTROM INTL ..... **ILS or LOC Rwy 17L**
ILS or LOC Rwy 17R
ILS or LOC Rwy 35L
ILS or LOC Rwy 35R

ILS, Category D, 700-2; Category E, 800-2½.
LOC, Category E, 800-2½.

BRADY, TX

CURTIS FIELD ..... **RNAV (GPS) Rwy 17**
RNAV (GPS) Rwy 35

NA when local weather not available.

BROWNSVILLE, TX

BROWNSVILLE/SOUTH PADRE ISLAND INTL ..... **ILS or LOC Rwy 13R[12]**
LOC BC Rwy 31L[1]
RNAV (GPS) Rwy 13R[2]

[1]NA when control tower closed.
[2]NA when local weather not available.

BROWNWOOD, TX

BROWNWOOD RGNL ..... **RNAV (GPS) Rwy 17**
RNAV (GPS) Rwy 35

NA when local weather not available.

BURNET, TX

BURNET MUNI/KATE CRADDOCK FIELD ..... **RNAV (GPS) Rwy 1**
RNAV (GPS) Rwy 19

NA when local weather not available.
Category C, 800-2¼.

NAME — ALTERNATE MINIMUMS

COMANCHE, TX

COMANCHE COUNTY-CITY ..... **RNAV (GPS) Rwy 17**

NA when local weather not available.

CORPUS CHRISTI, TX

CORPUS CHRISTI INTL .. **ILS or LOC Rwy 13[1]**
ILS or LOC Rwy 35[1]
LOC Rwy 31[2]
RNAV (GPS) Rwy 13[2]
RNAV (GPS) Rwy 31[2]
VOR or TACAN Rwy 17[2]

[1]ILS, Category D, 700-2¼; Category E, 900-3.
LOC, Category D, 800-2¼; Category E, 900-3.
[2]Category D, 800-2¼; Category E, 900-3.

COTULLA, TX

COTULLA-LA SALLE COUNTY ..... **VOR-A**

NA when local weather not available.

DEL RIO, TX

DEL RIO INTL ..... **RNAV (GPS) Rwy 13**
VOR-A[12]
VOR/DME-B[1]

NA when local weather not available.
[1]NA when Del Rio APP CON closed.
[2]Category C, 800-2¼. Category D, 800-2½.

EL PASO, TX

EL PASO INTL ..... **ILS or LOC Rwy 22[1]**
RADAR-1[2]
VOR Rwy 26L[2]

[1]ILS, Category E, 800-2½. LOC,Category E, 800-2½.
[2]Category E, 800-2½.

FALFURRIAS, TX

BROOKS COUNTY ..... **RNAV (GPS) Rwy 17[1]**
RNAV (GPS) Rwy 35

NA when local weather not available.
[1]Category D, 800-2¼.

NAME ALTERNATE MINIMUMS

FORT HOOD/KILLEEN, TX

ROBERT GRAY AAF ..... **ILS or LOC Rwy 15[1]**
ILS or LOC Rwy 33[1]
NDB Rwy 15[2]
RNAV (GPS) Rwy 15[3]
RNAV (GPS) Rwy 33[3]

[1]ILS, LOC, Category E, 800-2½.
[2]Category D, 800-2¼; Category E, 800-2½.
[3]Category E, 800-2½.

FORT STOCKTON, TX

FORT STOCKTON-
PECOS COUNTY ..... **RNAV (GPS) Rwy 12**
RNAV (GPS) Rwy 30

NA when local weather not available.
Category D, 800-2½.

FREDERICKSBURG, TX

GILLESPIE COUNTY ..... **RNAV (GPS) Rwy 14**
RNAV (GPS) Rwy 32
VOR/DME-A

Category C, 800-2¼.

GEORGETOWN, TX

GEORGETOWN MUNI ..... **RNAV (GPS) Rwy 11**
RNAV (GPS) Rwy 18
RNAV (GPS) Rwy 29
RNAV (GPS) Rwy 36

NA when local weather not available.

HAMILTON, TX

HAMILTON MUNI ..... **RNAV (GPS) Rwy 18**
RNAV (GPS) Rwy 36

NA when local weather not available.

HARLINGEN, TX

VALLEY INTL ..... **ILS or LOC Rwy 17R[1]**
LOC/DME BC Rwy 35L

NA when control tower closed.
[1]ILS, Category D, 700-2.

INGLESIDE, TX

TP MC CAMPBELL ..... **RNAV (GPS) Rwy 13**
RNAV (GPS) Rwy 31

NA when local weather not available.

KERRVILLE, TX

KERRVILLE MUNI/LOUIS
SCHREINER FIELD ..... **LOC Rwy 30**
RNAV (GPS) Rwy 12
RNAV (GPS) Rwy 30
VOR-A

Category C, 800-2¼.

NAME ALTERNATE MINIMUMS

KILLEEN, TX

SKYLARK FIELD ..... **RNAV (GPS) Rwy 1**

NA when local weather not available.

LAMPASAS, TX

LAMPASAS ..... **RNAV (GPS) Rwy 34**
VOR-A

NA when local weather not available.

LLANO, TX

LLANO MUNI ..... **RNAV (GPS) Rwy 17**
RNAV (GPS) Rwy 35

NA when local weather not available.

LAREDO, TX

LAREDO INTL ..... **ILS or LOC/DME Rwy 17R[1]**
LOC/DME BC Rwy 35L[1]
NDB Rwy 17L[1]
RNAV (GPS) Rwy 14
RNAV (GPS) Rwy 17L
RNAV (GPS) Rwy 17R
RNAV (GPS) Rwy 32[2]
RNAV (GPS) Rwy 35L
VOR/DME or TACAN Rwy 14
VOR or TACAN Rwy 32[2]

Category E, 800-2½.
[1]NA when control tower closed.
[2]NA when local weather not available

MC ALLEN, TX

MC ALLEN MILLER INTL . **ILS or LOC Rwy 13[1]**
ILS or LOC Rwy 31[12]
RNAV (GPS) Rwy 31[2]
VOR Rwy 13[1]

[1]NA when control tower closed.
[2]NA when local weather not available.

MIDLAND, TX

MIDLAND INTL ..... **ILS or LOC Rwy 10[12]**
LOC BC Rwy 28[23]
RADAR-1[4]
RNAV (GPS) Rwy 10[5]
VOR/DME or TACAN Rwy 34L[3]
VOR or TACAN Rwy 16R[3]

[1]ILS, LOC, Category E, 800-2½.
[2]NA when control tower closed.
[3]Category E, 800-2½.
[4]Category D, 800-2¼; Category E, 800-2½.
[5]NA when local weather not available.

NEW BRAUNFELS, TX

NEW
BRAUNFELS MUNI ..... **RNAV (GPS) Rwy 13**
RNAV (GPS) Rwy 17
RNAV (GPS) Rwy 31
RNAV (GPS) Rwy 35

NA when local weather not available.

NAME ALTERNATE MINIMUMS

ODESSA, TX

ODESSA-SCHLEMEYER FIELD ..... **NDB Rwy 20**
NA when control tower closed.

PLEASANTON, TX

PLEASANTON MUNI ..... **RNAV (GPS) Rwy 34**
NA when local weather not available.

PORT ARANSAS, TX

MUSTANG BEACH ..... **RNAV (GPS) Rwy 12**
RNAV (GPS) Rwy 30
NA when local weather not available.

PORT ISABEL, TX

PORT ISABEL-CAMERON COUNTY ..... **RNAV (GPS) Rwy 13**
NA when local weather not available.

ROBERT GRAY AAF(KGRK), TX

FORT HOOD ..... **ILS or LOC Rwy 33[1]**
RNAV (GPS) Rwy 15[2]
RNAV (GPS) Rwy 33[2]
[1]ILS, Category E, 700-2¼. LOC, Category E, 800-2¼.
[2]Category E, 800-2¼.

ROCKPORT, TX

ARANSAS COUNTY ..... **RNAV (GPS) Rwy 14[1]**
VOR/DME or TACAN-A[2]
[1]NA when local weather not available.
[2]Category C, 800-2¼.

ROCKSPRINGS, TX

EDWARDS COUNTY ..... **VOR Rwy 14**
NA when local weather not available.

SAN ANGELO, TX

SAN ANGELO RGNL/MATHIS FIELD ..... **ILS Rwy 3[12]**
LOC BC Rwy 21[2]
NDB Rwy 3[2]
VOR Rwy 21[2]
VOR/DME or TACAN Rwy 3[4]
RADAR-1[3]
[1]ILS, Category E, 700-2¼. LOC, Category E, 800-2¼.
[2]NA when control tower closed.
[3]Category E, 800-2¼.
[4]Category E, 800-2½.

NAME ALTERNATE MINIMUMS

SAN ANTONIO, TX

SAN ANTONIO INTL ..... **ILS or LOC Rwy 12R[1]**
RNAV (GPS) Rwy 12R[2]
[1]ILS, 700-2.
[2]Categories A,B, 900-2; Category C, 900-2½; Category D, 900-2¾.

STINSON MUNI ..... **RNAV (GPS) Rwy 32**
VOR Rwy 32
NA when local weather not available.

TEMPLE, TX

DRAUGHON-MILLER CENTRAL TEXAS RGNL ..... **RNAV (GPS) Rwy 2**
RNAV (GPS) Rwy 15
RNAV (GPS) Rwy 33
NA when local weather not available.

WACO, TX

TSTC WACO ..... **ILS or LOC Rwy 17L[123]**
NDB Rwy 35R[4]
[1]NA when control tower closed.
[2]ILS,LOC,Category E, 800-2½.
[3]NA when local weather not available.
[4]NA when Waco Regional control tower closed.

WACO RGNL ..... **ILS or LOC Rwy 19**
NDB Rwy 19
RADAR-1
NA when control tower closed.

WINK, TX

WINKLER COUNTY ..... **RNAV (GPS) Rwy 13**
RNAV (GPS) Rwy 31
VOR Rwy 13
NA when local weather not available.

INSTRUMENT APPROACH PROCEDURE CHARTS

A IFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absence of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

NAME	ALTERNATE MINIMUMS
ANGLETON/LAKE JACKSON, TX	
BRAZORIA COUNTY	**RNAV (GPS) Rwy 17**
	RNAV (GPS) Rwy 35
NA when local weather not available.	
BEAUMONT-PORT ARTHUR, TX	
SOUTHEAST TEXAS RGNL	**ILS or LOC Rwy 12**[123]
	LOC BC Rwy 30[234]
	RNAV (GPS) Rwy 12[35]
	RNAV (GPS) Rwy 16[35]
	RNAV (GPS) Rwy 30[35]
	RNAV (GPS) Rwy 34[35]
	VOR/DME Rwy 34[5]
	VOR Rwy 12[5]
[1]ILS, LOC, Categories A, B, 900-2; Category C, 900-2¼; Category D, 900-2½; Category E, 900-2¾.	
[2]NA when control tower closed.	
[3]NA when local weather not available.	
[4]Category D, 800-2¼; Category E, 900-2¾.	
[5]Category E, 900-2¾.	
COLLEGE STATION, TX	
EASTERWOOD FIELD	**ILS or LOC Rwy 34**[12]
	LOC BC Rwy 16[23]
	RNAV (GPS) Rwy 10[3]
	RNAV (GPS) Rwy 16[3]
	RNAV (GPS) Rwy 28[3]
	RNAV (GPS) Rwy 34[3]
	VOR/DME Rwy 28[4]
	VOR or TACAN Rwy 10[3]
[1]ILS, Category D, 700-2¼; Category E, 900-3. LOC, Category D, 800-2¼; Category E, 900-3.	
[2]NA when control tower closed.	
[3]Category D, 800-2¼; Category E, 900-3.	
[4]Category D, 800-2¼.	

NAME	ALTERNATE MINIMUMS
GALVESTON, TX	
SCHOLES INTL AT GALVESTON	ILS or LOC Rwy 13[1]
	RNAV (GPS) Rwy 13[2]
	RNAV (GPS) Rwy 17[2]
[1]ILS, Category E, 700-2¼; LOC, Category E, 800-2¼.	
[2]Category E 800-2¼.	
HOUSTON, TX	
DAVID WAYNE HOOKS MEMORIAL	**RNAV (GPS) Rwy 17R**
	RNAV (GPS) Rwy 35L
NA when local weather not available.	
ELLINGTON FIELD	**ILS Rwy 17R**[1]
	ILS Rwy 22[1]
	ILS Rwy 35L[1]
	RNAV (GPS) Rwy 22[2]
[1]ILS, Category E, 700-2¼. LOC, Category E, 800-2¼.	
[2]Category E, 800-2¼.	

NAME ALTERNATE MINIMUMS

HOUSTON, TX (CON'T)

GEORGE BUSH INTERCONTINENTAL/ HOUSTON ..... **ILS or LOC Rwy 8R[1]**
ILS or LOC Rwy 26L[2]

[1]ILS,LOC, Category A,B, 900-2; Category C, 900-2½; Category D, 900-2¾; Category E, 900-3.

[2]ILS, Category A,B, 800-2; Category C, 800-2¼; Category D, 800-2½; Category E, 800-2¾. LOC, Category C, 800-2¼; Category D, 800-2½; Category E, 800-2¾.

LONE STAR EXECUTIVE . **RNAV (GPS) Rwy 14**
NA when local weather not available.

WILLIAM P. HOBBY ..... **ILS or LOC Rwy 4**
ILS or LOC Rwy 12R
LOC Rwy 22
RNAV (GPS) Rwy 4
RNAV (GPS) Rwy 12R
RNAV (GPS) Rwy 22
VOR/DME Rwy 30L
Category E, 900-3.

PEARLAND RGNL ..... **RNAV (GPS) Rwy 32**
VOR-B
NA when local weather not available.

SUGAR LAND RGNL ..... **RNAV (GPS) Rwy 17**
NA when local weather not available.

HUNTSVILLE, TX

HUNTSVILLE MUNI ..... **RNAV (GPS) Rwy 18**
VOR/DME-A
NA when local weather not available.

JACKSONVILLE, TX

CHEROKEE COUNTY ..... **RNAV (GPS) Rwy 14**
VOR /DME Rwy 14
NA when local weather not available.

NAME ALTERNATE MINIMUMS

JASPER, TX

JASPER COUNTY-BELL FIELD ... **NDB Rwy 18**
RNAV (GPS) Rwy 18
RNAV (GPS) Rwy 36
NA when local weather not available.

LA GRANGE, TX

FAYETTE RGNL
AIR CENTER ..... **RNAV (GPS) Rwy 16**
RNAV (GPS) Rwy 34
NA when local weather not available.

LUFKIN, TX

ANDELINA COUNTY ..... **VOR Rwy 33**
NA when local weather not available.

ORANGE, TX

ORANGE COUNTY ..... **RNAV (GPS) Rwy 22**
VOR/DME Rwy 22
NA when local weather not available.

PALESTINE, TX

PALESTINE MUNI ..... **RNAV (GPS) Rwy 18**
RNAV (GPS) Rwy 36
NA when local weather not available.

PORT LAVACA, TX

CALHOUN COUNTY ..... **RNAV (GPS) Rwy 14**
NA when local weather not available.

VICTORIA, TX

VICTORIA RGNL ..... **RNAV (GPS) Rwy 12L**
RNAV (GPS) Rwy 30R
VOR Rwy 12L
VOR/DME Rwy 30R
NA when local weather not available.

WHARTON, TX

WHARTON RGNL ..... **RNAV (GPS) Rwy 14**
RNAV (GPS) Rwy 32
VOR/DME-A
NA when local weather not available.

ABILENE, TX

Amdt. 9, MAR 22,2001 (FAA) ELEV **1791**

ABILENE RGNL

RADAR- 125.0 338.3 (EAST), 127.2 282.3 (WEST)

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	17R		AB	**2240**-1	469	(500-1)	C	**2240**-1¼	469	(500-1¼)
			D	**2240**-1½	469	(500-1½)				
	35L		AB	**2260**-1	474	(500-1)	C	**2260**-1¼	474	(500-1¼)
			D	**2260**-1½	474	(500-1½)				
	35R		AB	**2260**-½	484	(500-½)	C	**2260**-¾	484	(500-¾)
			D	**2260**-1	484	(500-1)				
CIRCLING			AB	**2260**-1	469	(500-1)	C	**2360**-1½	569	(600-1½)
			D	**2360**-2	569	(600-2)				

AMARILLO, TX

Amdt.16, MAR 25 , 1999 (FAA) ELEV **3605**

RICK HUSBAND AMARILLO INTL

RADAR-119.5 307.0

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	22		ABC	**3960**-¾	357	(400-¾)	DE	**3960**-1¼	357	(400-1¼)
	31		ABC	**3960**-1	362	(400-1)	D	**3960**-1¼	362	(400-1¼)
			E	**NA**						
	13		ABC	**3980**-1	380	(400-1)	D	**3980**-1¼	380	(400-1¼)
			E	**NA**						
	4		AB	**4160**/24	555	(600-½)	C	**4160**/50	555	(600-1)
			D	**4160**/60	555	(600-1¼)	E	**4160**-1½	555	(600-1½)
CIRCLING			AB	**4160**-1	555	(600-1)	C	**4160**-1½	555	(600-1½)
			D	**4240**-2	635	(700-2)	E	**4460**-3	855	(900-3)

When control tower closed, procedure not authorized.

DYESS AFB (KDYS), TX (Abilene) (08297 USAF) ELEV 1789

RADAR - (E) 121.3 127.2 270.3 282.3

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	16[1]		A	2300/24	511	(600-½)
			B	2300/40	511	(600-¾)
			C	2300/50	511	(600-1)
			DE	2300-1½	511	(600-1½)
	34[2]		AB	2260/24	473	(500-½)
			C	2260/40	473	(500-¾)
			D	2260/50	473	(500-1)
			E	2260/60	473	(500-1¼)
CIR	16[3]		A	2340-1	551	(600-1)
			B	2340-1¼	551	(600-1¼)
			C	2340-1½	551	(600-1½)
			D	2360-2	571	(600-2)
			E	2460-2½	671	(700-2½)
	34[3]		AB	2340-1	551	(600-1)
			C	2340-1½	551	(600-1½)
			D	2360-2	571	(600-2)
			E	2460-2½	671	(700-2½)

[1]When ALS inop, increase CAT A RVR to 50 and vis to 1 mile, CAT B RVR to 60 and vis to 1¼ miles, CAT C vis to 1½ miles, CAT DE vis to 2 miles. [2]When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT D vis to 1½ miles and CAT E to 1¾ miles. [3]Circling to parallel Assault Strip 162° restricted to 317 AG acft only. Circling at night to Assault Strip 342° requires MAJCOM/DO/A3 (or equivalent) approval due to 20:1 visual area penetrations.

FORT WORTH NAS JRB (CARSWELL FLD) (KNFW), TX

(10042 USN) **ELEV 650**

RADAR - (E)[1] 128.775 371.875

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
PAR[2]	17[3]	3.0°/62/1074	ABCDE	836-¾	200	(200-¾)
	35[4]	3.0°/59/1213	ABCDE	900-½	250	(300-½)
PAR W/O GS[2]	17		AB	1080-1	444	(500-1)
			C	1080-1¼	444	(500-1¼)
			DE	1080-1½	444	(500-1½)
	35[5]		AB	1140-½	490	(500-½)
			C	1140-¾	490	(500-¾)
			D	1140-1	490	(500-1)
			E	1140-1¼	490	(500-1¼)
ASR[2]	17		AB	1140-1¼	504	(500-1¼)
			CD	1140-1½	504	(500-1½)
			E	1140-1¾	504	(500-1¾)
	35[6]		AB	1180-¾	530	(600-¾)
			C	1180-1	530	(600-1)
			DE	1180-1¼	530	(600-1¼)
CIR	17-35[7][8]		AB	1220-1	570	(600-1)
			C	1220-1½	570	(600-1½)
			D	1280-2	630	(700-2)
			E	1300-2¼	650	(700-2¼)

[1]Opr 1300-0500Z++ Mon-Fri; clsd Sat, Sun and hol. Afld hr subject to chg by NOTAM. Base OPS/ ATC not manned outside of publ hrs. [2]No-NOTAM MP: PAR 1330-1530Z++ Tue; ASR 1330-1530Z++ Mon. [3]CAUTION: PAR TCH exceeds 60'. [4]When ALS inop, increase CAT AB vis to ¾ mile, CAT CDE to 1 mile. [5]When ALS inop, increase CAT AB vis to 1 mile, CAT C to 1¼ miles, CAT D to 1½ miles, CAT E to 1¾ miles. [6]When ALS inop, increase CAT AB vis to 1¼ miles, CAT C to 1½ miles, CAT DE to 1¾ miles. [7]Circling not authorized E of Rwy 17-35. [8]When circling from ASR increase CAT AB vis to 1¼ miles.

LUBBOCK, TX Amdt. 7, SEP 19, 1991 (FAA) ELEV 3282

LUBBOCK PRESTON SMITH INTL

RADAR-119.2 351.8 ⚠

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	17R		ABC	**3620**/24	339	(400-½)	DE	**3620**/50	339	(400-1)
	35L		ABC	**3640**-¾	387	(400-¾)	DE	**3640**-1¼	387	(400-1¼)
	26		AB	**3680**-½	425	(500-½)	C	**3680**-¾	425	(500-¾)
			DE	**3680**-1	425	(500-1)				
CIRCLING			A	**3720**-1	439	(500-1)	B	**3740**-1	459	(500-1)
			C	**3740**-1½	459	(500-1½)	D	**3840**-2	559	(600-2)
			E	**3980**-2½	699	(700-2½)				

Category D S-26 visibility increased ¼ mile for inoperative MALSR.
Category E S-26 visibility increased ½ mile for inoperative MALSR.
Category E S-17R visibility increased ¼ mile for inoperative MALSR.
Inoperative table does not apply to MALSR Rwy 17R for Category D.

WICHITA FALLS/SHEPPARD AFB/WICHITA FALLS MUNI (KSPS), TX

(Amdt 5, 09183 USAF) ELEV 1019

RADAR[12] - **(E)** Ctc SHEPPARD APP CON 118.2 269.025 ▽ ⚠ NA when Sheppard Approach Control closed. When ASR and IFF/SIF are out, PAR avbl via RADAR pickup fr ILS Rwy 33L.

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
PAR[3]	15C[4]	3.0°/46/954	ABCDE	**1203**-½	200	(200-½)
	33C[4]	3.0°/48/957	ABCDE	**1189**-½	200	(200-½)
	15R[4]	3.0°/55/1087	ABCDE	**1198**-½	200	(200-½)
	33L[4]	3.0°/56/1090	ABCDE	**1200**-½	200	(200-½)
ASR	15C[7]		ABCD	**1420**-¾	417	(500-¾)
			E	**1420**-1	417	(500-1)
	15R[5]		ABCD	**1420**-¾	422	(500-¾)
			E	**1420**-1	422	(500-1)
	33L[6]		ABC	**1440**-¾	440	(500-¾)
			DE	**1440**-1	440	(500-1)
	33C[6]		ABC	**1440**-¾	451	(500-¾)
			DE	**1440**-1	451	(500-1)
CIR[8]	All Rwy		A	**1440**-1¼	421	(500-1¼)
			B	**1480**-1¼	461	(500-1¼)
			C	**1480**-1½	461	(500-1½)
			D	**1580**-2	561	(600-2)
			E	**2080**-3	1061	(1100-3)

[1]Sheppard APP CON clsd 0300-1200Z++ dly, ctc FORT WORTH CENTER 127.95 133.5. [2]MP ASR and PAR 1000-1200Z++ Mon-Fri. [3]ASR/PAR Not avbl when Sheppard APP CON is clsd. [4]When ALS inop, increase CAT ABCDE vis to ¾ mile. [5]When ALS inop, increase vis CAT ABCD to 1¼ miles, CAT E to 1½ miles. [6]When ALS inop, increase vis CAT ABC vis to 1¼ miles, CAT DE vis to 1½ miles. [7]When ALS inop, increase CAT ABCD vis to 1¼, CAT E vis to1½. [8]Circling not authorized West of Rwy 15R-33L.

BIGGS AAF (KBIF), TX (Fort Bliss) (Amdt6, 06159 USA) ELEV 3948

RADAR - 124.15 307.0 NA

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR[1]	21		AB	4360-½	412	(500-½)
			CD	4360-¾	412	(500-¾)
			E	4360-1	412	(500-1)
CIR[2]	21		A	4360-1	412	(500-1)
			B	4400-1	452	(500-1)
			C	4400-1½	452	(500-1½)
			DE	4500-2	552	(600-2)

CAUTION: Steeply rising terrain exceeding 7100' 4 miles W of airport. 'When ALSF inop, increase CAT E visibility to 1½. ²CAT E circling W of Rwy 3-21 not authorized.

CORPUS CHRISTI NAS (KNGP), (TRUAX FIELD) TX (08325 USN) ELEV 18

RADAR - (E) 6835 134.1 270.8 284.6 337.2 354.8

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
PAR[1]	13R[2]	3.0°/42/773	ABCDE	113-¼	100	(100-¼)
	17	3.0°/42/771	ABCDE	118-½	100	(100-½)
	31L	3.0°/42/817	ABCDE	117-½	100	(100-½)
	35	3.0°/44/813	ABCDE	118-½	100	(100-½)
PAR	13L		ABCDE	320-1	307	(400-1)
SIDESTEP[15]	31R		ABCDE	400-1¼	383	(400-1¼)
PAR W/O GS[1]	17		ABCDE	300-1¼	282	(300-1¼)
	13R[3]		ABCDE	320-1	307	(400-1)
	31L		ABCDE	400-1¼	383	(400-1¼)
	35		ABCDE	400-1¼	382	(400-1¼)
PAR W/O GS	13L		ABCDE	320-1¼	307	(400-1¼)
SIDESTEP[1]	31R		ABCDE	400-1¼	383	(400-1¼)
ASR	13R[4]		A	480-¾	467	(500-¾)
			B	480-1	467	(500-1)
			C	480-1¼	467	(500-1¼)
			DE	480-1¾	467	(500-1¾)
	13L		A	400-1	382	(400-1)
			B	400-1¼	382	(400-1¼)
			C	400-1½	382	(400-1½)
			DE	400-2	382	(400-2)
	17		A	420-1	402	(500-1)
			B	420-1¼	402	(500-1¼)
			C	420-1½	402	(500-1½)
			DE	420-2	402	(500-2)
	31R		A	440-1	422	(500-1)
			B	440-1¼	422	(500-1¼)
			C	440-1½	422	(500-1½)
			DE	440-2	422	(500-2)
	31L		A	440-1	423	(500-1)
			B	440-1¼	423	(500-1¼)
			C	440-1½	423	(500-1½)
			DE	440-2	423	(500-2)

CORPUS CHRISTI NAS (KNGP)(CON'T), (TRUAX FIELD) TX (08325 USN)

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
	35		A	440-1	422	(500-1)
			B	440-1¼	422	(500-1¼)
			C	440-1½	422	(500-1½)
			DE	440-2	422	(500-2)
	4		A	480-1	463	(500-1)
			B	480-1¼	463	(500-1¼)
			C	480-1½	463	(500-1½)
			DE	480-2	463	(500-2)
CIR[6]	All Rwys		AB	480-1	462	(500-1)
			C	480-1½	462	(500-1½)
			D	580-2	562	(600-2)
			E	620-2¼	602	(700-2¼)

[1]No-NOTAM MP: PAR Mon-Fri 1100-1300Z++, exc 1st and 3rd Wed of month 1000-1300Z++. [2]When ALS inop, increase vis CAT ABCDE to ½ mile. [3]When ALS inop, increase vis CAT ABCDE to 1¼ mile. [4]When ALS inop, increase vis CAT A to 1 mile, CAT B to 1¼ mile, CAT C to 1½ mile, CAT DE to 2 miles. [5]Circling fr Sidestep NA. Sidestep NA prior to 2 miles fr touchdown. [6]Circling authorized only from ASR and PAR W/O GS. When circling from PAR W/O GS increase CAT AB vis to 1¼ mile.

EL PASO, TX

Amdt. 14, April 8, 2010 (FAA) ELEV **3959**

EL PASO INTL

RADAR- 124.25 298.85

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	22		ABC	**4320**/24	371	(400-½)	DE	**4320**/50	371	(400-1)
	26L		AB	**4380**-¾	421	(500-¾)	CD	**4380**-1¼	421	(500-1¼)
			E	**4380**-1½	421	(500-1½)				
	4		AB	**4400**/50	477	(500-1)	C	**4400**/60	477	(500-1¼)
			D	**4400**-1½	477	(500-1½)	E	**4400**-1¾	477	(500-1¾)
CIRCLING			A	**4420**-1	461	(500-1)	B	**4460**-1	501	(600-1)
			C	**4460**-1½	501	(600-1½)	D	**4520**-2	561	(600-2)
			E	**4660**-2½	701	(800-2½)				

Circling NA for CAT E west of Rwy 4-22.
For inoperative MALSR, increase S-22 CAT D/E visibility to RVR 6000.
Inoperative table does not apply to S-26L CAT C.
CAUTION: Steeply rising terrain 4.5 NM west of airport.
Lost Communications (All Rwys): As directed by ATC on initial contact.

KINGSVILLE NAS (KNQI), TX (09295 USN) ELEV 50

RADAR[1] - (E) 128.45x 300.4x 305.2x 310.8x 322.0x 325.2x 358.0x 363.6x 384.4x

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
PAR[8]	35R[2]	3.0°/34/623	ABCDE	148-¼	100	(100-¼)
	31L	3.0°/33/596	ABCDE	144-½	100	(100-½)
	31R	3.0°/37/679	ABCDE	145-½	100	(100-½)
	13L	3.0°/35/653	ABCDE	149-½	100	(100-½)
	35L	3.0°/33/618	ABCDE	149-½	100	(100-½)
	13R	3.0°/33/625	ABCDE	150-½	100	(100-½)
	17L	3.0°/35/652	ABCDE	150-½	100	(100-½)
	17R	3.0°/36/684	ABCDE	150-½	100	(100-½)
PAR W/O GS[8]	31L		ABCDE	320-1¼	276	(300-1¼)
	31R		ABCDE	320-1¼	275	(300-1¼)
	17L		ABCDE	340-1¼	290	(300-1¼)
	17R		ABCDE	340-1¼	290	(300-1¼)
	35R[3]		ABCDE	400-¾	352	(400-¾)
	35L		ABCDE	400-1¼	351	(400-1¼)
	13L		ABCDE	420-1¼	371	(400-1¼)
	13R		ABCDE	480-1¼	430	(500-1¼)
ASR	35R[4]		AB	400-½	352	(400-½)
			CDE	400-¾	352	(400-¾)
	17L		ABC	400-1	350	(400-1)
			DE	400-1¼	350	(400-1¼)
	17R		ABC	400-1	350	(400-1)
			DE	400-1¼	350	(400-1¼)
	31L		ABCD	380-1	336	(400-1)
			E	380-1¼	336	(400-1¼)
	31R		ABCD	380-1	335	(400-1)
			E	380-1¼	335	(400-1¼)
	35L		ABC	400-1	351	(400-1)
			DE	400-1¼	351	(400-1¼)
	13L		AB	500-1	450	(500-1)
			C	500-1¼	450	(500-1¼)
			DE	500-1½	450	(500-1½)
	13R		AB	500-1	450	(500-1)
			C	500-1¼	450	(500-1¼)
			DE	500-1½	450	(500-1½)
CIR[567]	All Rwys		AB	500-1	450	(500-1)
			C	500-1½	450	(500-1½)
			D	620-2	570	(600-2)
			E	680-2¼	630	(700-2¼)

[1]Use landing/taxi lights when conducting apch during VMC. [2]When ALS inop, increase vis CAT ABCDE to ½ mile. [3]When ALS inop, increase vis CAT ABCDE to 1¼ mile. [4]When ALS inop, increase vis CAT ABC to 1 mile, CAT DE to 1¼ mile. [5]CAT E circling not authorized SW of Rwy 13-31. [6]Circling authorized only from PAR W/O GS and ASR. [7]For Circling from PAR W/O GS increase CAT AB vis to 1¼ mile. [8]No NOTAM MP: PAR 1400-1600Z++Mon. Maint conducted next bus day if fld clsd on Mon.

MIDLAND, TX
MIDLAND INTL

Amdt 5, MAY 20,1999 (FAA) ELEV **2871**

RADAR- 124.6 290.4 ⚠

	RWYGS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	10	ABC	**3260**/24	392	(400-½)	DE	**3260**/50	392	(400-1)
	34L	AB	**3260**-1	403	(400-1)	CD	**3260**-1¼	403	(400-1¼)
		E	**3260**-1½	403	(400-1½)				
	16R	AB	**3280**-1	409	(500-1)	CD	**3280**-1¼	409	(500-1¼)
		E	**3280**-1½	409	(500-1½)				
	28	AB	**3280**-¾	423	(500-¾)	CD	**3280**-1¼	423	(500-1¼)
		E	**3280**-1½	423	(500-1½)				
	4	AB	**3300**-1	450	(500-1)	C	**3300**-1¼	450	(500-1¼)
		DE	**3300**-1½	450	(500-1½)				
	22	AB	**3540**-1	687	(700-1)	C	**3540**-2	687	(700-2)
		D	**3540**-2¼	687	(700-2¼)	E	**3540**-2½	687	(700-2½)
CIRCLING		AB	**3540**-1	669	(700-1)	C	**3540**-2	669	(700-2)
		D	**3540**-2¼	669	(700-2¼)	E	**3600**-2½	729	(800-2½)

Inoperative table does not apply to MALS S-28 for Category C.
Category D and Category E S-10 visibility increases to RVR 6000 for inoperative MALSR .

ROBERT GRAY AAF (KGRK), TX

(Fort Hood) Amdt 8, 03051 (USA) ELEV **1019**

RADAR **- (E)** 118.0 244.0 (GCA) ⚠NA

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
PAR	33	3.0°/64/1019	AB	1187-½	200	(200-½)
			CDE	1187-¾	200	(200-¾)
	15	3.0°/52/1026	AB	1219/24	200	(200-½)
			CDE	1219/40	200	(200-¾)
ASR	33		AB	1460-¾	473	(500-¾)
			C	1460-1	473	(500-1)
			D	1460-1¼	473	(500-1¼)
			E	1460-1½	473	(500-1½)
	15		AB	1520/40	501	(600-¾)
			CD	1520/60	501	(600-1¼)
			E	1520-1½	501	(600-1½)
CIR[1]	All Rwy		AB	1520-1	501	(600-1)
			C	1560-1½	541	(600-1½)
			D	1580-2	561	(600-2)
			E	1740-2½	721	(800-2½)

[1]Circling not authorized W of Rwy 15-33.

SAN ANGELO, TX

Amdt. 1, MAR 25, 1999 (FAA) ELEV **1917**

SAN ANGELO RGNL/MATHIS FIELD

RADAR-125.35 354.1

	RWY GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	36	AB	**2460**-1	543	(600-1)	C	**2460**-1½	543	(600-1½)
		D	**2460**-1¾	543	(600-1¾)	E	**2460**-2	543	(600-2)
	18	AB	**2480**-1	573	(600-1)	C	**2480**-1½	573	(600-1½)
		D	**2480**-1¾	573	(600-1¾)	E	**2480**-2	573	(600-2)
CIRCLING		AB	**2480**-1	563	(600-1)	C	**2480**-1½	563	(600-1½)
		D	**2480**-2	563	(600-2)	E	**2520**-2¼	603	(700-2¼)

Category E circling NA west of runway 18-36.

WACO, TX

Amdt. 1A, FEB 11, 2010 (FAA) ELEV **592**

MC GREGOR EXECUTIVE

RADAR- 127.65 352.0

	RWY GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	17	AB	**1020**-1	430	(500-1)	C	**1020**-1¼	430	(500-1¼)
		D	**NA**						
CIRCLING		A	**1040**-1	448	(500-1)	B	**1060**-1	468	(500-1)
		C	**1060**-1½	468	(500-1½)	D	**NA**		

WACO, TX

Amdt. 4, FEB 11, 2010 (FAA) ELEV **470**

TSTC WACO

RADAR- 127.65 227.125

	RWY GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	17L	AB	**1080**-½	611	(700-½)	C	**1080**-1¼	611	(700-1¼)
		D	**1080**-1½	611	(700-1½)				
CIRCLING		AB	**1080**-1	610	(700-1)	C	**1080**-1¾	610	(700-1¾)
		D	**1080**-2	610	(700-2)				

When Waco Regional approach control closed, ASR not authorized.

WACO, TX

Amdt. 3, FEB 11, 2010 (FAA)

ELEV **516**

WACO RGNL

RADAR- 127.65 227.125 ⚠

	RWY GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	19	ABC	**880**/24	376	(400-½)	D	**880**/50	376	(400-1)
	1	ABC	**900**-1	390	(400-1)	D	**900**-1¼	390	(400-1¼)
	14	AB	**980**-1	468	(500-1)	C	**980**-1¼	468	(500-1¼)
		D	**980**-1½	468	(500-1½)				
	32	AB	**1000**-1	484	(500-1)	C	**1000**-1¼	484	(500-1¼)
		D	**1000**-1½	484	(500-1½)				
CIRCLING		AB	**1000**-1	484	(500-1)	C	**1000**-1½	484	(500-1½)
		D	**1080**-2	564	(600-2)				

Category D S-19 visibility RVR 6000 with inoperative MALSR.

THERE ARE NO RADAR PROCEDURES
FOR SOUTHEAST TEXAS (SC-5)

INSTRUMENT APPROACH PROCEDURE CHARTS

IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude , and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military take-off minima, refer to appropriate service directives.

NAME	TAKE-OFF MINIMUMS

ABILENE, TX

ABILENE RGNL (ABI)
AMDT 2 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy 22,** 300-2½ or std. w/ min. climb of 233' per NM to 2200.

DEPARTURE PROCEDURE: **Rwy 17L,** climb heading 180° to 3200 before proceeding on course.

NOTE: **Rwy 4,** multiple trees beginning 1945' from DER, 872' left of centerline, up to 100' AGL/1859' MSL. Terrain 103' from DER, 59' right of centerline up to 0' AGL/1766' MSL. Terrain 121' from DER, 457' right of centerline, up to 0' AGL/1769' MSL. **Rwy 17L,** tower 7 NM from DER, right of centerline up to 543' AGL/2903' MSL. Tower 6 NM from DER, right of centerline up to 400' AGL/2699' MSL. Tower 7.7 NM from DER, left of centerline, up to 749' AGL/2957' MSL. Multiple trees beginning 151' from DER, 158' left of centerline, up to 100' AGL/1879' MSL. Multiple trees beginning 149' from DER, 355' right of centerline, up to 100' AGL/1879' MSL. **Rwy 22,** tower 1.9 NM from DER, 284' left of centerline, up to 306' AGL/2050' MSL. Mutliple trees beginning 119' from DER, 402' left of centerline up to 17' AGL/1769' MSL. Tower 4018' from DER, 225' right of centerline, up to 135' AGL/1869' MSL. Antenna on tower 1.9 NM from DER, 252' left of centerline, up to 306' AGL/2050' MSL.

NAME	TAKE-OFF MINIMUMS

ABILENE RGNL (ABI) (CON'T)

Rwy 35L, tower 194' from DER, 516' right of centerline 100' AGL/1769' MSL. Multiple trees beginning 2047' from DER, 851' right of centerline, up to 100' AGL/1869' MSL. **Rwy 35R,** antenna 1154' from DER, 264' left of centerline 100' AGL/1821' MSL. Multiple trees beginning 2848' from DER, 242' left of centerline up to 100' AGL/1889' MSL. Multiple trees beginning 279' from DER, 328' right of centerline, up to 100' AGL/1889' MSL. Terrain 231' from DER, 66' left of centerline, up to 0' AGL/1805' MSL. Terrain 230' from DER, 190' right of centerline, up to 100' AGL/1805' MSL. **Rwy 17R,** multiple trees beginning 1013' from DER, 372' left of centerline, up to 100' AGL/1889' MSL. Multiple trees beginning 147' from DER, 370' right of centerline up to 100' AGL/1879' MSL.

AMARILLO, TX

RICK HUSBAND AMARILLO INTL

DEPARTURE PROCEDURE: **Rwy 22,** climb heading 218° to 4100 before turning northbound. **Rwy 31,** climbing right turn heading 360° to 5400 before turning westbound.

NOTE: **Rwy 31,** sign 23' from departure end of runway, 257' right of centerline, 6' AGL/3605' MSL.

TRADEWIND (TDW)
AMDT 2A 08185 (FAA)

TAKE-OFF MINIMUMS: **Rwys 5,23,** NA. **Rwy 35,** 600-2 or std. with a min. climb of 300´ per NM to 4600.

ANDREWS, TX

ANDREWS COUNTY (E11)

AMDT 1 09239 (FAA)

TAKE-OFF MINIMUMS: **Rwy 20,** 400-2¼ or std. w/ min. climb of 229' per NM to 3700.

DEPARTURE PROCEDURE: **Rwy 11,** climb heading 114° to 3600 before turning left. **Rwy 29,** climb heading 294° to 3600 before turning left.

NOTE: **Rwy 34,** antenna 1189' from DER, 588' left of centerline, 52' AGL/3236' MSL. Poles beginning 181' from DER, 470' left of centerline, up to 36' AGL/3210' MSL. Bush 471' from DER, 92' left of centerline, 7' AGL/3186' MSL. Tree 1207' from DER, 587' left of centerline, 44' AGL/3228' MSL. Bushes beginning 282' from DER, 305' right of centerline, up to 10' AGL/3189' MSL. Tree 4780' from DER, 895' right of centerline, 100' AGL/3304' MSL.

ARLINGTON, TX

ARLINGTON MUNI

DEPARTURE PROCEDURE: **Rwy 16,** climb heading 162° to 2500 before turning left. **Rwy 34,** climb heading 342° to 1400 before turning southeast bound.

NOTE: **Rwy 16,** multiple reils beginning 77' from departure end of runway, 127' right of centerline, 7' AGL/601' MSL. Multiple reils beginning 74' from departure end of runway, 126' left of centerline, 7' AGL/603' MSL. Tree 590' from departure end of runway, 480' right of centerline, 16' AGL/614' MSL. **Rwy 34,** tree 1083' from departure end of runway, 710' right of centerline, 35' AGL/670' MSL. Tree 705' from departure end of runway, 403' left of centerline, 38' AGL/654' MSL. Tree 231' from departure end of runway, 464' left of centerline, 35' AGL/642' MSL. Multiple trees beginning 1093' from departure end of runway, 415' right of centerline, up to 39' AGL/663' MSL.

Chart note: tower farm 7.2 NM southeast of airport up to 2549' MSL.

ATLANTA, TX

HALL-MILLER MUNI

TAKE-OFF MINIMUMS: **Rwy 15,** 500-2or std. with a min. climb of 260' per NM to 600.

DEPARTURE PROCEDURE: **Rwys 5,33**, climb runway heading to 500 before turning.

NOTE: 248' AGL tower 1.09 NM southeast of departure end of runway 15.

BIG SPRING, TX

BIG SPRING MCMAHON-WRINKLE

TAKE-OFF MINIMUMS: **Rwy 6,** 600-3 or std. with a min. climb gradient of 370' per NM to 3300.

DEPARTURE PROCEDURE: **Rwy 17,** climb runway heading to 3100 before turning left.

NOTE: **Rwy 6,** cross departure end of runway at or above 35' AGL/2608' MSL. Tank, 7047' from departure end of runway, 2180' left of centerline, 135' AGL/2859' MSL.

BONHAM, TX

JONES FIELD

TAKE-OFF MINIMUMS: **Rwy 17,** 400-2 or std. with a min. climb of 350´ per NM to 1100.

BORGER, TX

HUTCHINSON COUNTY (BGD)

AMDT 1 08157 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17,** 200-1½ or std. w/ min. climb of 421' per NM to 3400.

NOTE: **Rwy 3,** tree 3200' from departure end of runway, 851' left of centerline, 100' AGL/3129' MSL. **Rwy 17,** pole 683' from departure end of runway, 396' right of centerline, 21' AGL/3090' MSL. Trees beginning 820' from departure end of runway, 279' right of centerline, up to 34' AGL/3093' MSL. Vehicle on road 219' from departure end of runway, 513' right to left of centerline, 15' AGL/3074' MSL. Vehicle on road 1141' from departure end of runway, 772' right to left of centerline, 17' AGL/3086' MSL. Trees beginning 1628' from departure end of runway, 207' left of centerline, up to 43' AGL/3112' MSL. Antenna 1427' from departure end of runway, 15' left of centerline, 46' AGL/3105' MSL. **Rwy 21,** bush 138' from departure end of runway, 109' right of centerline, 31' AGL/3040' MSL.

BOWIE, TX

BOWIE MUNI (0F2)

ORIG 09071 (FAA)

NOTE: **Rwy 17,** tree 131' from DER, 311' right of centerline, 100' AGL/1169' MSL. Trees beginning 122' from DER, 313' left of centerline, up to 100' AGL/1199' MSL. **Rwy 35,** tree 418' from DER, 299' left of centerline, 100' AGL/1206' MSL. Vehicle on road 726' from DER, 471' left of centerline, 15' AGL/1131' MSL.

BRIDGEPORT, TX

BRIDGEPORT MUNI (XBP)

AMDT 2 09351 (FAA)

TAKE-OFF MINIMUMS: **Rwy 18,** 400-2 or std. w/ min. climb of 458' per NM to 1300. **Rwy 36,** 300-1¼ or std. w/ min. climb of 427' per NM to 1200.

NOTE: **Rwy 18,** trees beginning 2383' from DER, 504' right of centerline, up to 100' AGL/1169' MSL. Trees beginning 2438' from DER, 525' left of centerline, up to 100' AGL/1109' MSL. Tower 1.2 NM from DER, 664' left of centerline, 55' AGL/1046' MSL. Tower 1.2 NM from DER, 1121' left of centerline, 55' AGL/1042' MSL. **Rwy 36,** trees beginning 111' from DER, 21' right of centerline, up to 100' AGL/851' MSL. Trees beginning 607' from DER, 430' left of centerline, up to 100' AGL/1039' MSL. Hanger 12' from DER, 424' right of centerline, 17' AGL/827' MSL. Multiple poles and towers beginning 1064' from DER, 297' left of centerline, 43' AGL/969' MSL.

BROWNFIELD, TX

TERRY COUNTY (BFE)

ORIG 09295 (FAA)

NOTE: **Rwy 2,** aircraft on taxiway beginning at DER, 188' left of centerline, up to 17' AGL/3281' MSL. Vehicle on roadway, 121' from DER, 519' right of centerline, 15' AGL/3269' MSL. Hangar 591' from DER, 333' left of centerline, 30' AGL/3289' MSL. Tree 950' from DER, 179' right of centerline, 34' AGL/3299' MSL. **Rwy 13,** vehicles on roadway beginning 71' from DER, 61' left of centerline, up to 15' AGL/3269' MSL. **Rwy 20,** tree 2937' from DER, 1108' right of centerline, 75' AGL/3329' MSL. **Rwy 31,** vehicles on roadway beginning at DER, 198' left of centerline, up to 15' AGL/3284' MSL. Aircraft on taxiway beginning at DER, 253' right of centerline, up to 17' AGL/3281' MSL. Vehicles on roadway beginning 299' from DER, 14' right of centerline up to 15' AGL/3284' MSL. Hangar 572' from DER, 597' right of centerline, 30' AGL/3299' MSL. Tree 1832' from DER, 233' right of centerline, 75' AGL/3344' MSL.

CADDO MILLS, TX

CADDO MILLS MUNI

TAKE-OFF MINIMUMS: **Rwys 17L, 35R,** NA.

CANADIAN, TX

HEMPHILL COUNTY

TAKE-OFF MINIMUMS: **Rwy 4,** 300-1¼ or std. with a min. climb of 282' per NM to 2700. **Rwy 18,** std. w/ min. climb of 239' per NM to 3600, or 1400-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 18,** for climb in visual conditions cross Hemphill County Airport at or above 3600 before proceeding on course. **Rwy 22,** climb heading 216° to 3000 before turning left.

NOTE: **Rwy 4,** grain elevator 5728' from departure end of runway, 1384' left of centerline, 220' AGL/2580' MSL. Tower 1.1 NM from departure end of runway, 6' right of centerline, 123' AGL/2548' MSL. **Rwy 18,** terrain 361' from departure end of runway, 569' left of centerline, 0' AGL/2409' MSL.

CLEBURNE, TX

CLEBURNE MUNI (CPT)

ORIG 08045 (FAA)

NOTES: **Rwy 15,** Tree 484' from departure end of runway, 211' left of centerline, 100' AGL/959' MSL. Light pole 1329' from departure end of runway, 285' right of centerline, 30' AGL/889' MSL. **Rwy 33,** Trees and light pole beginning 355' from departure end of runway, 45' right of centerline, up to 100' AGL/979' MSL. Trees beginning 1631' from departure end of runway, 94' left of centerline, up to 100' AGL/979' MSL.

COMMERCE, TX

COMMERCE MUNI

TAKE-OFF MINIMUMS: **Rwy 18**, 400-2 or std. with a min. climb 230' per NM to 900.

DALHART, TX

DALHART MUNI

TAKE-OFF MINIMUMS: **Rwy 3,** 600-2 or std. with a min. climb of 250´ per NM to 4400.

DALLAS, TX

ADDISON

TAKE-OFF MINIMUMS: **Rwy 15,** 400-2¼ or std. with a min. climb of 324' per NM to 1100.

NOTE: **Rwy 15,** multiple buildings beginning 1085' from departure end of runway, 21' left of centerline, up to 321' AGL/956' MSL. Building with antenna 1.9 NM from departure end of runway, 968' right of centerline, 345' AGL/975' MSL. Pole 666' from departure end of runway, 640' left of centerline, 60' AGL/681' MSL. Multiple trees beginning 721' from departure end of runway, 115' left of centerline, up to 40' AGL/675' MSL. Road, railroad beginning 268' from departure end of runway, 5' right of centerline, up to 23' AGL/655' MSL. **Rwy 33,** multiple poles and trees beginning 640' from departure end of runway, 21' left of centerline, up to 60' AGL/709' MSL. Multiple buildings beginning 1225' from departure end of runway, 147' left of centerline, up to 37' AGL/697' MSL. Multiple buildings beginning 45' from departure end of runway, 458' right of centerline, up to 57' AGL/696' MSL. Multiple poles beginning 922' from departure end of runway, 186' right of centerline, up to 60' AGL/720' MSL.

COLLIN COUNTY RGNL AT MC KINNEY (TKI)

AMDT 1 09351 (FAA)

NOTE: **Rwy 17,** bush 29' from DER, 499' right of centerline, 5' AGL/591' MSL. Obstruction light on DME 400' from DER, 266' right of centerline, 16' AGL/602' MSL. Trees 784' from DER, 574' right of centerline, 39' AGL/625' MSL. **Rwy 35,** trees 1060' from DER, 634' right of centerline, 65' AGL/605' MSL. Trees beginning 1532' from DER, 632' left of centerline, up to 79' AGL/626' MSL.

DALLAS EXECUTIVE

TAKE-OFF MINIMUMS: **Rwy 17,** 400-2¾ or std. w/ min. climb of 275' per NM to 1200.

DEPARTURE PROCEDURE: **Rwy 13,** climb via heading 129° to 2600 before turning westbound. **Rwy 17,** climb via heading 174° to 2600 before turning westbound **Rwy 31,** climb via heading 309° to 1600 before turning southbound. **Rwy 35,** climb via heading 354° to 1600 before turning southbound.

NOTE: **Rwy 17,** tree 468' from departure end of runway, 454' left of centerline, 35' AGL/699' MSL. Tree 113' from departure end of runway, 516' right of centerline, 30' AGL/679' MSL. Tree 871' from departure end of runway, 405' left of centerline, 35' AGl/685' MSL. Tree 651' from departure end of runway, 303' right of centerline, 35' AGL/699' MSL. **Rwy 31,** tree 481' from departure end of runway, 552' right of centerline, 30' AGL/677' MSL. Tree 2978' from departure end of runway, 802' left of centerline, 46' AGL/732' MSL. **Rwy 35,** tree 534' from departure end of runway, 302' left of centerline, 34' AGL/671' MSL. Tree 745' from departure end of runway, 371' left of centerline, 35' AGL/672' MSL. Tree 972' from departure end of runway, 405' right of centerline, 35' AGL/675' MSL. **Rwy 13,** obstruction light on blast fence 109' from departure end of runway, 347' left of centerline, 6' AGL/658' MSL.

DALLAS, TX (CON'T)

DALLAS-LOVE FIELD

TAKE-OFF MINIMUMS: **Rwy 13L,** std. with a min. climb of 289' per NM to 1700.

DEPARTURE PROCEDURE: **Rwy 13 R,** use BACHMAN DEPARTURE. **Rwy 18,** climb via heading 180° to 1300 before turning left. **Rwys 31L, 31R,** climb via heading 310° to 1200 before turning left.

NOTE: **Rwy 13L,** multiple poles and trees beginning 844' from departure end of runway, 515' left of centerline, up to 54' AGL/541' MSL. Crane 5270' from departure end of runway, 568' left of centerline, 130' AGL/630' MSL. Antenna on tank 1.5 NM from departure end of runway, 369' left of centerline, 208' AGL/712' MSL. **Rwy 18,** building 303' from departure end of runway, 354' right of centerline, 47' AGL/507' MSL. Tree 775' from departure end of runway, 138' right of centerline, 32' AGL/513' MSL. Tree 821' from departure end of runway, 329' right of centerline, 39' AGL/519' MSL. Tree 1031' from departure end of runway, 107' right of centerline, 49' AGL/530' MSL. Tree 1254' from departure end of runway, 399' left of centerline, 50' AGL/531' MSL. Tree 2004' from departure end of runway, 413' right of centerline, 55' AGL/536' MSL. **Rwy 31L,** multiple trees beginning 327' from departure end of runway, 374' right of centerline, up to 22' AGL/501' MSL. **Rwy 31R,** multiple trees beginning 366' from departure end of runway, 552' right of centerline, up to 29' AGL/505' MSL. Pole 39' from departure end of runwy, 501' left of centerline, 27' AGL/487' MSL. Pole 1531' from departure end of runway, 717' right of centerline, 61' AGL/521' MSL. Trees 2080' from departure end of runway, 644' right of centerline, 54' AGL/530' MSL. **Rwy 36,** tree 52' from departure end of runway, 390' left of centerline, 43' AGL/523' MSL. Obstructioin light on blast fence, 56' from departure end of runway, 298' right of centerline, 7' AGL/487' MSL. Trees 433' from departure end of runway, 357' right of centerline, 16' AGL/496' MSL. Trees 661' from departure end of runway, 95' left of centerline, 25' AGL/505' MSL. Building 898' from departure end of runway, 223' right of centerline, 25' AGL/505' MSL. Tree 1773' from departure end of runway, 240' right of centerline, 79' AGL/559' MSL. Multiple transmission line towers beginning 2577' from departure end of runway, 116' left of centerline, up to 68' AGL/556' MSL. Transmission line tower 2701' from departure end of runway, 818' right of centerline, 68' AGL/572' MSL.

DALLAS-FORT WORTH, TX

DALLAS-FORT WORTH INTL

TAKE-OFF MINIMUMS: **Rwy 35R,** 200-1½ or std. w/ min. climb of 221' per NM to 800, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1700' prior to departure end of runway.

DEPARTURE PROCEDURE: **Rwy 35R,** climb heading 354° to 1200 before turning right .

NOTE: **Rwy 31L,** tree 1229' from departure end of runway, 730' right of centerline, 28' AGL/637' MSL. Transmission pole 3403' from departure end of runway, 1399' rightof centerline, 86' AGL/708' MSL. Multiple trees beginning 928' from departure end of runway, 724' left of centerline, up to 55' AGL/654' MSL. **Rwy 35R,** multiple buildings beginning 5443' from departure end of runway, 202' right of centerline, up to 173' AGL/714' MSL.

DECATUR, TX

DECATUR MUNI (LUD)

AMDT 2 08157 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17,** std. with a min. climb of 290' per NM to 3500, or 1400-2½ for climb in visual conditions. **Rwy 35,** std. with a min. climb of 315' per NM to 3500, or 1400-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 17, 35,** For climb in visual conditions, cross Decatur Muni Airport at or above 2400, before proceeding on course.

NOTE: **Rwy 17,** tower 5150' from departure end of runway, 896' right of centerline, 117' AGL/1173' MSL.

DENTON, TX

DENTON MUNI

NOTE: **Rwy 17,** multiple trees beginning 190' from departure end of runway, 178' right of centerline, up to 66' AGL/665' MSL. Building 371' from departure end of runway, 261' left of centerline, 14' AGL/643' MSL. **Rwy 35,** tree 1242' from departure end of runway, 806' right of centerline, 63' AGL/692' MSL.

DUMAS, TX

MOORE COUNTY (DUX)

ORIG 10042 (FAA)

NOTE: **Rwy 1,** multiple poles beginning 766' from DER, 455' right of centerline, up to 31' AGL/3724' MSL. Multiple poles and buildings beginning 55' from DER, 438' left of centerline, up to 30' AGL/3723' MSL. Vehicle on road 47' from DER, on centerline, 15' AGL/3712' MSL. Trees 1240' from DER, 764' left of centerline,up to 100' AGL/3789' MSL. Trees 2049' from DER, 933' right of centerline, up to 100' AGL/3790' MSL. **Rwy 19,** trees 226' from DER, 538' right of centerline, up to 100' AGL/3809' MSL. Trees 228' from DER, 533' left of centerline, up to 100' AGL/3804' MSL. **Rwy 14,** tree 879' from DER, on centerline, 100' AGL/3788' MSL. **Rwy 32,** tree 1480' from DER, 15' left of centerline, 100' AGL/3794' MSL.

EASTLAND, TX

EASTLAND MUNI

TAKE-OFF MINIMUMS: **Rwy 35**, 300-1 ½ or std. with min. climb of 416' per NM to 1800.

NOTES: **Rwy 17**, multiple trees beginning 261' from departure end of runway left and right of centerline up to 100' AGL/1549' MSL. **Rwy 35**, multiple trees beginning 49' from departure end of runway 371' right of centerline and 871' from departure end of runway left and right of centerline up to 100' AGL/1689' MSL.

FLOYDADA, TX

FLOYDADA MUNI (41F)

ORIG 09295 (FAA)

NOTE: **Rwy 17,** silo 3320' from DER, 355' right of centerline, 149' AGL/3329' MSL. Building 3648' from DER, 248' right of centerline, 108' AGL/3289' MSL. **Rwy 35,** road and vehicle beginning 525' from DER, 19' left and right of centerline, up to 15' AGL/3202' MSL.

FORT WORTH, TX

BOURLAND FIELD (50F)
ORIG 08269 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17,** std. w/ min. climb of 453' per NM to 1500 or 300-1 and min. climb of 211' per NM to 1500 or 900-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 17,** for climb in visual conditions: cross Bourland Field at or above 1600 before proceeding on course.

NOTE: **Rwy 17,** trees beginning 65' from departure end of runway, 8' left of centerline, up to 30' AGL/969' MSL. **Rwy 35,** terrain beginning 15' from departure end of runway, 9' right of centerline, up to 981' MSL. Terrain beginning 91' from departure end of runway, 36' left of centerline, up to 959' MSL. Vehicle on road 276' from departure end of runway, 346' right of centerline, 17' AGL/869' MSL.

FORT WORTH ALLIANCE

TAKE-OFF MINIMUMS: **Rwy 16L,** 300-2¼ or std. w/ min. climb of 208' per NM to 1100, or alternatively, w/ standard takeoff minimums and a normal 200'/NM climb gradient. Takeoff must occur no later than 1400' prior to departure end of runway. **Rwy 16R,** 300-2¼ or std. w/ min. climb of 210' per NM to 1100, or alternatively, w/ standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1500' prior to departure end of runway.

DEPARTURE PROCEDURE: **Rwy 16R,** climb heading 163° to 1200 before turning right.

NOTE: **Rwy 16L,** light pole 1285' from departure end of runway, 689' left of centerline, 48' AGL/697' MSL. Water tower 1.8 NM from departure end of runway, 3122' right of centerline, 148' AGL/954' MSL. **Rwy 16R,** fence 4' from departure end of runway, 250' right of centerline, 12' AGL/669' MSL. Water tower 1.8 NM from departure end of runway, 2521' rightof centerline, 148' AGL/954' MSL. Tower 1.5 NM south of departure end of runway, 4138' right of centerline, 203' AGL/1002' MSL. **Rwy 34L,** fence 8' from departure end of runway, 250' leftof centerline, 6' AGL/719' MSL. Railroad 421' from departure end of runway, 409' left of centerline, 23' AGL/738' MSL. **Rwy 34R,** antenna 218' from departure end of runway, 146' left of centerline, 28' AGL/728' MSL.

FORT WORTH, TX (CON'T)

FORT WORTH MEACHAM INTL

TAKE-OFF MINIMUMS: **Rwy 9,** 300-1½ or std. w/ min. climb of 216' per NM to 1000, or alternatively, w/ standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1500' prior to departure end of runway. **Rwy 34,** 300-2 or std. w/ min. climb of 222' per NM to 1100, or alternatively, w/ standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1900' prior to departure end of runway.

DEPARTURE PROCEDURE: **Rwy 9,** climb heading 092° to 2000 before proceeding on course. **Rwy s 16, 17,** climb heading 164° to 2000 before proceeding on course.

NOTE: **Rwy 9,** windsock 293' from departure end of runway, 354' left of centerline, 51' AGL/721' MSL. Sign on building 481' from departure end of runway, 407' right of centerline, 39' AGL/702' MSL. Sign 2448' from departure end of runway, 540' left of centerline, 75' AGL/742' MSL. Grain elevators beginning 7085' from departure end of runway, 2191' left of centerline, 229' AGL/877' MSL. **Rwy 17,** bush 13' from departure end of runway, 160' right of centerline, 21' AGL/674' MSL. Antenna 953' from departure end of runway, 394' left of centerline, 72' AGL/722' MSL. Hangar 1380' from departure end of runway, 744' left of centerline, 43' AGL/703' MSL. **Rwy 27,** tree 239' from departure end of runway, 492' left of centerline, 35' AGL/685' MSL. **Rwy 34,** multiple trees 974' from departure end of runway, 62' right of centerline, up to 47' AGL/746' MSL. Grain elevator 1.52 NM from departure end of runway, 2775' right of centerline, 254' AGL/969' MSL. **Rwy 35,** tree 1' from departure end of runway, 248' left of centerline, 40' AGL/690' MSL. Tree 567' from departure end of runway, 225' right of centerline, 45' AGL/699' MSL. Bush 55' from departure end of runway, 143' left of centerline, 21' AGL/681' MSL. Obstruction light on dam 1359' from departure end of runway, 1' right of centerline, 46' AGL/706' MSL.

FORT WORTH SPINKS

TAKE-OFF MINIMUMS: **Rwys 17L,35R**, NA. (Environmental)

DEPARTURE PROCEDURE: **Rwy 17R** climb heading 173° to 1200 before turning right.

NOTE: **Rwy 17R,** tree 4909' from departure end of runway, 1556' left of centerline, 60' AGL/830' MSL.

FORT WORTH NAS JRB (CARSWELL FLD)(KNFW)

FORT WORTH, TX 10014

Rwy 17, Cross DER at or above 6' AGL/656' MSL.

TAKE-OFF OBSTACLES: **Rwy 17,** rising terrain up to 670' MSL, 200'-600' from DER, 500'-560' right of centerline.

GAINESVILLE, TX
GAINESVILLE MUNI (GLE)
ORIG 09127 (FAA)
NOTE: **Rwy 17,** trees and poles beginning 1' from DER, 472' right and left of centerline, up to 25' AGL/819' MSL. **Rwy 30,** taxiways beginning 651' from DER, crossing centerline left to right 859' MSL. Trees and terrain beginning 2' from DER, 14' left and right of centerline, up to 64' AGL/890' MSL. **Rwy 35,** terrain, trees, poles, road, and vehicle beginning 149' from DER, 51' left of centerline, up to 95' AGL/940' MSL. Terrain and poles beginning 13' from DER, 85' right of centerline, up to 37' AGL/882' MSL.

GLADEWATER, TX
GLADEWATER MUNI
TAKE-OFF MINIMUMS: NOTE: **Rwy 14,** temp oil rig 390' MSL, 1853' from departure end of runway, 718' left of centerline.

GRAFORD, TX
POSSUM KINGDOM (F35)
ORIG 10042 (FAA)
TAKE-OFF MINIMUMS: **Rwy 20,** 400-2½ or std. w/ a min. climb of 212' per NM to 1500 or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1600' prior to DER.
DEPARTURE PROCEDURE: climb heading 204° to 1500 before turning left.
NOTE: **Rwy 2,** trees beginning 31' from DER, 22' left of centerline, up to 100' AGL/1099' MSL. Trees beginning 1023' from DER, 114' right of centerline, up to 100' AGL/1129' MSL. **Rwy 20,** vehicle on roadway 116' from DER, 498' right of centerline, 15' AGL/1024' MSL. Trees beginning 494' from DER, 126' right of centerline, up to 100' AGL/1109' MSL. Trees beginning 977' from DER, 115' left of centerline, up to 100' AGL/1109' MSL. Trees beginning 2.29 miles from DER, 1679' left of centerline, up to 100' AGL/1329' MSL.

GRAHAM, TX
GRAHAM MUNI
DEPARTURE PROCEDURE: **Rwys 17, 21,** climb runway heading to 2000 before proceeding on course.
NOTE: **Rwy 17,** light pole 21' from departure end of runway, 195' left of centerline, 30' AGL/1141' MSL. Light pole 86' from departure end of runway, 381' left of centerline, 50' AGL/1168' MSL.

GRANBURY, TX
GRANBURY RGNL
TAKE-OFF MINIMUMS: **Rwy 14,** 300-1.
NOTE: **Rwy 14,** power line 1922' from departure end of runway, 176' right of centerline, 52' AGL/862' MSL.

GRAND PRAIRIE, TX
GRAND PRAIRIE MUNI (GPM)
AMDT 4 09295 (FAA)
DEPARTURE PROCEDURE: **Rwy 17,** climbing right turn to 2000 via heading 200° and TTT R-180 to NINAE/TTT 24 DME before proceeding on course. DME Required. **Rwy 35,** climb heading 356° to 1400 before turning south.
NOTE: **Rwy 17,** antenna 190' from DER, 456' right of centerline, 26' AGL/615' MSL. Road, multiple poles and signs beginning 570' from DER, 410' right of centerline, up to 31' AGL/620' MSL. Tree 1506' from DER, 517' right of centerline, 37' AGL/617' MSL. **Rwy 35,** tree 837' from DER, 204' left of centerline, up to 100' AGL/665' MSL. Pole 2687' from DER, 122' left of centerline, up to 75' AGL/653' MSL.

GREENVILLE, TX
MAJORS (GVT)
AMDT 1 08269 (FAA)
NOTE: **Rwy 17,** trees beginning 1832' from departure end of runway, 397' right of centerline, up to 49' AGL/578' MSL.

HASKELL, TX
HASKELL MUNI
TAKE-OFF MINIMUMS: **Rwy 18,** 600-2 or std. with a min. climb of 340' per NM to 2300.
DEPARTURE PROCEDURE: **Rwy 18,** climb runway heading to 2300 before proceeding on course.

HENDERSON, TX
RUSK COUNTY (RFI)
AMDT 2 10098 (FAA)
TAKE-OFF MINIMUMS: **Rwy 12,** 300-1. **Rwy 30,** 300-1¼ or std. w/ min. climb of 282' per NM to 700.
DEPARTURE PROCEDURE: **Rwy 12,** climb heading 123° to 1100 before turning northbound. **Rwy 30,** climb heading 303° to 2100 before turning northbound. **Rwy 35,** climb heading 347° to 1900 before turning westbound.
NOTE: **Rwy 12,** multiple trees beginning 143' from DER, 440' right of centerline, up to 100' AGL/549' MSL. Multiple trees beginning 237' from DER, 59' left of centerline, up to 100' AGL/609' MSL. Vehicle on road beginning 652' from DER, 401' left of centerline, up to 15' AGL/464' MSL. Terain beginning 82' from DER, 18' right of centerline 447' MSL. terrain beginning 291' from DER, 132' left of centerline, 506' MSL. **Rwy 17,** multiple trees beginning 399' from DER, 86' right of centerline, up to 100' AGL/539' MSL. Multiple trees beginning 163' from DER, 103' left of centerline, up to 100' AGL/549' MSL. **Rwy 30,** multiple trees beginning 640' from DER, 116' right of centerline, up to 100' AGL/539' MSL. Multiple trees beginning 478' from DER, 141' left of centerline, up to 100' AGL/539' MSL. Terrain beginning 41' from DER, 334' right of centerline, 0' AGL/437' MSL. Terrain beginning 102' from DER, 459' left of centerline, 0' AGL/437' MSL. **Rwy 35,** vehicle on road beginning 145' from DER, 333' right of centerline, up to 15' AGL/454' MSL. Trees beginning 1155' from DER, 353' right of centerline, up to 100' AGL/549' MSL. Trees beginning 158' from DER, 269' left of centerline, up to 100' AGL/539' MSL.

HEREFORD, TX

HEREFORD MUNI (HRX)

ORIG 10042 (FAA)

TAKE-OFF MINIMUMS: **Rwys 14, 32,** NA-Environmental.

NOTE: **Rwy 2,** tree 68' from DER, 495' left of centerline, 50' AGL/3834' MSL. Trees beginning 280' from DER, 535' right of centerline, up to 50 AGL/3834' MSL. Trees beginning 984' from DER, 504' left of centerline, up to 50' AGL/3834' MSL. **Rwy 20,** trees beginning 61' from DER, 461' right of centerline, up to 50' AGL/3839' MSL. Trees beginning 497' from DER, 606' left of centerline, up to 50' AGL/3839' MSL. Tree 1603' from DER, 760' right of centerline, 50' AGL/3829' MSL.

HILLSBORO, TX

HILLSBORO MUNI

TAKE-OFF MINIMUMS: **Rwy 16,** 600-3 or std. w/ min. climb of 250' per NM to 1500, or 1100-2 ½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 16,** for climb in visual conditions: Cross Hillsboro Muni Airport at or above 1600 before proceeding on course.

LANCASTER, TX

LANCASTER

TAKE-OFF MINIMUMS: **Rwy 31,** 200-1½ or std. w/ min. climb of 222' per NM to 800.

DEPARTURE PROCEDURE: **Rwy 31,** climb via heading 314° to 1900 before turning left.

NOTE: **Rwy 31,** multiple trees beginning 1133' from departure end of runway, 479' left of centerline, up to 40' AGL/541' MSL. Trees 886' from departure end of runway, 637' right of centerline, 35' AGL/536' MSL. Multiple poles beginning 5613' from departure end of runway, 1171' right of centerline, up to 101' AGL/661' MSL.

LEVELLAND, TX

LEVELLAND MUNI

TAKE-OFF MINIMUMS: **Rwy 26,** 600-3 or std. with a min. climb of 250' per NM to 4300. **Rwy 35,** 400-2 or std. with a min. climb of 230' per NM to 4000.

NOTE: **Rwy 26,** cross departure end of runway at or above 35' AGL/3537' MSL. **Rwy 35,** cross departure end of runway at or above 35' AGL/3540' MSL. **Rwy 35,** tower, 10,185 from departure end of runway, 2828' left of centerline, 304' AGL/3821 MSL.

LONGVIEW, TX

EAST TEXAS RGNL (GGG)

AMDT 1 08325 (FAA)

NOTE: **Rwy 13,** multiple trees 720' from departure end of runway, 547' left of centerline, up to 50' AGL/404' MSL. Multiple trees 1381' from departure end of runway, 600' right of centerline, up to 55' AGL/409' MSL. **Rwy 18,** multiple trees beginning 790' from departure end of runway, left and right of centerline, up to 94' AGL/459' MSL. **Rwy 31,** tree 1489' from departure end of runway , 842' left of centerline, 49' AGL/406' MSL. Tree 1737' from departure end of runway, 755' right of centerline, 63' AGL/420' MSL. **Rwy 36,** multiple trees beginning 1590' from departure end of runway, 520' left of centerline, up to 84' AGL/438' MSL. Tree 2384' from departure end of runway , 18' right of centerline, 65' AGL/419' MSL.

LUBBOCK, TX

LUBBOCK PRESTON SMITH INTL (LBB)

ORIG 10098 (FAA)

NOTE: **Rwy 8,** terrain 7' from DER, 353' left of centerline, 3256' MSL. **Rwy 17L,** Vehicle on road 556' from DER, 162' left of centerline, up to 15' AGL/3279' MSL. **Rwy 26,** aircaft on taxiway 568' from DER, 318' left and right of centerline, up to 42' AGL/3296' MSL. **Rwy 35R,** rod on ATCT 2330' from DER, 877' left of centerline, 136' AGL/3379' MSL. Aircraft on taxiway 219' from DER, 423' left and right of centerline, up to 42' AGL/3291' MSL.

MESQUITE, TX

MESQUITE METRO

DEPARTURE PROCEDURE: **Rwy 17,** climb heading 175° to 900 before turning left.

NOTE: **Rwy 17,** multiple trees, sign and fences beginning 10' from departure end of runway, 362' left of centerline, up to 35' AGL/478' MSL. **Rwy 35,** hangar 53' from departure end of runway, 497' left of centerline, 23' AGL/470' MSL. Multiple trees and poles beginning 999' from departure end of runway, 708' left of centerline, up to 44' AGL/483' MSL. Bush 45' from departure end of runway, 466' right of centerline, 10' AGL/457' MSL. Pole 814' from departure end of runway, 288' right of centerline, 27' AGL/467' MSL. Construction equipment 892' from departure end of runway, 628' right of centerline, 59' AGL/489' MSL.

MIDLOTHIAN/WAXAHACHIE, TX

MID-WAY

DEPARTURE PROCEDURE: **Rwy 18,** northbound departures climb runway heading to 1500 before proceeding on course. **Rwy 36,** northbound and westbound departures climb heading 020° to 2700 before proceeding on course.

MINEOLA-QUITMAN, TX

WOOD COUNTY

NOTE: **Rwy 18,** trees 336' from departure end of runway, 484' right of centerline, 100' AGL/549' MSL. Trees 775' from departure end of runway 339' right of centerline, 100' AGL/559' MSL. Trees 942' from departure end of runway, 460' right of centerline, 100' AGL/559' MSL. Trees 23' from departure end of runway, 239' right of centerline, 100' AGL/534' MSL. Trees 33' from departure end of runway, 495' right of centerline, 100' AGL/534' MSL. Trees 239' from departure end of runway, 453' left of centerline, 100' AGL/539' MSL. Trees 11' from departure end of runway, 474' left of centerline, 100' AGL/529' MSL. Trees 16' from departure end of runway, 253' left of centerline, 100' AGL/529' MSL. Terrain 932' from departure end of runway, 204' right of centerline, 0' AGL/460' MSL. Terrain 326' from departure end of runway, 228' right of centerline, 0' AGL/443' MSL. Terrain 912' from departure end of runway, 308' left of centerline, 0' AGL/457' MSL. Terrain 629' from departure end of runway, 216' right of centerline, 0' AGL/450' MSL. Terrain 639' from departure end of runway, 472' right of centerline, 0' AGL/450' MSL. Terrain 922' from departure end of runway, 52' left of centerline, 0' AGL/457' MSL. Terrain 14' from departure end of runway, 17' left of centerline, 0' AGL/434' MSL. **Rwy 36,** trees 1 foot from departure end of runway, 240' right of centerline, 100' AGL/509' MSL. Trees 780' from departure end of runway, on centerline, 100' AGL/509' MSL. Trees 450' from departure end of runway, 270' left of centerline, 100' AGL/499' MSL. Trees 450' from departure end of runway, 350' right of centerline, 100' AGL/479' MSL.

MINERAL WELLS, TX

MINERAL WELLS

TAKE-OFF MINIMUMS: **Rwy 31,** 500-3 or std. with a min. climb of 220' per NM to 1600.

NOTE: **Rwy 31,** cross departure end of runway at or above 35' AGL/948' MSL.

MOUNT PLEASANT, TX

MOUNT PLEASANT RGNL (OSA)

ORIG 09015 (FAA)

TAKE-OFF MINIMUMS: **Rwy 35,** 300-1¼ or std. w/ min. climb of 309' per NM to 700, or alternatively, with standard take-off minimums and a normal 200' per NM climb gradient, take-off must occur no later than 1,600' prior to departure end of runway.

NOTE: **Rwy 17,** trees 1231' from departure end of runway, 679' right of centerline, 100' AGL/399' MSL. **Rwy 35,** tower 1.04 NM from departure end of runway, 1261' right of centerline, 180' AGL/539' MSL. Trees 695' from departure end of runway, 614' left of centerline, 100' AGL/469' MSL.

PARIS, TX

COX FIELD

NOTE: **Rwy 17,** multiple trees beginning 88' from departure end of runway, 299' right of centerline, up to 50' AGL/558' MSL. **Rwy 35,** bushes and pole beginning 406' from departure end of runway, 402' left of centerline up to 35' AGL/573' MSL. Multiple trees beginning 161' from departure end of runway, 81' right of centerline, up to 50' AGL/578' MSL. **Rwy 32,** multiple trees beginning 716' from departure end of runway, 488' right of centerline, up to 50' AGL/568' MSL.

PLAINS, TX

YOAKUM COUNTY (F98)

ORIG 08269 (FAA)

NOTE: **Rwy 3,** tree 948' from departure end of runway, 725' left of centerline, 50' AGL/3769' MSL. **Rwy 17,** vehicle on road 99' from departure end of runway, 476' right of centerline, 15' AGL/3699' MSL. **Rwy 35,** vehicle on road 546' from departure end of runway, 527' left of centerline, 15' AGL/3714' MSL.

ROCKWALL, TX

ROCKWALL MUNI

NOTE: **Rwy 17,** cross departure end of runway at or above 598' MSL/35' AGL. East-west road at departure end of runway, 10' AGL/574' MSL. East-west railroad track 860' from departure end of runway, 23' AGL/612' MSL. **Rwy 35,** cross departure end of runway at or above 594' MSL/35' AGL. Multiple transmission towers from 318' to 467' from departure end of runway, left and right of centerline, from 60' AGL/590' MSL to 75' AGL/614' MSL.

SHEPPARD AFB/WICHITA FALLS MUNI (KSPS)

WICHITA FALLS,TX . . . . . AMDT 1 09351

DEPARTURE PROCEDURE: **Rwy 15R/15C/15L,** Climb on track 150° to 2500' before turning Westbound. **Rwy 17,** Climb heading 160° to 2500', intercept SPS VORTAC R-120 outbound. Cross SPS R-120/8 DME (HUNEP) at or below 2500', then climb and maintain 5000' or higher as assigned. Turn on course after reaching 3100'. **Rwy 35,** Climb heading 350° to 1500' then proceed on course.

TAKE-OFF OBSTACLES: **Rwy 17,** Light pole 31' AGL/1040' MSL, 837' from DER, 726' left of centerline. **Rwy 35,** Large frame aircraft parking, 56' AGL/1053' MSL, 337' from DER, 542' left of centerline. Large frame aircraft parking, 56' AGL/1053' MSL, 451' from DER, 573' left of centerline.

SNYDER, TX

WINSTON FIELD

DEPARTURE PROCEDURE: **Rwy 26,** climb via heading 263° to 3000 prior to turning northbound.

SPEARMAN, TX

SPEARMAN MUNI (E42)

ORIG 09015 (FAA)

TAKE-OFF MINIMUMS: **Rwy 20,** 300-1¾ or std. w/ min. climb of 286' per NM to 3500.

NOTE: **Rwy 20,** Vehicle on road 174' from departure end of runway, 496' right of centerline, 15' AGL/3094' MSL. Tower 4330' from departure end of runway, 575' left of centerline, 100' AGL/3228' MSL. Tower 1.26 NM from departure end of runway, 2533' left of centerline, 250' AGL/3355' MSL.

STAMFORD, TX

ARLEDGE FIELD (F56)

ORIG 10042 (FAA)

TAKE-OFF MINIMUMS: **Rwys 8, 13, 26, 31,** NA-Environmental.

NOTE: **Rwy 17,** trees beginning 772' from DER, 532' left of centerline, up to 100' AGL/1659' MSL. Tree 2215' from DER, 966' right of centerline, up to 100' AGL/1659' MSL. **Rwy 35,** tree 3284' from DER, 901' left of centerline, up to 100' AGL/1669' MSL. Trees beginning 1267' from DER, 712' right of centerline, up to 100' AGL/1664' MSL.

STEPHENVILLE, TX

CLARK FIELD MUNI

NOTE: **Rwy 32,** trees beginning 1687' from departure end of runway, 124' right of centerline, 80' AGL/1389' MSL.

STRATFORD, TX

STRATFORD FIELD

TAKE-OFF MINIMUMS: **Rwy 22**, 400-2 or std. with a min. climb of 290' per NM to 4100.

SULPHUR SPRINGS, TX

SULPHUR SPRINGS MUNI

TAKE-OFF MINIMUMS: **Rwy 18**, 400-2.

DEPARTURE PROCEDURE: **Rwys 18,36**, climb to 900 before proceeding east of airport.

TERRELL, TX

TERRELL MUNI

TAKE-OFF MINIMUMS: **Rwy 32,** std. with a min. climb of 430' per NM to 800.

NOTE: **Rwy 32,** cross departure end of runway at or above 35' AGL/508' MSL. **Rwy 32,** tower, 3364' from departure end of runway, 1069' left of centerline, 125' AGL/624' MSL.

TYLER, TX

TYLER POUNDS RGNL

NOTE: **Rwy 4,** road and vehicle 605' from departure end of runway, 643' left of centerline, 15' AGL/544' MSL. Multiple trees beginning 648' from departure end of runway, 301' right of centerline, up to 74' AGL/576' MSL. **Rwy 13,** road, antenna and multiple trees beginning 607' from departure end of runway, 272' left of centerline, up to 73' AGL/614' MSL. Multiple trees beginning 12' from departure end of runway, 290' right of centerline, up to 73' AGL/581' MSL. **Rwy 17,** tree 970' from departure end of runway, 362' left of centerline, 57' AGL/586' MSL. Tree 1339' from departure end of runway, 207' right of centerline, 69' AGL/578' MSL. **Rwy 22,** multiple trees beginning 166' from departure end of runway, 92' left of centerline, up to 86' AGL/605' MSL. Terrain and multiple trees beginning 28' from departure end of runway, 323' right of centerline, up to 46' AGL/626' MSL. **Rwy 31,** road and multiple trees beginning 326' from departure end of runway, 533' right of centerline, up to 78' AGL/564' MSL. Multiple trees beginning 907' from departure end of runway, 666' left of centerline, up to 67' AGL/556' MSL. **Rwy 35,** road 901' from departure end of runway, on centerline, 15' AGL/544' MSL. Multiple trees and tower beginning 1068' from departure end of runway, 303' right of centerline, up to 73' AGL/574' MSL.

WICHITA FALLS, TX

KICKAPOO DOWNTOWN

TAKE-OFF MINIMUMS: **Rwy 17**, 1100-2 or std. with a min. climb of 370' per NM to 2300. **Rwy 35,** 1100-2 or std. with a min. climb of 380' per NM to 2300.

WICHITA VALLEY

TAKE-OFF MINIMUMS: **Rwys 13,16**, turn right after take-off to avoid 2049´ tower 4 NM southeast of airport.

WINNSBORO, TX

WINNSBORO MUNI

DEPARTURE PROCEDURE: **Rwy 1,19**, climb runway heading to 1000 prior to turn.

INSTRUCTION APPROACH PROCEDURE CHARTS

IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude , and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military take-off minima, refer to appropriate service directives.

NAME	TAKE-OFF MINIMUMS

ALICE, TX

ALICE INTL

NOTE: **Rwy 17**, multiple poles beginning 601' from departure end of runway, 413' right to 340' left of centerline, up to 36' AGL/204' MSL. Multiple trees beginning 205' from departure end of runway, 348' left to 317' right of centerline, up to 26' AGL/194' MSL. **Rwy 26,** building 797' from departure end of runway, 366' left of centerline, 30'AGL/208' MSL. Tree 812' from departure end of runway, 301' left of centerline, 27' AGL/205' MSL. Rod on OL DME, 715' from departure end of runway, 258' right of centerline, 21' AGL/ 199' MSL. Steel post 83' from departure end of runway, 344' right of centerline, 4' AGL/181' MSL. **Rwy 31,** rod on OL DME 388' from departure end of runway, 256' left of centerline, 21' AGL/199' MSL. Tree 439' from departure end of runway, 608' left of centerline, 16' AGL/194' MSL. Steel post 2 ' from departure end of runway, 251' right of centerline, 164' AGL/181' MSL. Tree 1067' from departure end of runway, 359' right of centerline, 28' AGL/206' MSL. **Rwy 35,** windmill 1461' from departure end of runway, 164' left of centerline, 140' AGL/214' MSL. Bush 330' from departure end of runway, 287' right of runway, 14' AGL/185' MSL.

NAME	TAKE-OFF MINIMUMS

ALPINE, TX

ALPINE-CASPARIS MUNI

TAKE-OFF MINIMUMS: **Rwys 19, 23**, DAY 1700-2; NIGHT NA.

DEPARTURE PROCEDURE: **Rwy 1**, climb direct BWR NDB; **Rwys 5, 19, 23**, climbing left turn direct BWR NDB. **All aircraft** continue climb in holding pattern (Hold N, left turns, 194° inbound) (Maximum holding airspeed 175K) to 7000 before proceeding on course.

AUSTIN, TX

AUSTIN-BERGSTROM INTL

DEPARTURE PROCEDURE: **Rwys 35L, 35R,** climb via heading 353° to 1800 before turning left on course.

NOTE: **Rwy 17L,** trees beginning 498' from departure end of runway, 576' left of centerline, up to 80' AGL/517' MSL. Tree 617' from departure end of runway, 585' right of centerline, 55' AGL/498' MSL. **Rwy 17R,** trees 1007' from departure end of runway, 739' right of centerline, up to 61' AGL/523' MSL. **Rwy 35R,** tree 817' from departure end of runway, 664' right of centerline, 55' AGL/528' MSL.

AUSTIN, TX (CON'T)

LAKEWAY AIRPARK (3R9)
AMDT 1 08101 (FAA)

TAKE-OFF MINIMUMS: **Rwys 16, 34,** 1000-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 16, 34,** For climb in visual conditions cross Lakeway Airpark airport at or above 1900 MSL before proceeding on course.

NOTE: **Rwy 16,** powerline 303' from departure end of runway, right and left of centerline, 79' AGL/967' MSL. Trees beginning 8243' from departure end of runway, 324' right of centerline, up to 50' AGL/1169' MSL. Road 114' from departure end of runway, right and left of centerline, 15' AGL/954' MSL. Tower 2.11 NM from departure end of runway, 1314' right of centerline, 195' AGL/1326' MSL. Towers starting 1.6 NM from departure end of runway, 4821' left of centerline, up to 150' AGL/1450' MSL. Tree 2085' from departure end of runway, 186' left of centerline, 50' AGL/969' MSL. **Rwy 34,** trees beginning 800' from departure end of runway, 426' left of centerline, up to 50' AGL/1009' MSL. Trees beginning 1374' from departure end of runway, 141' right of centerline, up to 50' AGL/969' MSL. House 499' from departure end of runway, on centerline, 50' AGL/969' MSL.

BEEVILLE, TX

BEEVILLE MUNI

TAKE-OFF MINIMUMS: **Rwys 18, 36,** NA-environmental. **Rwy 30,** 300-2 or std. w/ min. climb of 239' per NM to 700.

NOTE: **Rwy 30,** tower 1.5 NM from departure end of runway 2566' right of centerline, 230' AGL/542' MSL.

BIG LAKE, TX

REAGAN COUNTY

TAKE-OFF MINIMUMS: **Rwys 9, 27,** NA-environmental.

NOTE: **Rwy 16,** road 384' from departure end of runway, 603' right of centerline, 17' AGL/2716' MSL.

BIGGS AAF (KBIF)

FORT BLISS, TX 07130

Rwy 21: Left turn direct to ELP VORTAC, continue climb via R-130 to airway MEA or as directed by ATC. **Rwy 3**: Right turn direct to ELP VORTAC, continue climb via R-130 to airway MEA or as directed by ATC.

BRADY, TX

CURTIS FIELD (BBD)
ORIG 08045 (FAA)

TAKE-OFF MINIMUMS: **Rwys 8, 26,** NA-Environmental.

NOTES: **Rwy 17,** Light poles, trees, fence, terrain, and vehicle on road beginning 50' from departure end of runway, 362' left of centerline, up to 30' AGL/1827' MSL. Trees beginning 17' from departure end of runway, 216' right of centerline, up to 30' AGL/1818' MSL.

BURNET, TX

BURNET MUNI KATE CRADDOCK FIELD (BMQ)
AMDT 1 09351 (FAA)

NOTE: **Rwy 1,** trees and cars beginning 362' from DER, 488' right of centerline, up to 100' AGL/1379' MSL. Trees and cars beginning 274' from DER, 86' left of centerline, up to 100' AGL/1419' MSL. **Rwy 19,** trees beginning 32' from DER, 103' right of centerline, up to 100' AGL/1379' MSL. Trees beginning 188' from DER, 332' left of centerline, up to 100' AGL/1369' MSL.

CARRIZO SPRINGS, TX

DIMMIT COUNTY

DEPARTURE PROCEDURE: **Rwy 31**, climb runway heading to 1200 prior to left turn to avoid 1114' antenna west of airport.

COMANCHE, TX

COMANCHE COUNTY-CITY

TAKE-OFF MINIMUMS: **Rwys 13, 31,** NA-Environmental.

NOTE: **Rwy 17,** road at departure end of runway, 134' right of centerline, 15' AGL/1394' MSL, road 784' from departure end of runway, 324' right of centerline, 15' AGL/1404' MSL. **Rwy 35,** trees beginning 464' from departure end of runway, across centerline, up to 50' AGL/1429' MSL.

CORPUS CHRISTI, TX

CORPUS CHRISTI INTL (CRP)
AMDT 1 08101 (FAA)

TAKE-OFF MINIMUMS: **Rwy 35,** 400-2¾ or std. w/ min. climb of 229' per NM to 600.

DEPARTURE PROCEDURE: **Rwy 31,** Climb heading 309° to 1200 before turning westbound.

NOTE: **Rwy 17,** antenna on building 24' AGL/64' MSL, 749' from departure end of runway, 694' left of centerline. **Rwy 35,** tower 401' AGL/423' MSL, 2.21 NM from departure end of runway, 3757' left of centerline.

CORPUS CHRISTI NAS (TRUAX FLD) (KNGP)

CORPUS CHRISTI, TX. . . . . ORIG 08325

TAKE-OFF OBSTACLES: **Rwy 13L,** Powerline, 139' MSL, 3884' from DER, 457' left of centerline. Pylon, 112' MSL, 3304' from DER, 362' right of centerline. Pylon, 112' MSL, 3476' from DER, 1017' right of centerline. Pylon, 110' MSL, 3137' from DER, 299' left of centerline. Pylon, 107' MSL, 3561' from DER, 665' left of centerline. **Rwy 13R,** Powerline, 139' MSL, 4434' from DER, 1208' left of centerline. Pylon, 100' MSL, 3686' from DER, 1050' left of centerline.

COTULLA, TX
COTULLA-LA SALLE COUNTY (COT)
ORIG 07354 (FAA)
NOTE: **Rwy 13,** road 2768' from departure end of runway, 53' left of centerline, 18' AGL/484' MSL. Tree 5520' from departure end of runway, 1764' left of centerline, 50' AGL/480' MSL. Tree 2 NM from departure end of runway, 778' left of centerline, 50' AGL/579' MSL. Tree 1264' from departure end of runway, 93' right of centerline, 50' AGL/499' MSL. Tree 1.3 NM from departure end of runway, 1116' right of centerline, 50' AGL/464' MSL. **Rwy 31,** railroad 2934' from departure end of runway, 153' right of centerline 23' AGL/472' MSL. Tree 1669' from departure end of runway, 66' right of centerline, 50' AGL/499' MSL. Tree 1.2 NM from departure end of runway, 2290' right of centerline, 50' AGL/562' MSL. Terrain beginning 80' from departure end of runway, 428' left of centerline, up to 496' MSL. Terrain 123' from departure end of runway, 379' right of centerline, 496' MSL.

DEL RIO, TX
DEL RIO INTL
DEPARTURE PROCEDURE: **Rwy 13,** climb to 1500 prior to left turn.

DEVINE, TX
DEVINE MUNI
TAKE-OFF MINIMUMS: **Rwy 35**, climb runway heading to 1000 prior to right turn.

EAGLE PASS, TX
MAVERICK COUNTY MEMORIAL INTL (5T9)
ORIG 08269 (FAA)
NOTE: **Rwy 13,** vehicle on road 171' from departure end of runway, 393' right of centerline, 15' AGL/894' MSL.

EDINBURG, TX
SOUTH TEXAS INTL AT EDINBURG
TAKE-OFF MINIMUMS: CAUTION: Unmarked balloon and cable to 15000' MSL in R-6317. **Rwy 14,** 276/37.9 NM, **Rwy 32,** 276/38.5 NM.
NOTE: **Rwy 14,** tree 1109' from departure end of runway, 525' right of centerline, 19' AGL/108' MSL. Terrain 20' from departure end of runway, 312' right of centerline, 0' AGL/74' MSL. **Rwy 32,** multiple poles beginning 831' from departure end of runway, 53' right of centerliine, up to 32' AGL/111' MSL. Road 640' from departure end of runway, 671' right of centerline, 17' AGL/96' MSL.

EL PASO, TX
EL PASO INTL
TAKE-OFF MINIMUMS: **Rwys 8L, 26R,** NA. **Rwy 26L**, 3000-2 or std. with a min. climb of 490' per NM to 6300.
DEPARTURE PROCEDURE: **Rwy 4,** right turn. **Rwy 8R,** left turn, climb direct ELP VORTAC, continue climb via ELP R-150 to airway MEA or comply with RADAR vectors. **Rwy 22,** climbing left turn heading 120° to intercept and climb via ELP R-150 to airway MEA or comply with RADAR vectors. **Rwy 26L,** climbing left turn heading 120° to intercept and climb via ELP R-150 to airway MEA or comply with RADAR vectors. This departure requires compliance with published take-off minimums.

FALFURRIAS, TX
BROOKS COUNTY (BKS)
AMDT 1 09127 (FAA)
TAKE-OFF MINIMUMS: **Rwy 32,** 400-2¼ or std. w/ min. climb of 249' per NM to 600. **Rwy 35,** std. w/ min. climb of 250' per NM to 800, or 500-3 w/ min. climb of 242' per NM to 800, or 900-2½ for climb in visual conditions.
DEPARTURE PROCEDURE: **Rwy 35**, for climb in visual conditions: cross Brooks County Airport at or above 900 MSL before proceeding on course.
NOTE: **Rwy 14,** vehicle on road, 29' from DER, 499' left of centerline, 15' AGL/129' MSL. Trees beginning 149' from DER, 523' left of centerline, up to 40' AGL/154' MSL. Trees beginning at DER, 415' right of centerline, up to 40' AGL/149' MSL. **Rwy 17,** vehicle on road, at DER, 364' left of centerline, 15' AGL/119' MSL. Trees beginning 15' from DER, 331' right of centerline, up to 40' AGL/149' MSL. Trees beginning 165' from DER, 126' left of centerline, up to 17' AGL/129' MSL. **Rwy 32,** road and trees beginning 587' from DER, 35' right of centerline, up to 40' AGL/149' MSL. Tower 1.9 NM from DER, 987' left of centerline, 298' AGL/418' MSL. **Rwy 35,** vehicle on raod, at DER, 360' right of centerline, 15' AGL/118' MSL. Tree 1010' from DER, 278' right of centerline, 29' AGL/138' MSL. Tower 2.6 NM from DER, 426' right of centerline, 414' AGL/539' MSL.

FORT HOOD, TX
ROBERT GRAY AAF
NOTE: **Rwy 33,** pole 974' from departure end of runway, 746' left of centerline, 35' AGL/1050' MSL. Pole 1121' from departure end of runway, 746' left of centerline, 33' AGL/1048' MSL.

FORT STOCKTON, TX
FORT STOCKTON-PECOS COUNTY (FST)
ORIG 09239 (FAA)
TAKE-OFF MINIMUMS: **Rwys 7, 11, 16, 25, 29, 34,** NA-Environmental. **Rwy 21,** 300-1 or std. w/ min. climb of 280' per NM to 3600.
DEPARTURE PROCEDURE: **Rwy 21,** climb heading 208° to 3600 before turning left.
NOTE: **Rwy 12,** tree 899' from DER, 310' right of centerline, 39' AGL/3049' MSL. **Rwy 21,** brush beginning 110' from DER, 222' right of centerline, up to 20' AGL/3159' MSL. Terrain beginning 124' from DER, 77' right of centerline, up to 3173' MSL. Terrain beginning 56' from DER, 132' left of centerline, up to 3111' MSL. Bush 236' from DER, 30' left of centerline, 6' AGL/3013' MSL. Vehicle on road, 2017' from DER, 973' left of centerline, 17' AGL/3066' MSL. **Rwy 30,** trees beginning 64' from DER, 354' left of centerline, up to 6' AGL/2995' MSL.

FREDERICKSBURG, TX
GILLESPIE COUNTY
DEPARTURE PROCEDURE: **Rwy 14**, climb via heading 139° to 2400 before proceeding on course. **Rwy 32**, climb via heading 319° to 2400 before proceeding on course.

GEORGE WEST, TX
LIVE OAK COUNTY
TAKE-OFF MINIMUMS: **Rwy 31,** 700-3 or std. with a min. climb of 230' per NM to 1000.
DEPARTURE PROCEDURE: **Rwy 13,** climb runway heading to 600 before turning right.
NOTE: **Rwy 31,** tower 22,101' from departure end of runway, 1716' left of centerline, 470' AGL/737' MSL.

GEORGETOWN, TX
GEORGETOWN MUNI (GTU)
ORIG 09351 (FAA)
NOTE: **Rwy 11,** numerous trees beginning at DER, 427' left of centerline, up to 30' AGL/789' MSL. Numerous trees beginning at DER, 205' right of centerline, up to 30' AGL/789' MSL. Tower 5361' from DER, 514' right of centerline, 179' AGL/894' MSL. **Rwy 18,** numerous trees beginning at DER, 216' right of centerline, up to 30' AGL/789' MSL. Numerous trees beginning 35' from DER, 259' left of centerline, up to 30' AGL/789' MSL. **Rwy 29,** numerous trees beginning 129' from DER, 475' left of centerline, up to 30' AGL/819' MSL. Numerous trees beginning 207' from DER, 529' right of centerline, up to 30' AGL/839' MSL. **Rwy 36,** numerous trees beginning 235' from DER, 302' right of centerline, up to 30' AGL/819' MSL. Numerous trees beginning 322' from DER, 346' left of centerline, up to 30' AGL/829' MSL. Tower 928' from DER, 684' right of centerline, 47' AGL/820' MSL.

HAMILTON, TX
HAMILTON MUNI (MNZ)
ORIG 09351 (FAA)
NOTE: **Rwy 18,** tree 689' from DER, 211' left of centerline, 40' AGL/1346' MSL. Vehicle on North-South road 849' from DER, on extended centerline, 15' AGL/1321' MSL. **Rwy 36,** trees beginning 621' from DER, 186' left of centerline, 40' AGL/1359' MSL. Trees 879' from DER, 87' right of centerline, 40' AGL/1359' MSL.

HARLINGEN, TX
VALLEY INTL
NOTE: **Rwy 13,** pole 1031' from departure end of runway, 465' left of centerline, 38' AGL/68' MSL. Pole 1055' from departure end of runway, 475' left of centerline, 38' AGL/68' MSL. **Rwy 17R,** fence 24' from departure end of runway, 499' right of centerline, 8' AGL/41' MSL. **Rwy 17L,** road (non-interstate) 416' from departure end of runway, on runway centerline, 20' AGL/51' MSL. Road (non-interstate) 410' from departure end of runway, 520' left of centerline, 20' AGL/50' MSL. **Rwy 31,** tree 983' from departure end of runway, 462' left of centerline, 42' AGL/69' MSL.

HOOD AAF (KHLR)
FORT HOOD (KILLEEN), TX .. . AMDT 2, 09351
TAKE-OFF MINIMUMS: **Rwy 16, 34** Standard*
* For Copter use only.

JUNCTION, TX
KIMBLE COUNTY
TAKE-OFF MINIMUMS: **Rwys 8, 17, 26, 35,** 700-2.

KENEDY, TX
KARNES COUNTY
TAKE-OFF MINIMUMS: **Rwy 34,** 600-3 or std. with a min. climb of 260' per NM to 800.

KERRVILLE, TX
KERRVILLE MUNI /LOUIS SCHREINER FIELD
TAKE-OFF MINIMUMS: **Rwy 3**, 400-1½ or std. with a min. climb of 394' per NM to 2100.
NOTE: **Rwy 3,** mulitple trees and poles beginning 203' from departure end of runway 46' left of centerline up to 49' AGL/1925' MSL. Multiple trees, poles and towers 136' from departure end of runway 11' right of course up to 50' AGL/1927' MSL. **Rwy 12,** multiple trees beginning 211' from departure end of runway 430' left of courseline up to 44' AGL/1644' MSL. Multiple trees beginning 93' from departure end of runway 321' right of centerline up to 49' AGL/1609' MSL. **Rwy 21,** multiple towers and trees beginning 522' from departure end of runway 52' left of centerline 50' AGL/1610' MSL. Multiple trees and poles beginning 288' from departure end of runway 141' right of centerline 50' AGL/1613' MSL. **Rwy 30,** multiple trees poles antennae beginning 248' from departure end of runway 953' left of centerline 51' AGL/1611' MSL. Multiple poles and trees beginning 275' from departure end of runway 351' right of centerline 55' AGL/1615' MSL.

KILLEEN, TX
SKYLARK FIELD (ILE)
AMDT 2 09015 (FAA)
DEPARTURE PROCEDURE: **Rwy 19,** climb heading 190° to 1900 before turning east.
NOTE: **Rwy 1,** multiple poles beginning 317' from departure end of runway, 384' left of centerline, up to 27' AGL/868' MSL. Tree, 973' from departure end of runway, 100' left of centerline, 28' AGL/876' MSL. Building, 486' from departure end of runway, 9' right of centerline, 13' AGL/854' MSL. Antenna, 351' from departure end of runway, 277' right of centerline, 11' AGL/852' MSL. **Rwy 19,** pole, 288' from departure end of runway, 588' right of centerline, 32' AGL/880' MSL. Building, 102' from departure end of runway, 411' right of centerline, 8' AGL/856' MSL. Vehicle on road, 232' from departure end of runway, 499' right of centerline, 15' AGL/867' MSL. Pole, 256' from departure end of runway, 497' left of centerline, 32' AGL/873' MSL. Building, 276' from departure end of runway, 342' left of centerline, 11' AGL/859' MSL. Building, 298' from departure end of runway, 83' left of centerline, 9' AGL/857' MSL.

LAMPASAS, TX
LAMPASAS (LZZ)
ORIG 09351 (FAA)
NOTE: **Rwy 16,** building 39' from DER, 374' left of centerline, 20' AGL/1189' MSL. Trees beginning 795' from DER, 217' right of centerline, up to 30' AGL/1189' MSL. **Rwy 34,** trees beginning 657' from DER, 147' left of centerline, up to 30' AGL/1249' MSL.

LAREDO, TX

LAREDO INTL

DEPARTURE PROCEDURE: **Rwys 14, 17L/R, 32, 35L/R,** climb runway heading to 1500 before turning westbound.

LAUGHLIN AFB (KDLF)

DEL RIO, TX . . . . . AMDT 2, 07270

TAKE-OFF OBSTACLES: **Rwy 13C**, taxiing aircraft 14' AGL/1079' MSL, 190' from DER, 222' right of centerline. Taxiing aircraft 14' AGL/1103' MSL, 84' from DER, 552' right of centerline. **Rwy 13L**, taxiing aircraft 14' AGL/ 1076' MSL, 7' from DER, 204' right of centerline. **Rwy 13R**, taxiing aircraft 12' AGL/1107' MSL, 149' from DER, 338' right of centerline. Taxiing aircraft 14' AGL/ 1090' MSL, 309' from DER, 501' left of centerline. Taxiing aircraft 14' AGL/1090' MSL, 141' from DER, 175' right of centerline. Taxiing aircraft 14' AGL/1090' MSL, 338' from DER, 204' left of centerline. Taxiing aircraft 14' AGL/ 1090' MSL, 389' from DER, 303' left of centerline. Taxiing aircraft 14' AGL/1113' MSL, 848' from DER, 603' right of centerline. **Rwy 31C**, vehicular traffic 10' AGL/1093' MSL 18' from DER, 462' right of centerline. **Rwy 31L**, taxiing aircraft 14' AGL/1091' MSL, 198' from DER, 172' right of centerline. Vehicular traffic 10' AGL/ 1108' MSL, 862' from DER, 550' left of centerline. Taxiing aircraft 14' AGL/1094' MSL 249' from DER, 327' right of centerline. Taxiing aircraft 14' AGL/ 1089' MSL, 178' from DER, 171' left of centerline. Pole 8' AGL/1104' MSL, 229' from DER, 568' left of centerline. Transmissometer 18' AGL/1095' MSL, 299' from DER, 301' left of centerline. **Rwy 31R**, terrain 0' AGL/1083' MSL, 0' from DER, 500' left of centerline. Windsock 0' AGL/1102' MSL, 25' from DER, 496' left of centerline. Terrain 0' AGL/1085' MSL, 89' from DER, 489' right of centerline. Taxiing aircraft 14' AGL/ 1090' MSL, 11' from DER, 175' left of centerline. Railroad 23' AGL/1122' MSL, 1429' from DER, 468' right of centerline.

LLANO, TX

LLANO MUNI (AQO)

ORIG 09351 (FAA)

TAKE-OFF MINIMUMS: **Rwys 13, 31,** NA-Environmental.

DEPARTURE PROCEDURE: **Rwy 35,** climb heading 354° to 1900 before proceeding on course.

NOTE: **Rwy 17,** tree 11' from DER, 364' left of centerline, 25' AGL/1144' MSL. Trees 811' from DER, 242' left of centerline, 25' AGL/1124' MSL. **Rwy 35,** hangar 209' from DER, 497' right of centerline, 30' AGL/ 1149' MSL. Tree 485' from DER, 265' right of centerline, 25' AGL/1144' MSL. Vehicles on North-South road, 270' left of centerline, 15' AGL/1114' MSL. Vehicles on road 390' from DER, crosses centerline East-West, 15' AGL/ 1134' MSL.

MARFA, TX

MARFA MUNI (MRF)

ORIG 08157 (FAA)

TAKE-OFF MINIMUMS: CAUTION: Unmarked balloon and cable to 14000' MSL in R-6318. **Rwys 8, 26,** NA-Environmental.

DEPARTURE PROCEDURE: **Rwy 3,** climbing right turn direct MRF VOR/DME. **Rwy 12,** climb direct MRF VOR/DME. **Rwys 21, 30,** climbing left turn direct MRF VOR/DME. All Aircraft climb in MRF VOR/DME holding pattern (SE, LT, 313° inbound) to cross MRF VOR/DME at or above MEA for direction of flight.

NOTE: **Rwy 3,** vehicle on road abeam departure end of runway, 300' left of centerline, 15' AGL/4864' MSL. **Rwy 12,** vehicle on road 483' from departure end of runway, 616' left of centerline, 15' AGL/4854' MSL. **Rwy 21,** building and greenhouses beginning 34' from departure end of runway, 495' left of centerline, 35' AGL/4852' MSL.

MASON, TX

MASON COUNTY (T92)

ORIG 08325 (FAA)

TAKE-OFF MINIMUMS: **Rwy 35,** 300-1 or std. w/ min. climb of 394' per NM to 1800.

DEPARTURE PROCEDURE: **Rwy 17,** climb heading 181° to 2100' before turning right.

NOTE: **Rwy 13,** terrain beginning 7' from departure end of runway, 100' left of centerline, up to 1523' MSL. Tree 1506' from departure end of runway, 254' left of centerline, 100' AGL/1639' MSL. **Rwy 17,** tree 4503' from departure end of runway, 405' left of centerline, 100' AGL/1619' MSL. Terrain beginning 162' from departure end of runway, 179' right of centerline, up to 1520' MSL. **Rwy 31,** tree 1590' from departure end of runway, 411' left of centerline, 100' AGL/1629' MSL. Terrain beginning 61' from departure end of runway, 51' right of centerline, up to 1513' MSL. Powerlines beginning 2999' from departure end of runway, left and right of centerline, up to 79' AGL/1585' MSL. **Rwy 35,** trees beginning 4019' from departure end of runway, 151' left of centerline, up to 100' AGL/1699' MSL. Tower 4519' from departure end of runway, 361' right of centerline, 55' AGL/1635' MSL.

MC ALLEN, TX

MC ALLEN MILLER INTL (MFE)

AMDT 1 08353 (FAA)

TAKE-OFF MINIMUMS: **Rwy 36,** 300-2½, or std. with a min. climb of 298' per NM to 500'.

NOTE: **Rwy 13,** multiple trees beginning 792' from departure end of runway, 593' left of centerline, 44' AGL/ 159' MSL. **Rwy 31,** multiple trees beginning 708' from departure end of runway, 361' left of centerline, 43' AGL/ 157' MSL. Multiple trees beginning 1018' from departure end of runway, 626' right of centerline, 38' AGL/142' MSL. **Rwy 36,** light pole 581' from departure end of runway, on centerline, 17' AGL/122' MSL. Multiple buildings and trees beginning 624' from departure end of runway, 36' left of centerline, 24' AGL/129' MSL. Tower 197' from departure end of runway, 335' left of centerline, 38' AGL/140' MSL. Multiple buildings, poles, and towers beginning 635' from departure end of runway, right of centerline, 25' AGL/394' MSL.

MIDLAND, TX

MIDLAND AIRPARK

TAKE-OFF MINIMUMS: **Rwy 16,** 700-1, or std. with a min. climb of 300' per NM to 3500.

DEPARTURE PROCEDURE: **Rwy 16**, climb runway heading to 3500, then climb on course.

MIDLAND INTL (MAF)

ORIG 09015 (FAA)

NOTE: **Rwy 4,** tower 1547' from departure end of runway, 727' left of centerline, 93' AGL/2961' MSL. Dome 1234' from departure end of runway, 675' left of centerline, 36' AGL/2900' MSL. **Rwy 10,** rod 467' from departure end of runway, 254' right of centerline, 20' AGL/2874' MSL. Sign 2219' from departure end of runway, 793' left of centerline, 48' AGL/2912' MSL. Pole 1563' from departure end of runway, 733' left of centerline, 31' AGL/2895' MSL. **Rwy 16L,** tree 217' from departure end of runway, 536' right of centerline, 100' AGL/2944' MSL. Sign 94' from departure end of runway, 365' left of centerline, 26' AGL/2875' MSL. Poles beginning 324' from departure end of runway, 277' left of centerline, 29' AGL/2874' MSL. Vehicle on road 382' from departure end of runway, 269' left of centerline, 17' AGL/2860' MSL. Train 553' from departure end of runway, 498' left of centerline, 23' AGL/2867' MSL. Vehicle on road 384' from departure end of runway, 549' left of centerline, 17' AGL/2866' MSL. Train 783' from departure end of runway, 17' left of centerline, 23' AGL/2869' MSL.

Rwy 16R, tree 3717' from departure end of runway, 1419' right of centerline, 100' AGL/2954' MSL. **Rwy 22,** antenna 2747' from departure end of runway, 962' right of centerline, 100' AGL/2964' MSL. Tower 2813' from departure end of runway, 1049' right of centerline, 102' AGL/2964' MSL. Hangar 1113' from departure end of runway, 600' right of centerline, 46' AGL/2905' MSL. Tree 5361' from departure end of runway, 1869' right of centerline, 100' AGL/2989' MSL. **Rwy 34R,** vehicle on road 258' from departure end of runway, 253' right of centerline, 17' AGL/2881' MSL. Tree 255' from departure end of runway, 81' right of centerline, 11' AGL/2875' MSL. Fence post 29' from departure end of runway, 263' right of centerline, 4' AGL/2868' MSL. Vehicle on road 447' from departure end of runway, 11' right of centerline, 15' AGL/2880' MSL. Pole 1279' from departure end of runway, 117' left of centerline, 29' AGL/2903' MSL. Fence 85' from departure end of runway, 257' left of centerline, 5' AGL/2869' MSL. Fence post 185' from departure end of runway, 71' left of centerline, 5' AGL/2869' MSL.

MONAHANS, TX

ROY HURD MEMORIAL

TAKE-OFF MINIMUMS: **Rwys 1, 12**, 400-1 or std. with a min. climb of 300' per NM to 3100.

NEW BRAUNFELS, TX

NEW BRAUNFELS MUNI

DEPARTURE PROCEDURE: **Rwy 31,** climb heading 308° to 2600 before turning right. **Rwy 35,** climb heading 353° to 2200 before turning left.

NOTE: **Rwy 31,** multiple trees and antenna beginning 1125' from departure end of runway, 592' left of centerline, up to 47' AGL/706' MSL. Road 1014' from departure end of runway, 439' right of centerline, 15' AGL/687' MSL.

ODESSA, TX

ODESSA-SCHLEMEYER FIELD (ODO)

AMDT 2 09351 (FAA)

TAKE-OFF MINIMUMS: **Rwy 20,** 400-2½ or std. w/ a min. climb of 225' per NM to 3400, or alternatively, with standard take-off minimums and normal 200' per NM climb gradient, take-off must occur no later than 2100' prior to DER.

NOTE: **Rwy 2,** vehicle on roadway 184' from DER, left and right of centerline, 15' AGL/3024' MSL. **Rwy 16,** building 466' from DER, 487' left of centerline, 50' AGL/3029' MSL. Powerlines 896' from DER, left and right of centerline, 30' AGL/2984' MSL. **Rwy 20,** tower 2.3 miles from DER, 1311' left of centerline, 340' AGL/3287' MSL. **Rwy 29,** rising terrain, trees, and poles beginning 8' from DER, 495' right of centerline, up to 27' AGL/3012' MSL. **Rwy 34,** airplane on taxiway 21' from DER, 362' left of centerline, up to 17' AGL/3001' MSL. Vehicles on roadway beginning 48' from DER, left and right of centerline, up to 16' AGL/3014' MSL. Buildings and hangers beginning 739' from DER, left and right of centerline, up to 50' AGL/3044' MSL.

OZONA, TX

OZONA MUNI

TAKE-OFF MINIMUMS: **Rwy 16,** 300-1 or std. with a min. climb of 445' per NM to 2700. **Rwy 34,** 200-1½ or std. with a min. climb of 380' per NM to 2600.

NOTE: **Rwy 16,** trees 3686' from departure end of runway, 354' left of centerline, 100' AGL/2560' MSL. Trees 4436' from departure end of runway, 355' left of centerline, 100' AGL/2574' MSL. **Rwy 34,** trees 1363' from departure end of runway, 638' left of centerline, 100' AGL/2529' MSL. Trees 3479' from departure end of runway, 791' left of centerline, 100' AGL/2535' MSL. Trees 7679' from departure end of runway, 932' left of centerline, 100' AGL/2593' MSL.

PLEASANTON, TX

PLEASANTON MUNI (PEZ)

AMDT 1 08325 (FAA)

NOTE: **Rwy 16,** vehicle on road 108' from departure end of runway, 285' left of centerline, 15' AGL/424' MSL. Fence 135' from departure end of runway, 194' left of centerline, 3' AGL/412' MSL. Fence 235' from departure end of runway, 38' right of centerline, 3' AGL/412' MSL. Trees beginning 246' from departure end of runway, 56' left of centerline, up to 100' AGL/529' MSL. Trees beginning 173' from departure end of runway, 154' right of centerline, up to 100' AGL/529' MSL. **Rwy 34,** vehicle on road 136' from departure end of runway, left to right of centerline, up to 15' AGL/444' MSL. Fence 191' from departure end of runway, 251' left of centerline, 3' AGL/442' MSL. Trees beginning 210' from departure end of runway, 51' left of centerline, up to 100' AGL/539' MSL. Tree 172' from departure end of runway, 74' right of centerline, 100' AGL/529' MSL.

PORT ARANSAS, TX

MUSTANG BEACH (RAS)
AMDT 1 09015 (FAA)

NOTE: **Rwy 12,** transmission towers and poles beginning 43' from departure end of runway, 28' right of centerline, up to 81' AGL/86' MSL. Building 2435' from departure end of runway, 967' right of centerline, 130' AGL/135' MSL. Transmission towers and poles beginning 1141' from departure end of runway, 13' left of centerline, up to 83' AGL/88' MSL. **Rwy 30,** boat 1657' from departure end of runway, 915' left of centerline, 50' AGL/50' MSL.

PORT ISABEL, TX

PORT ISABEL-CAMERON COUNTY (PIL)
AMDT 2 08213 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17,** 400-2 or std. with a min. climb of 253' per NM to 500.

NOTE: **Rwy 3,** trees beginning 178' from departure end of runway, 27' left of centerline, up to 100' AGL/114' MSL. **Rwy 8,** trees beginning 2046' from departure end of runway, 511' right of centerline, up to 100' AGL/119' MSL. Trees beginning 1981' from departure end of runway, 118' right of centerline, up to 100' AGL/119' MSL. **Rwy 13,** trees beginning 530' from departure end of runway, 32' left of centerline, up to 100' AGL/119' MSL. **Rwy 17,** trees beginning 911' from departure end of runway, 84' left of centerline, up to 100' AGL/119' MSL. **Rwy 35,** trees beginning 15' from departure end of runway, 4' left of centerline, up to 100' AGL/114' MSL.

ROBSTOWN, TX

NUECES COUNTY

TAKE-OFF MINIMUMS: **Rwy 13,** 1000-3, or std. with a min. climb of 390' per NM to 1200.

DEPARTURE PROCEDURE: **Rwy 13,** climb heading 130° to 1200 prior to turning north or east.

ROCKPORT, TX

ARANSAS COUNTY

NOTE: **Rwy 14,** road plus vehicle 500' from departure end of runway, 593' left of centerline, 17' AGL/40' MSL. **Rwy 18,** antenna 5599' from departure end of runway, 602' left of centerline, 160' AGL/171' MSL. **Rwy 32,** road plus vehicle 291' from departure end of runway, 533' left of centerline, 17' AGL/40' MSL. **Rwy 36,** road plus vehicle 576' from departure end of runway, 597' left of centerline, 17' AGL/40' MSL.

ROCKSPRINGS, TX

EDWARDS COUNTY

NOTE: **Rwy 14,** multiple trees beginning 1076' from departure end of runway, 22' right of centerline, up to 100' AGL/2459' MSL. **Rwy 32,** fence 101' from departure end of runway, 35' left of centerline, 5' AGL/2374' MSL. Multiple trees beginning 318' from departure end of runway, 71' left of centerline, up to 100' AGL/2479' MSL. Multiple trees beginning 992' from departure end of runway, 532' right of centerline, up to 100' AGL/2479' MSL.

SAN ANGELO, TX

SAN ANGELO RGNL/MATHIS FIELD

TAKE-OFF MINIMUMS: **Rwys 27, 36**, 900-2 or std. with a min. climb of 240' per NM to 2800.

SAN ANTONIO, TX

BOERNE STAGE FIELD

DEPARTURE PROCEDURE: **Rwy 35,** climb heading 346° to 2800 before turning westbound.

NOTE: **Rwy 17,** multiple trees and light poles along tree line beginning 6' from departure end of runway, 128' right of centerline, up to 50' AGL/1427' MSL. Multiple trees and light poles along tree line beginning 81' from departure end of runway, 144' left of centerline, up to 50' AGL/1409' MSL. **Rwy 35,** multiple trees and poles beginning 204' from departure end of runway, 7' left of centerline, up to 50' AGL/1422' MSL. Multiple trees and poles beginning 205' from departure end of runway, 24' right of centerline, up to 50' AGL/1423' MSL. Hangar 80' from departure end of runway, 222' right of centerline, up to 50' AGL/1397' MSL.

SAN ANTONIO INTL (SAT)
ORIG 09183 (FAA)

NOTE: **Rwy 3,** tree 734' from DER, 695' left of centerline, 31' AGL/793' MSL. **Rwy 12R,** antenna on tower 1034' from DER, 723' right of centerline, 42' AGL/820' MSL. Building and vent on building beginning 3801' from DER, 1488' right of centerline, 117' AGL/881' MSL. **Rwy 21,** antenna on hangar and flagpole beginning 1198' from DER, 700' right of centerline, up to 39' AGL/825' MSL. Sign 2713' from DER, 1034' right of centerline, 71' AGL/857' MSL. **Rwy 30L,** tower and poles beginning 1931' from DER, 834' left of centerline, up to 42' AGL/892' MSL. Sign 2435' from DER, 1042' right of centerline, 54' AGL/873' MSL. **Rwy 30R,** rod on obstruction light 1261' from DER, 591' left of centerline, 57' AGL/854' MSL.

SAN ANTONIO, TX (CON'T)

STINSON MUNI (SSF)
AMDT 2 08045 (FAA)

TAKE-OFF MINIMUMS: **Rwy 9,** Std. w/ min climb of 225' per NM to 1900 or 1000-2½ for climb in visual conditions. **Rwy 27,** 300-1¾ or std. w/ min. climb of 221' per NM to 900, or alternatively, with standard takeoff minimums and normal 200' per NM climb gradient, takeoff must occur no later than 1700' prior to departure end of runway.

DEPARTURE PROCEDURE: **Rwy 9,** For climb in visual conditions, cross Stinson Muni Airport at or above 1400 MSL before proceeding on course. **Rwy 14,** Climb heading 137° to 1200 before turning left. **Rwy 32,** Climb heading 317° to 1500 before turning right.

NOTES: **Rwy 9,** Vehicle on road 285' from departure end of runway, 380' left of centerline, 15' AGL/584' MSL. Trees beginning 1653' from departure end of runway, 435' right of centerline, up to 70'AGL/629' MSL. **Rwy 14,** Vehicle on road 114' from departure end of runway, on centerline extending 373' left of centerline, up to 15' AGL/564' MSL. Trees beginning 72' from departure end of runway, 79' right of centerline, up to 70' AGL/607' MSL. Trees beginning 232' from departure end of runway, 54' left of centerline, up to 70' AGL/618' MSL. Transmission line tower 4205' from departure end of runway, 133' right of centerline, 119' AGL/663' MSL. **Rwy 27,** Fence 41' from departure end of runway, 30' right of centerline, 8' AGL/584' MSL. Vehicle on road 108' from departure end of runway, 202' right of centerline, 15' AGL/584' MSL. Vehicle on road 123' from departure end of runway, 113' right of centerline, 15' AGL/596' MSL. Trees and poles beginning 229' from departure end of runway, 117' right of centerline, up to 70' AGL/645' MSL. Trees and poles beginning 599' from departure end of runway, 6' left of centerline, up to 70' AGL/634' MSL. Tank beginning 1.32 NM from departure end of runway, 1338' right of centerline, 179' AGL/799' MSL. Building 1422' from departure end of runway, 432' right of centerline, 40' AGL/627' MSL. Building 2133' from departure end of runway, 36' left of centerline, 55' AGL/635' MSL. **Rwy 32,** Fence 17' from departure end of runway, 80' left of centerline, 8' AGL/578' MSL. Vehicle on road 54' from departure end of runway, 199' left of centerline, 15' AGL/586' MSL. Trees beginning 164' from departure end of runway, 125' right of centerline, up to 70' AGL/639' MSL. Trees and poles beginning 43' from departure end of runway, 41' left of centerline, up to 75' AGL/668' MSL. DER, 591' left of centerline, 57' AGL/854' MSL. arcos, tx

SAN MARCOS, TX

SAN MARCOS MUNI

TAKE-OFF MINIMUMS: **Rwy 31,** std. with a min. climb of 211' per NM to 2600, or 1500-3 for climb in visual conditions. **Rwy 35,** std. with a min. climb of 214' per NM to 2600, or 1500-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 31, 35,** for climb in visual conditions: cross San Marcos Municipal Airport at or above 1200.

NOTE: **Rwy 8,** tree 942' from departure end of runway, 259' left of centerline, 33' AGL/612' MSL. **Rwy 26,** pole 1217' from departure end of runway, 550' right of centerline, 35' AGL/624' MSL. **Rwy 31,** multiple poles 1062' from departure end of runway, 604' right of centerline, 33' AGL/621' MSL.

SINTON, TX

ALFRED C. BUBBA THOMAS

DEPARTURE PROCEDURE: **Rwy 14,** climb runway heading to 800 prior to turning east.

SONORA, TX

SONORA MUNI

TAKE-OFF MINIMUMS: **Rwy 18**, 700-2. **Rwy 36,** 300-1.

TEMPLE, TX

DRAUGHON-MILLER CENTRAL TEXAS RGNL

DEPARTURE PROCEDURE: **Rwy 2,** climb on heading between 085° clockwise to 200° or 345° counter clockwise to 200° from departure end of runway, or minimum climb of 313' per NM to 3300 for all other courses. **Rwy 33,** climb on heading between 070° clockwise to150° or 330° counter clockwise to 150° from departure end of runway, or minimum climb of 235' per NM to 3200 for all other courses.

NOTE: **Rwy 2,** multiple bushes and trees beginning 176' from departure end of runway 491' left of centerline, up to 34' AGL/699' MSL. Tree 279' from departure end of runway, 361' right of centerline, 15' AGL/680' MSL. **Rwy 15,** bush 158' from departure end of runway, 412' left of centerline, 7' AGL/676' MSL, tree 941' from departure end of runway, 743' right of centerline, 32' AGL/701' MSL.

TAYLOR, TX

TAYLOR MUNI (T74)
ORIG 08269 (FAA)

NOTE: **Rwy 17,** numerous trees beginning at departure end of runway, 180' right of centerline up to 50' AGL/591' MSL. Terrain beginning 1700' from departure end of runway, 380' left of centerline, up to 601' MSL.

VAN HORN, TX

CULBERSON COUNTY

TAKE-OFF MINIMUMS: **Rwys 17, 21,** 2100-2 or std. with a min. climb of 500' per NM to 5000. **Rwy 25**, NA.

DEPARTURE PROCEDURE: **Rwys 3,17,21,35,** climb runway heading to 5000 then climbing right turn direct VHN NDB and climb in VHN NDB holding pattern to MEA, before proceeding on course. **Rwy 7,** climb runway heading to 5000 then climbing left turn direct VHN NDB and climb in VHN NDB holding pattern to MEA, before proceeding on course.

WACO, TX

MC GREGOR EXECUTIVE

TAKE-OFF MINIMUMS: **Rwys 4, 17, 22, 35**, 2000-3 or std. with a min. climb of 280' per NM to 3000.

DEPARTURE PROCEDURE: **Rwys 17,22,** climb via ACT R-195 to 3000 before proceeding on course. **Rwys 4, 35,** climb runway heading to 3000 before proceeding on course.

WACO, TX (CON'T)

TSTC-WACO (CNW)

ORIG 08269 (FAA)

NOTE: **Rwy 17L,** terrain 198' from departure end of runway, 467' right of centerline, 464' MSL. **Rwy 17R,** vehicle on road 137' from departure end of runway, 487' right of centerline, 15' AGL/474' MSL. Trees beginning 872' from departure end of runway, 238' right of centerline, up to 100' AGL/529' MSL. Trees beginning 1239' from departure end of runway, 74' left of centerline, up to 100' AGL/512' MSL. **Rwy 35L,** trees beginning 3386' from departure end of runway, 529' left of centerline, up to 100' AGL/579' MSL. **Rwy 35R,** trees beginning 2606' from departure end of runway, 1042' right of centerline, up to 100' AGL/579' MSL. Tree 2094' from departure end of runway, 910' left of centerline, 45' AGL/524' MSL.

WINK, TX

WINKLER COUNTY (INK)

ORIG 09127 (FAA)

DEPARTURE PROCEDURE: **Rwy 13,** climb heading 147° to 3400 before proceeding on course.

NOTE: **Rwy 13,** vehicles on road beginning 535' from DER, from left to right of centerline, up to 15' AGL/2829' MSL.

INSTRUCTION APPROACH PROCEDURE CHARTS

IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude , and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military take-off minima, refer to appropriate service directives.

NAME TAKE-OFF MINIMUMS

ANGLETON/LAKE JACKSON, TX

BRAZORIA COUNTY (LBX)
AMDT 1 08157 (FAA)
NOTE: **Rwy 35,** tree 1510' from departure end of runway, 721' left of centerline, 48' AGL/68' MSL.

BAYTOWN, TX

R W J AIRPARK
NOTE: **Rwy 8,** trees abeam departure end of runway, 147' left of centerline, 45' AGL/72' MSL. Poles 236' from departure end of runway, 90' right of centerline, 30' AGL/57' MSL. **Rwy 14,** trees 314' from departure end of runway, 44' right of centerline, 35' AGL/87' MSL. Road 125' from departure end of runway, 15' AGL/42' MSL. **Rwy 26,** powerlines 460' from departure end of runway, 32' AGL/62' MSL. Road 550' from departure end of runway, 15' AGL/50' MSL. **Rwy 32,** road 220' from departure end of runway, 15' AGL/48' MSL.

NAME TAKE-OFF MINIMUMS

BEAUMONT, TX

BEAUMONT MUNI (BMT)
ORIG 09015 (FAA)
TAKE-OFF MINIMUMS: **Rwys 16,34,** NA - Obstacles.
NOTE: **Rwy 13,** multiple trees, poles and buildings beginning 82' from departure end of runway, 2' left of centerline, up to 74' AGL/106' MSL. Multiple trees, poles and signs beginning 441' from departure end of runway, 22' right of centerline, up to 73' AGL/105' MSL. Vehicle on road 152' from departure end of runway, 428' left of centerline, 15' AGL/46' MSL. Train on railroad 545' from departure end of runway, 506' right of centerline, 23' AGL/57' MSL. **Rwy 31,** multiple trees, poles and transmission line towers beginning 81' from departure end of runway, 2' left of centerline, up to 64' AGL/94' MSL. Multiple trees, poles, and transmission line towers beginning 241' from departure end of runway, 4' right of centerline, up to 56' AGL/88' MSL. Train on railroad 375' from departure end of runway, 354' right of centerline, 23' AGL/55' MSL.

BEAUMONT/PORT ARTHUR, TX

SOUTHEAST TEXAS RGNL (BPT)
ORIG 09351 (FAA)

NOTE: **Rwy 12,** multiple trees beginning 1024' from DER, 202' left of centerline, up to 43' AGL/48' MSL. Trees 1676' from DER, 778' right of centerline, 51' AGL/56' MSL. **Rwy 16,** multiple trees beginning 580' from DER, 519' right of centerline, up to 51' AGL/56' MSL. **Rwy 30,** trees 1005' from DER, 629' right of centerline, 54' AGL/64' MSL. Multiple trees beginning 1041' from DER, 617' left of centerline, up to 67' AGL/77' MSL. **Rwy 34,** building 770' from DER, 386' right of centerline, 28' AGL/38' MSL. Multiple trees beginning 1274' from DER, 398' right of centerline, up to 70' AGL/80' MSL. Multiple trees beginning 1288' from DER, 218' left of centerline, up to 72' AGL/82' MSL. Tower 1487' from DER, 398' right of centerline, 60' AGL/75' MSL.

BRENHAM, TX

BRENHAM MUNI (11R)
AMDT 1 10042 (FAA)

NOTE: **Rwy 16,** trees and poles beginning 45' from DER, 272' right of centerline to 305' left of centerline, up to 89' AGL/299' MSL. **Rwy 34,** trees beginning 18' from DER, 325' right of centerline to 380' left of centerline, up to 61' AGL/351' MSL.

BRYAN, TX

COULTER FIELD

NOTE: **Rwy 15,** vehicle on road 266' from departure end of runway, on centerline, 17' AGL/386' MSL. Multiple trees and poles beginning 169' from departure end of runway, 339' right of centerline, up to 20' AGL/389' MSL. Multiple trees and poles beginning 203' from departure end of runway, 245' left of centerline, up to 35' AGL/400' MSL. **Rwy 33,** multiple poles and T-L towers beginning 36' from departure end of runway, 207' left of centerline, up to 35' AGL/382' MSL. Trees 508' from departure end of runway, 290' right of centerline, 25' AGL/371' MSL.

CALDWELL, TX

CALDWELL MUNI

TAKE-OFF MINIMUMS: **Rwy 33**, 300-1.

COLLEGE STATION, TX

EASTERWOOD FIELD

TAKE-OFF MINIMUMS: **Rwy 4,** 300-1¾ or std. with a min. climb of 207' per NM to 700.

NOTE: **Rwy 4,** building 1.3 NM from departure end of runway, 257' left of centerline, 214' AGL/564' MSL. Trees 434' from departure end of runway, 303' right of centerline, 25' AGL/343' MSL. **Rwy 10,** trees 10' from departure end of runway, 321' right of centerline, 26' AGL/344' MSL. Trees 114' from departure end of runway, 350' left of centerline, 22' AGL/340' MSL. **Rwy 22,** trees 71' from departure end of runway, 381' right of centerline, 25' AGL/332' MSL. Trees 122' from departure end of runway, 382' left of centerline, 26' AGL/333' MSL. **Rwy 28,** trees 1842' from departure end of runway, 422' left of centerline, 65' AGL/385' MSL. Trees 840' from departure end of runway, 367' right of centerline, 30' AGL/350' MSL. **Rwy 34,** trees 818' from departure end of runway, 639' left of centerline 48' AGL/369' MSL. Trees 1091' from departure end of runway, 646' right of centerline, 31' AGL/352' MSL.

EAGLE LAKE, TX

EAGLE LAKE

TAKE-OFF MINIMUMS: **Rwy 17**, 200-1, or std. with a min. climb of 420' per NM to 500.

NOTE: **Rwy 17,** tower 3068' from departure end of runway, 793' left of centerline, 192' AGL/317' MSL.

GALVESTON, TX

SCHOLES INTL AT GALVESTON (GLS)
AMDT 4 08157 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17,** 300-1 or std. w/ min. climb of 502' per NM to 300.

NOTE: **Rwy 13,** bush 381' from departure end of runway, 533' left of centerline, 15' AGL/20' MSL. Fence 201' from departure end of runway, 490' left of centerline, 6' AGL/11' MSL. Tree 343' from departure end of runway, 468' right of centerline, 12' AGL/17' MSL. **Rwy 17,** building 3057' from departure end of runway, 339' left of centerline, 123' AGL/130' MSL. Multiple poles beginning 2034' from departure end of runway, 87' right of centerline, up to 60' AGL/70' MSL. Multiple transmission towers beginning 636' from departure end of runway, 551' right of centerline, up to 55' AGL/60' MSL. Tree 460' from departure end of runway, 316' right of centerline, 22' AGL/29' MSL. **Rwy 31,** multiple cranes beginning 4341' from departure end of runway, 1017' left of centerline, up to 131' AGL/131' MSL. **Rwy 35,** tree 730' from departure end of runway, 501' right of centerline, 27' AGL/32' MSL.

HOUSTON, TX

DAVID WAYNE HOOKS MEMORIAL (DWH)
AMDT 3 08157 (FAA)

TAKE-OFF MINIMUMS: **Rwys 17L, 35R,** NA-Environmental. **Waterways 17, 35,** NA - air traffic.

NOTE: **Rwy 17R,** multiple trees beginning 708' from departure end of runway, 68' left of centerline, up to 71' AGL/220' MSL. Multiple hangars beginning 433' from departure end of runway, 515' left of centerline, up to 37' AGL/182' MSL. DME antenna 653' from departure end of runway, 256' left of centerline, 13' AGL/162' MSL. Multiple trees and pole beginning 85' from departure end of runway, 294' right of centerline, up to 45' AGL/189' MSL. **Rwy 35L,** multiple trees and poles beginning 144' from departure end of runway, 32' left of centerline, up to 79' AGL/238' MSL. Multiple hangars and buildings beginning 85' from departure end of runway, 9' left of centerline, up to 53' AGL/202' MSL. Multiple trees, towers and pole beginning 100' from departure end of runway, 124' right of centerline, up to 93' AGL/247' MSL. Vehicle and road 315' from departure end of runway, on centerline 15' AGL/166' MSL. Building 894' from departure end of runway, 231' right of centerline, 23' AGL/173' MSL.

HOUSTON, TX (CON'T)

ELLINGTON FIELD (EFD)
AMDT 2 08157 (FAA)

NOTE: **Rwy 17R,** pole 1489' from departure end of runway, 817' right of centerline, 40' AGL/74' MSL. **Rwy 22,** antenna on building 1998' from departure end of runway, 598' right of centerline, 54' AGL/83' MSL. Obstruction light on glide slope 327' from departure end of runway, 543' left of centerline, 39' AGL/68' MSL. **Rwy 35R,** tree 1597' from departure end of runway, 32' left of centerline, 33' AGL/80' MSL. **Rwy 35L,** multiple trees beginning 1118' from departure end of runway, 679' right of centerline, up to 37' AGL/ 77' MSL. Crane 2352' from departure end of runway, 1024' left of centerline, 37' AGL/ 97' MSL.

GEORGE BUSH INTERCONTINENTAL/ HOUSTON (IAH)
AMDT 2 08157 (FAA)

NOTE: **Rwy 8L,** tree 2866' from departure end of runway, 921' left of centerline, 107' AGL/201' MSL. Multiple trees beginning 2750' from departure end of runway, 106' right of centerline, up to 80' AGL/174' MSL. **Rwy 15L,** multiple trees 2638' from departure end of runway, 758' right of centerline, up to 76' AGL/160' MSL. **Rwy 15R,** tower 1431' from departure end of runway, 591' left of centerline, 48' AGL/133' MSL. Antenna on glideslope 1469' from departure end of runway, 621' left of centerline, 49' AGL/133' MSL. **Rwy 26R,** pole 950' from departure end of runway, 660' right of centerline, 40' AGL/129' MSL. **Rwy 33R,** tree 2868' from departure end of runway, 1027' right of centerline, 73' AGL/172' MSL.

HOUSTON EXECUTIVE (TME)

DEPARTURE PROCEDURE: **Rwy 36,** Climb heading 355° to 700 before turning east.

NOTE: **Rwy 36,** power poles from left to right beginning 703' from departure end of runway, 623' left to 685' right of centerline, up to 32' AGL/196' MSL.

HOUSTON-SOUTHWEST (AXH)
AMDT 5 08157 (FAA)

DEPARTURE PROCEDURE: **Rwy 9,** climb heading 089° to 2000 before turning left. **Rwy 27**, climb heading 269° to 2200 before turning right.

NOTE: **Rwy 9,** multiple hangars beginning 239' from departure end of runway, 360' right of centerline, up to 42' AGL/106' MSL. Multiple trees beginning 501' from departure end of runway, 355' right of centerline, up to 43' AGL/111' MSL. Multiple hangars beginning 119' from departure end of runway, 498' left of centerline, up to 41' AGL/105' MSL. Pole 332' from departure end of runway, 299' left of centerline, 43' AGL/97' MSL. Antenna 1172' from departure end of runway, 658' left of centerline, 51' AGL/115' MSL. Multiple trees beginning 558' from departure end of runway, 68' left of centerline, up to 58' AGL/122' MSL. **Rwy 27,** multiple trees beginning 1050' from departure end of runway, 40' left of centerline, up to 71' AGL/140' MSL. Vehicle and road 99' from departure end of runway, 291' right of centerline, 15' AGL/83' MSL. Multiple trees beginning 873' from departure end of runway, 514' right of centerline, up to 59' AGL/130' MSL. Multiple transmission poles beginning 1304' from departure end of runway, 131' right of centerline, up to 41' AGL/110' MSL.

HOUSTON, TX (CON'T)

LONE STAR EXECUTIVE (CXO)
AMDT 2 08157 (FAA)

NOTE: **Rwy 1,** multiple trees beginning 1899' from departure end of runway, 11' left of centerline, up to 80' AGL/314' MSL. Obstruction light on glideslope 387' from departure end of runway, 404' right of centerline, 23' AGL/258' MSL. Tower 457' from departure end of runway, 387' right of centerline, 45' AGL/275' MSL. Multiple trees beginning 788' from departure end of runway, 134' right of centerline, up to 79' AGL/313' MSL. **Rwy 14,** multiple trees beginning 1655' from departure end of runway, 408' left of centerline, up to 81' AGL/300' MSL. Obstruction light on DME 401' from departure end of runway, 266' right of centerline, 21' AGL/255' MSL. Multiple trees beginning 1480' from departure end of runway, 80' right of centerline, up to 77' AGL/306' MSL. **Rwy 19,** multiple trees beginning 17' from departure end of runway, 157' left of centerline, up to 95' AGL/315' MSL. Multiple trees beginning 68' from departure end of runway, 156' right of centerline, up to 80' AGL/305' MSL. **Rwy 32,** vehicle and road 602' from departure end of runway, 551' left of centerline, 15' AGL/257' MSL. Pole 1411' from departure end of runway, 458' left of centerline, 29' AGL/268' MSL. Tree 2448' from departure end of runway, 990' right of centerline, 106' AGL/325' MSL.

PEARLAND RGNL

DEPARTURE PROCEDURE: **Rwy 14,** climb heading 139° to 1600 before proceeding south through southwest. **Rwy 32,** climb heading 319° to 900 before proceeding on course.

NOTE: **Rwy 14,** multiple trees beginning 199' from departure end of runway, 226' right of centerline, up to 66' AGL/100' MSL. Vehicle on road 398' from departure end of runway, 405' left of centerline, 9' AGL/55' MSL. Trees 1287' from departure end of runway, 453' left of centerline, up to 56' AGL/90' MSL. **Rwy 32,** multiple trees beginning 690' from departure end of runway, 81' left of centerline, up to 79' AGL/128' MSL. Multiple poles beginning 745' from departure end of runway, 24' left of centerline, up to 40' AGL/80' MSL. Multiple trees and poles beginning 29' from departure end of runway, 11' right of centerline, up to 64' AGL/104' MSL. Building 237' from departure end of runway, 520' right of centerline, 32' AGL/72' MSL.

SUGAR LAND RGNL (SGR)
AMDT 7 08157 (FAA)

DEPARTURE PROCEDURE: **Rwy 17,** climb heading 170° to 1500 before turning eastbound. **Rwy 35,** climb heading 350° to 1100 before turning southbound.

NOTE: **Rwy 17,** multiple poles beginning 436' from departure end of runway, 172' right of centerline, up to 44' AGL/124' MSL. Railroad 110' from departure end of runway, 10' left of centerline, 23' AGL/104' MSL. Multiple poles beginning 135' from departure end of runway, 270' left of centerline, up to 44' AGL/ 111' MSL. **Rwy 35,** vehicle and road 65' from departure end of runway , 2' right of centerline, 15' AGL/ 96' MSL. Multiple trees beginning 37' from departure end of runway , 275' right of centerline, up to 81' AGL/164' MSL. DME antenna 380' from departure end of runway , 253' right of centerline, 24' AGL/100' MSL. Multiple trees beginning 83' from departure end of runway , 65' left of centerline, up to 81' AGL/155' MSL.

HOUSTON, TX (CON'T)

WEISER AIR PARK (EYQ)

AMDT 2 08157 (FAA)

TAKE-OFF MINIMUMS: **Rwy 9,** 200-1 or std. w/ min. climb of 399' per NM to 400.

NOTE: **Rwy 9,** tank 4127' from departure end of runway, 1455' left of centerline, 147' AGL/282' MSL. **Rwy 27,** railroad 462' from departure end of runway, 555' left of centerline, 23' AGL/165' MSL. Vehicle and road 650' from departure end of runway, 7' left of centerline, 17' AGL/159' MSL.

WEST HOUSTON (IWS)

AMDT 3 09295 (FAA)

NOTE: **Rwy 15,** vehicles on roadway beginning abeam DER, left and right of centerline, up to 15' AGL/124' MSL. Building 177' from DER, 398' left of centerline, 18' AGL/126' MSL. Trees beginning 178' from DER, 289' right of centerline, up to 100' AGL/209' MSL. **Rwy 33,** building 265' from DER, 364' left of centerline, 33' AGL/143' MSL. Trees beginning 2706' from DER, 700' left of centerline, up to 100' AGL/214' MSL. Trees beginning 3159' from DER, 747' right of centerline, up to 100' AGL/216' MSL.

HOUSTON, TX (CON'T)

WILLIAM P. HOBBY (HOU)

AMDT 5 08157 (FAA)

TAKE-OFF MINIMUMS: **Rwy 4,** 300-1 or std. w/ min. climb of 270' per NM to 300. **Rwy 17,** 300-1. **Rwy 22,** std. w/ min. climb of 290' per NM to 1500.

DEPARTURE PROCEDURE: **Rwy 17,** climb heading 174° to 700 before turning westbound. **Rwy 30L,** climb heading 309° to 800 before turning westbound. **Rwy 30R,** climb heading 309° to 800 before turning westbound.

NOTE: **Rwy 4,** pole 4403' from departure end of runway, 1609' right of centerline, 121' AGL/166' MSL. Light on building 1562' from departure end of runway, 859' right of centerline, 59' AGL/103' MSL. Building 3990' from departure end of runway, 1223' right on centerline, 139' AGL/174' MSL. Light on flagpole 4618' from departure end of runway, 768' right of centerline, 117' AGL/161' MSL NE, **Rwy 12L,** antenna on hanger 1548' from departure end of runway, 424' left of centerline, 45' AGL/85' MSL. **Rwy 12R,** vehicle and road 514' from departure end of runway, 543' right of centerline, 17' AGL/55' MSL. Tree 1217' from departure end of runway, 756' right of centerline, 43' AGL/89' MSL. Fence 85' from departure end of runway, 492' left of centerline, 4' AGL/45' MSL. Vehicle and road 176' from departure end of runway, 497' left of centerline, 17' AGL/55' MSL. Pole 1011' from departure end of runway, 696' left of centerline, 33' AGL/73' MSL. Tree 1256' from departure end of runway, 783' left of centerline, 38' AGL/78' MSL. **Rwy 17,** multiple poles beginning 606' from departure end of runway, 393' right of centerline, up to 79' AGL/124' MSL. Crane 1795' from departure end of runway, 689' right of centerline, 100' AGL/150' MSL. Antenna on building 620' from departure end of runway, 312' left of centerline, 27' AGL/72' MSL. Multiple trees beginning 721' from departure end of runway, 260' left of centerline, up to 71' AGL/116' MSL. Radar reflector 1214' from departure end of runway, 258' left of centerline, 32' AGL/77' MSL. **Rwy 22,** pole 727' from departure end of runway, 626' right of centerline, 28' AGL/77' MSL. Tree 1310' from departure end of runway, 679' right of centerline, 27' AGL/76' MSL. Antenna on light pole 1805' from departure end of runway, 968' right of centerline, 60' AGL/109' MSL. **Rwy 30L,** antenna on building 547' from departure end of runway, 274' right of centerline, 23' AGL/69' MSL. Multiple poles beginning 341' from departure end of runway, 501' left of centerline, up to 39' AGL/84' MSL. Multiple trees beginning 1392' from departure end of runway, 466' left of centerline, up to 78' AGL/118' MSL. **Rwy 30R,** pole 1096' from departure end of runway, 785' right of centerline, 29' AGL/75' MSL. Antenna on building 500' from departure end of runway, 525' left of centerline, 33' AGL/69' MSL. **Rwy 35,** antenna on light pole 738' from departure end of runway, 519' right of centerline, 40' AGL/86' MSL. Light pole 1119' from departure end of runway, 353' right of centerline, 31' AGL/77' MSL. Antenna on building 66' from departure end of runway, 471' left of centerline, 33' AGL/69' MSL.

HUNTSVILLE, TX
HUNTSVILLE MUNI
DEPARTURE PROCEDURE: **Rwy 18**, climb runway heading to 700 before turning.

JACKSONVILLE, TX
CHEROKEE COUNTY
DEPARTURE PROCEDURE: **Rwy 14,** climb via heading 135° to 1200 before proceeding on course.

JASPER, TX
JASPER COUNTY-BELL FIELD (JAS)
ORIG 09239 (FAA)
NOTE: **Rwy 18,** trees beginning 2081' from DER, 118' left of centerline, up to 100' AGL/327' MSL. Trees beginning 690' from DER, 87' right of centerline, up to 100' AGL/329' MSL. **Rwy 36,** hangar 320' from DER, 504' left of centerline, 27' AGL/236' MSL. Trees beginning 534' from DER, 139' left of centerline, up to 100' AGL/329' MSL. Pole 1968' from DER, 409' left of centerline, 33' AGL/262' MSL. Bush 94' from DER, 476' right of centerline, 8' AGL/217' MSL. Trees beginning 514' from DER, 6' right of centerline, up to 100' AGL/354' MSL. Hangar 1176' from DER, 675' right of centerline, 30' AGL/249' MSL. Tower 1246' from DER, 611' right of centerline, 40' AGL/258' MSL.

KOUNTZE/SILSBEE, TX
HAWTHORNE FIELD (45R)
ORIG 08045 (FAA)
NOTE: **Rwy 13,** Terrain 3' from departure end of runway, 81' right of centerline, 0' AGL/69' MSL. Trees beginning 64' from departure end of runway, 277' right of centerline, up to 50' AGL/119' MSL. Tree 111' from departure end of runway, 516' left of centerline, 50' AGL/124' MSL. Terrain 172' from departure end of runway, 119' left of centerline, 0' AGL/74' MSL. **Rwy 31,** Terrain 109' from departure end of runway, 134' left of centerline, 0' AGL/74' MSL. Tree 536' from departure end of runway, 457' right of centerline, 50' AGL/114' MSL.

LA GRANGE, TX
FAYETTE RGNL AIR CENTER (3T5)
ORIG 08157 (FAA)
NOTE: **Rwy 16,** tree 140' from departure end of runway, 276' right of centerline, 100' AGL/432' MSL. Tree 612' from departure end of runway, 551' left of centerline, 100' AGL/422' MSL. Road with vehicle 942' from departure end of runway, 667' left of centerline, 15' AGL/350' MSL.

LA PORTE, TX
LA PORTE MUNI (T41)
AMDT 4 08157 (FAA)
DEPARTURE PROCEDURE: **Rwy 30,** climb heading 301° to 700 before turning right. **Rwy 12,** climb heading 121° to 500 before turning right.
NOTE: **Rwy 5,** stack 2.1 NM from departure end of runway, 3297' left of centerline, 330' AGL/334' MSL. **Rwy 12,** pole 131' from departure end of runway, 261' right of centerline, 14' AGL/38' MSL. Stack 2.2 NM from departure end of runway, 1.6 NM right of centerline, 479' AGL/499' MSL.

LIBERTY, TX
LIBERTY MUNI
TAKE-OFF MINIMUMS: **Rwys 16, 34,** 2000-3 or std. with a min. climb of 270' per NM to 2100.
DEPARTURE PROCEDURE: **Rwys 16, 34**, eastbound departures climb runway heading to 2100 before proceeding on course.

LIVINGSTON, TX
LIVINGSTON MUNI
TAKE-OFF MINIMUMS: **Rwys 12,30,** 300-1.

LUFKIN, TX
ANGELINA COUNTY
NOTE: **Rwy 7,** multiple trees and terrain beginning 75' from departure end of runway, 39' left of centerline, up to 85' AGL/381' MSL. Multiple trees beginning 148' from departure end of runway, 334' right of centerline, up to 75' AGL/371' MSL. **Rwy 15,** multiple trees beginning 261' from departure end of runway, 142' right of centerline, up to 53' AGL/327' MSL. Multiple trees and terrain beginning 21' from departure end of runway, 146' left of centerline, up to 53' AGL/327' MSL. **Rwy 25,** multiple trees beginning 1767' from departure end of runway, 283' right of centerline, up to 78' AGL/362' MSL. Multiple trees beginning 1366' from departure end of runway, 145' left of centerline, up to 69' AGL/353' MSL. **Rwy 33,** multiple trees and pole beginning 289' from departure end of runway, 247' right of centerline, up to 71' AGL/360' MSL. Multiple trees and road beginning 574' from departure end of runway, 4' left of centerline, up to 74' AGL/363' MSL.

NACOGDOCHES, TX
A. L. MANGHAM JR. RGNL
TAKE-OFF MINIMUMS: **Rwy 36**, 1000-3 or std. with a min. climb of 220' per NM to 1000.
DEPARTURE PROCEDURE: **Rwys 15, 18, 33, 36**, climb runway heading to 1000 before proceeding on course.

NAVASOTA, TX
NAVASOTA MUNI
DEPARTURE PROCEDURE: **Rwy 35**, climb runway heading to 2100 before turning eastbound.

ORANGE, TX
ORANGE COUNTY (ORG)
ORIG 09295 (FAA)
TAKE-OFF MINIMUMS: **Rwy 4,** 400-1¼ or std. w/ min. climb of 425' per NM to 500. **Rwys 13, 31,** NA-Environmental.
NOTE: **Rwy 4,** trees beginning 893' from DER, 513' right of centerline, up to 30' AGL/87' MSL. Trees beginning 1856' from DER, 550 left of centerline, up to 30' AGL/66' MSL. Transmission poles beginning 2518' from DER, left and right of centerline, up to 73' AGL/83' MSL. Tower 6401' from DER, 1900' left of centerline, 283' AGL/298' MSL. **Rwy 22,** trees beginning at DER, left and right of centerline, up to 30' AGL/39' MSL.

PALESTINE, TX

PALESTINE MUNI

TAKE-OFF MINIMUMS: **Rwy 9**, std. with a min. climb of 313' per NM to 1200, or 600-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 9,** for climb in visual conditions: cross Palestine Municipal Airport at or above 1200.

NOTE: **Rwy 9,** multiple trees and terrain beginning 1.5 NM from departure end of runway, 2404' left of centerline, up to 100' AGL/739' MSL. Terrain 1.6 NM from departure end of runway, 1545' right of centerline, 601' MSL.

VICTORIA, TX

VICTORIA RGNL (VCT)

ORIG 08325 (FAA)

NOTE: **Rwy 12R,** trees beginning 810' from departure end of runway, 606' right of centerline, up to 40' AGL/139' MSL. Train on railroad 797' from departure end of runway, 303' right of centerline, 23' AGL/148' MSL. Pole 947' from departure end of runway, 62' right of centerline, 32' AGL/131' MSL. Hopper 1124' from departure end of runway, 417' left of centerline, 35' AGL/134' MSL. **Rwy 17,** DME on building 598' from departure end of runway, 421' left of centerline, 19' AGL/118' MSL. **Rwy 35,** bush 105' from departure end of runway, 171' right of centerline, 12' AGL/116' MSL. Bush 247' from departure end of runway, 92' right of centerline, 12' AGL/116' MSL.

WHARTON,TX

WHARTON RGNL (ARM)

ORIG 09239 (FAA)

NOTE: **Rwy 32,** vehicle on roads beginning 26' from DER, 312' right of centerline, up to 17' AGL/113' MSL. Buildings beginning 40' from DER, 338' right of centerline, up to 26' AGL/125' MSL. Poles beginning 140' from DER, 467' right of centerline, up to 43' AGL/142' MSL. Tree 828' from DER, 509' right of centerline, 28' AGL/127' MSL. Fence 24' from DER, 288' left of centerline, 4' AGL/103' MSL. Tree 1147' from DER, 425' left of centerline, 41' AGL/140' MSL.

09183

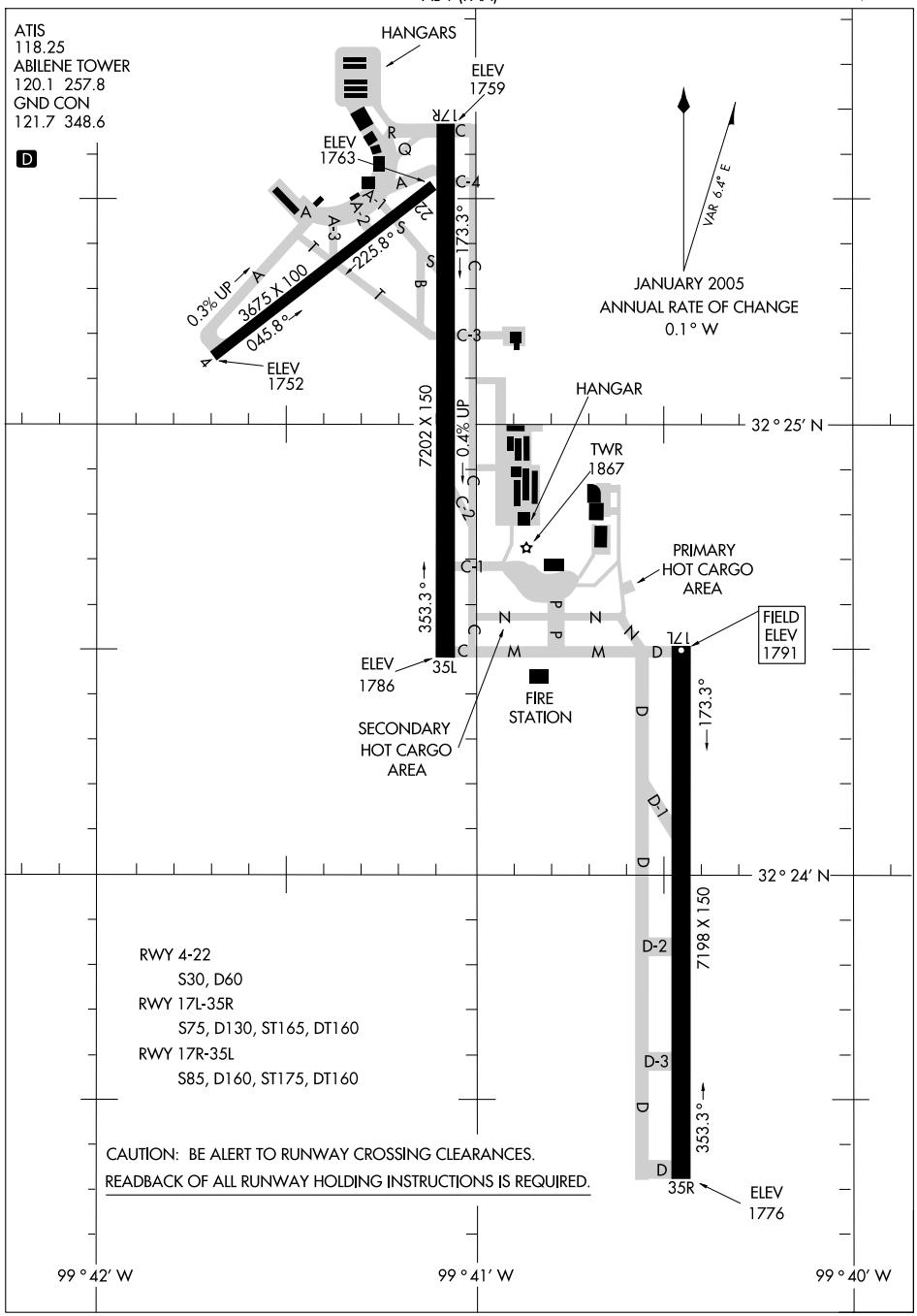
AIRPORT DIAGRAM

ABILENE/ABILENE RGNL (ABI)
ABILENE, TEXAS

AL-1 (FAA)

ATIS
118.25
ABILENE TOWER
120.1 257.8
GND CON
121.7 348.6

D



SC-2, 08 APR 2010 to 06 MAY 2010

LOC/DME I-ABI	APP CRS	Rwy Idg 7198
110.3	352°	TDZE 1776
Chan 40		Apt Elev 1791

ILS or LOC RWY 35R

ABILENE RGNL (ABI)

ASR

When local altimeter setting not received, use Dyess altimeter setting and increase all DA 21 feet and all MDA 40 feet. VDP NA when using Dyess altimeter setting. For inoperative MALSR, increase S-ILS 35R Cat E visibility to RVR 4000 and S-LOC 35R Cat E visibility to 1¾.

*RVR 1800 authorized with the use of FD or AP or HUD to DA. ADF required.

MALSR

MISSED APPROACH: Climb to 3300 then climbing right turn to 4000 direct to TOMHI LOM and hold.

ATIS	ABILENE APP CON	ABILENE TOWER	GND CON
118.25	125.0 338.3 (EAST) 127.2 282.3 (WEST)	120.1 257.8	121.7 348.6

Radar required for procedure entry at NUGEN

4000 to LOM 171° (24)

NUGEN
ABI 16
RADAR

TRUSS

4000 201° (15.6)

ALTERNATE MISSED APCH FIX
ABILENE
113.7 ABI
Chan 84

R-285-105°
285°

ABILENE
113.7 ABI
Chan 84

4000 129° (14.6)

Elmdale Airpark

1950
2048
1958±
1992
2004
2245±
1869
1894±
2100
2260

10 NM

LOM/IAF
TOMHI
353 AB
I-ABI 6.8

2009
2059±

4000 228° (8.9)
FLECK

LOCALIZER 110.3
I-ABI
Chan 40

2903
2699
172°
2667
2990
2759
2544
2880

4000 052° (8.2)

4000 291° (8.9)
MEDLY

352°

TUSCOLA
111.6 TQA
Chan 53

MSA AB 25 NM
135°
4600
4000
045°

ELEV 1791 D

17R
17L
35L
35R

0.3% UP
3675 X 100
0.4% UP
7202 X 150
7198 X 150

TWR
1867

TDZE
1776

HIRL Rwy 17L-35R
MIRL Rwys 4-22 and 17R-35L
REIL Rwy 35L

352°
5.4 NM from FAF

FAF to MAP 5.4 NM

Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

3300 | 4000 | TOMHI 353

TOMHI
I-ABI 6.8

Remain within 15 NM

172°
3573
4000
352°
3600

I-ABI 1.4
I-ABI 2.7

GS 3.00°
TCH 58

1.3 4.1 NM

	A	B	C	D	E
S-ILS 35R	*1976/24 200 (200-½)				
S-LOC 35R	2260/24 484 (500-½)		2260/40 484 (500-¾)	2260/50 484 (500-1)	2260/60 484 (500-1¼)
CIRCLING	2260-1 469 (500-1)		2360-1½ 569 (600-1½)	2360-2 569 (600-2)	2520-2½ 729 (800-2½)

SC-2, 08 APR 2010 to 06 MAY 2010

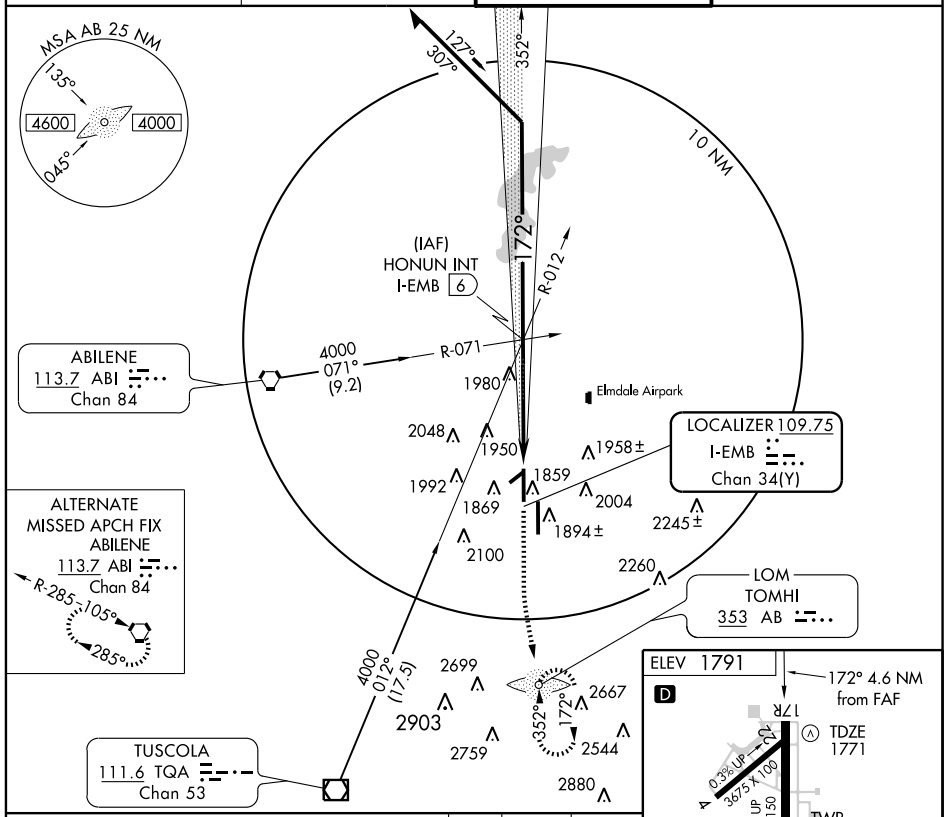
LOC/DME I-EMB	APP CRS	Rwy Idg	7202
109.75	172°	TDZE	1771
Chan 34 (Y)		Apt Elev	1791

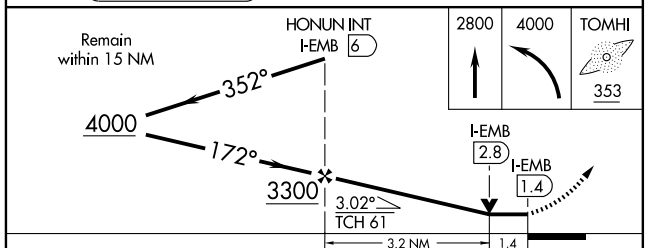
LOC RWY 17R
ABILENE RGNL (ABI)

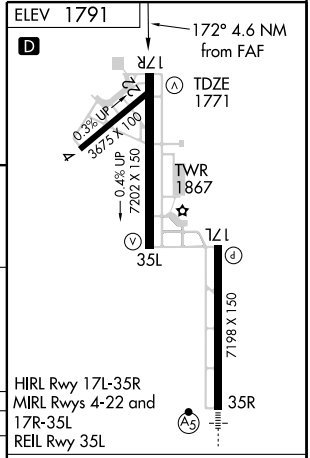
ADF Required. When local altimeter setting not received, use Dyess altimeter setting and increase all MDA 40 feet and visibility for S-17R Cat D and E, Circling Cat C, D, and E ¼ mile.VDP NA when using Dyess altimeter setting.

MISSED APPROACH: Climb to 2800 then climbing left turn to 4000 direct TOMHI LOM and hold.

ATIS	ABILENE APP CON	ABILENE TOWER	GND CON
118.25	125.0 338.3 (EAST) 127.2 282.3 (WEST)	120.1 257.8	121.7 348.6







CATEGORY	A	B	C	D	E
S-17R	2280-1 509 (500-1)		2280-1½ 509 (500-1½)		2280-1¾ 509 (500-1¾)
CIRCLING	2280-1 489 (500-1)		2360-1½ 569 (600-1½)	2360-2 569 (600-2)	2520-2½ 729 (800-2½)

FAF to MAP 4.6 NM

Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32

SC-2, 08 APR 2010 to 06 MAY 2010

LOM AB	APP CRS	Rwy Idg	7198
353	352°	TDZE	1775
		Apt Elev	1790

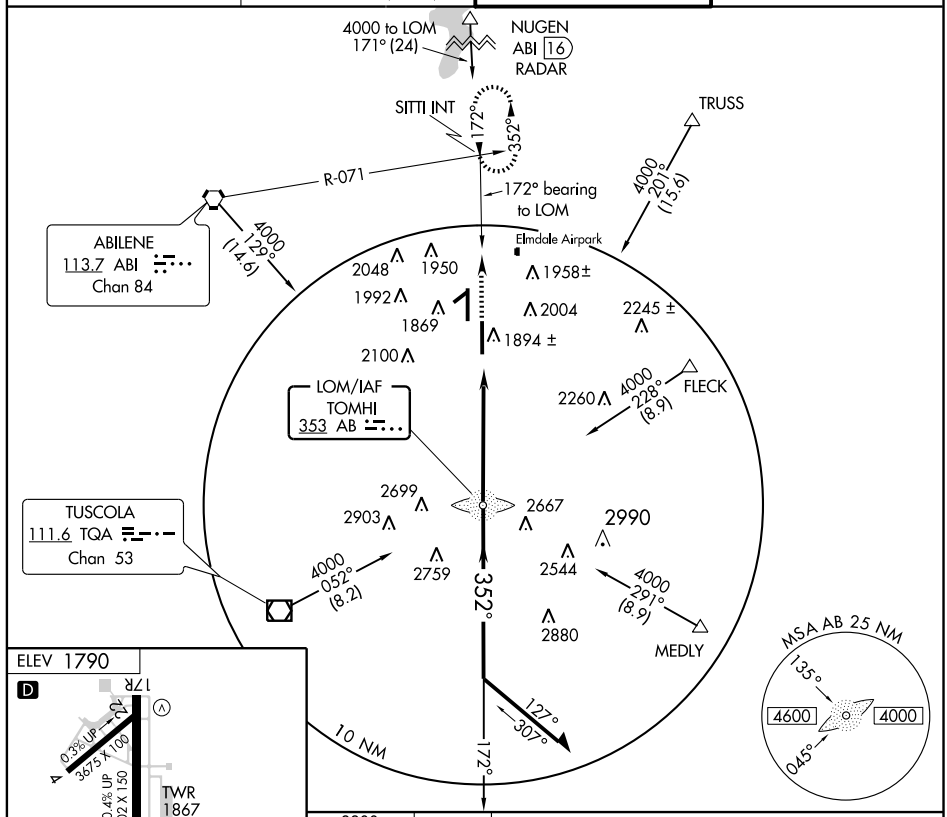
NDB RWY 35R
ABILENE RGNL (ABI)

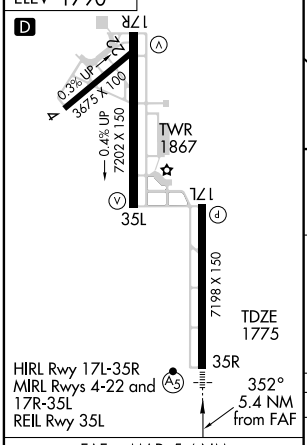
ASR

MALSR

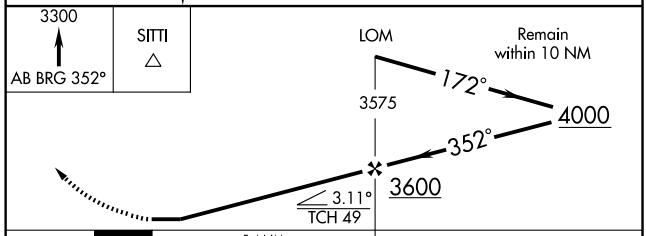
MISSED APPROACH: Climb to 3300 via AB bearing 352° to SITTI INT and hold.

ATIS	ABILENE APP CON	ABILENE TOWER	GND CON
118.25	125.0 338.3 (EAST) 127.2 282.3 (WEST)	120.1 257.8	121.7 348.6





FAF to MAP 5.4 NM					
Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48



CATEGORY	A	B	C	D
S-35R	2320/40	545 (600-¾)	2320/50 545 (600-1)	2320-1½ 545 (600-1½)
CIRCLING	2320-1	530 (600-1)	2360-1½ 570 (600-1½)	2360-2 570 (600-2)

SC-2, 08 APR 2010 to 06 MAY 2010

WAAS CH 50317 W17A	APP CRS 172°	Rwy Idg 7198 TDZE 1791 Apt Elev 1791

RNAV (GPS) RWY 17L

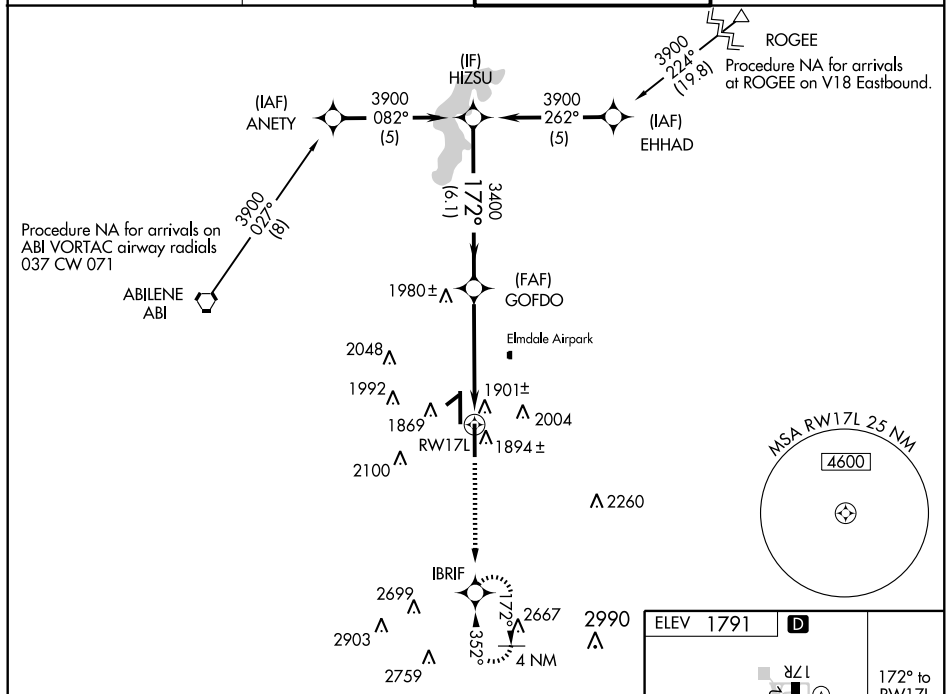
ABILENE RGNL (ABI)

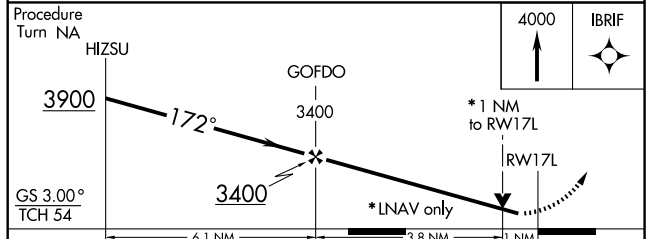
ASR

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 45°C (113°). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Dyess AFB altimeter setting and increase all DA 21 feet and all MDA 40 feet and LPV all Cats, LNAV/VNAV all Cats, LNAV Cat C/E, and Circling Cat C/E visibility ¼ mile. Baro-VNAV NA when using Dyess AFB altimeter setting. VDP NA with Dyess AFB altimeter setting.

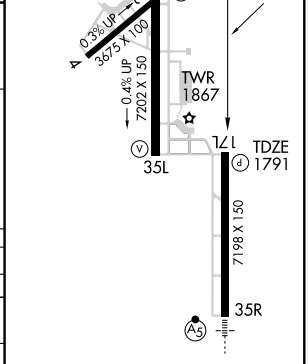
MISSED APPROACH: Climb to 4000 direct IBRIF and hold, continue climb-in-hold to 4000.

ATIS	ABILENE APP CON	ABILENE TOWER	GND CON
118.25	125.0 338.3 (EAST) 127.2 282.3 (WEST)	120.1 257.8	121.7 348.6





CATEGORY	A	B	C	D	E
LPV DA	2041-¾ 250 (300-¾)				
LNAV/VNAV DA	2171-1¼ 380(400-1¼)				
LNAV MDA	2160-1 369 (400-1)			2160-1¼ 369 (400-1¼)	
CIRCLING	2260-1 469 (500-1)		2360-1½ 569 (600-1½)	2360-2 569 (600-2)	2520-2½ 729 (800-2½)



HIRL Rwy 17L-35R
MIRL Rwys 4-22 and 17R-35L
REIL Rwy 35L

SC-2, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	3675
224°	TDZE	1764
	Apt Elev	1791

RNAV (GPS) RWY 22

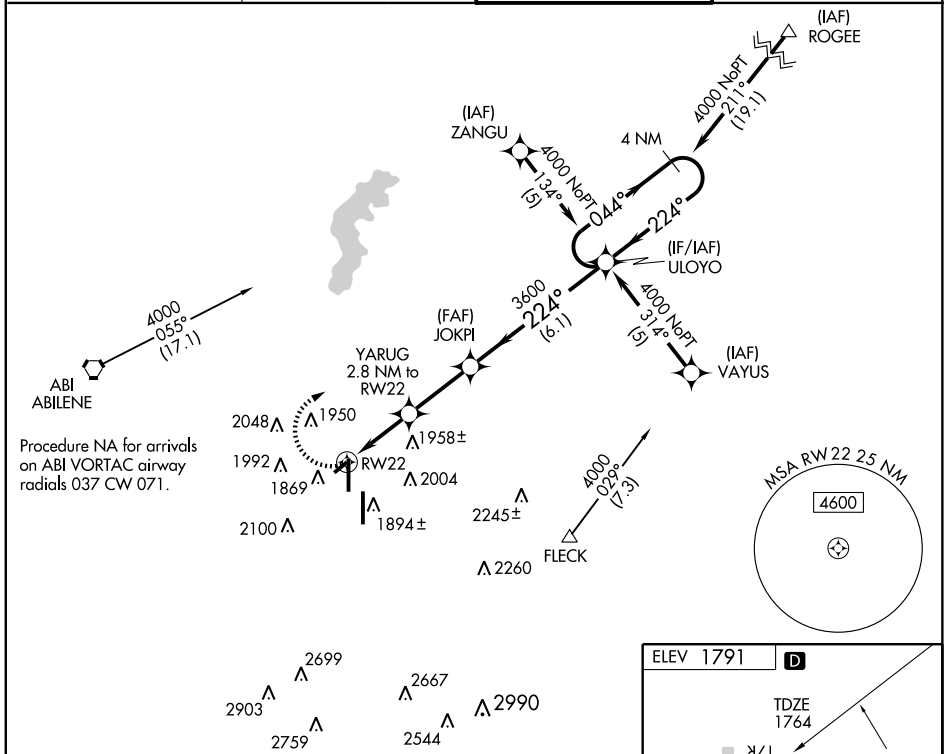
ABILENE RGNL (ABI)

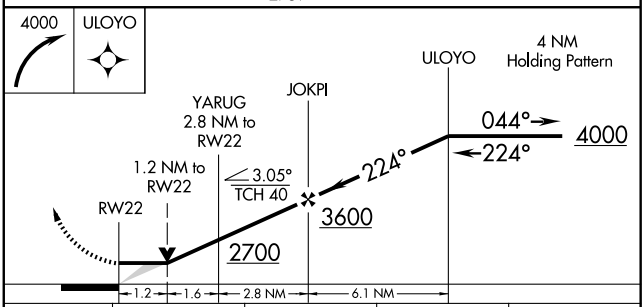
T A ASR

DME/DME RNP-0.3 NA. When local altimeter setting not received, use Dyess AFB altimeter setting and increase all MDA 40 feet, increase LNAV Cat D visibility ¼ mile. VDP NA when using Dyess AFB altimeter setting.

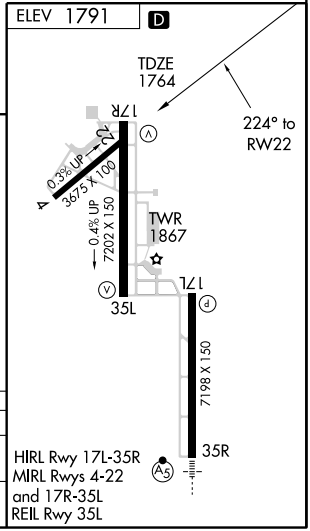
MISSED APPROACH: Climbing right turn to 4000 direct ULOYO and hold.

ATIS	ABILENE APP CON	ABILENE TOWER	GND CON
118.25	125.0 338.3 (EAST) 127.2 282.3 (WEST)	120.1 257.8	121.7 348.6





CATEGORY	A	B	C	D
LNAV MDA	2180-1 416 (500-1)		2180-1¼ 416 (500-1¼)	
CIRCLING	2260-1 469 (500-1)		2260-1½ 469 (500-1½)	2360-2 569 (600-2)



SC-2, 08 APR 2010 to 06 MAY 2010

WAAS CH 97517 W35A	APP CRS 352°	Rwy ldg 7198 TDZE 1776 Apt Elev 1791

RNAV (GPS) RWY 35R

ABILENE RGNL (ABI)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 45°C (113°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Dyess AFB altimeter setting and increase all DA 21feet and all MDA 40 feet and LNAV Cat C/D and Circling Cat C/E visibility ¼ mile. For inoperative MALSR, increase LPV Cat E visibility to RVR 4000, LNAV/VNAV Cat E visibility to 1½ miles, and LNAV Cat E visibility to 1¾ miles. Baro-VNAV NA when using Dyess AFB altimeter setting. VDP NA with Dyess AFB altimeter setting.

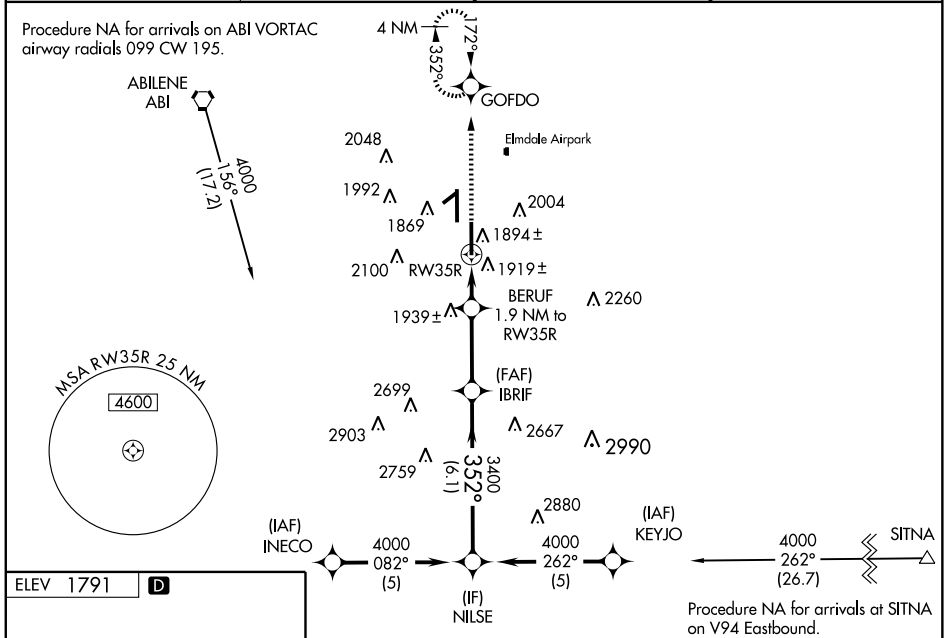
ASR

MALSR

MISSED APPROACH: Climb to 4000 direct GOFDO and hold, continue climb-in-hold to 4000.

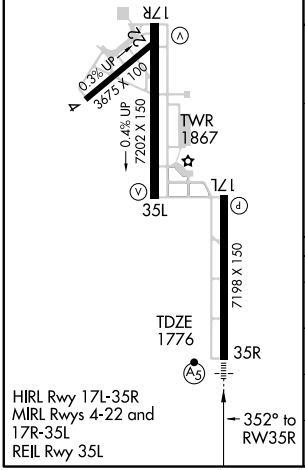
ATIS	ABILENE APP CON	ABILENE TOWER	GND CON
118.25	125.0 338.3 (EAST) 127.2 282.3 (WEST)	120.1 257.8	121.7 348.6

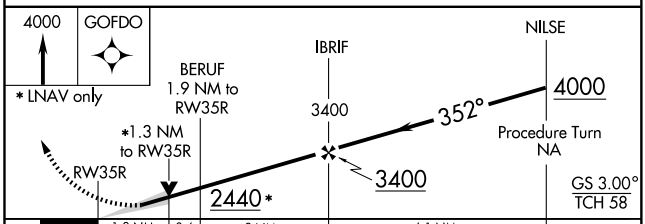
Procedure NA for arrivals on ABI VORTAC airway radials 099 CW 195.



Procedure NA for arrivals at SITNA on V94 Eastbound.

ELEV 1791 D





CATEGORY	A	B	C	D	E
LPV DA	1976/24 200 (200-½)				
LNAV/ VNAV DA	2189/50 413 (500-1)				
LNAV MDA	2260/24 484 (500-½)		2260/40 484 (500-¾)	2260/50 484 (500-1)	2260/60 484 (500-1¼)
CIRCLING	2260-1 469 (500-1)		2360-1½ 569 (600-1½)	2360-2 569 (600-2)	2520-2½ 729 (800-2½)

SC-2, 08 APR 2010 to 06 MAY 2010

VOR ABI	APP CRS	Rwy Idg	N/A
113.7	105°	TDZE	N/A
Chan 84		Apt Elev	1790

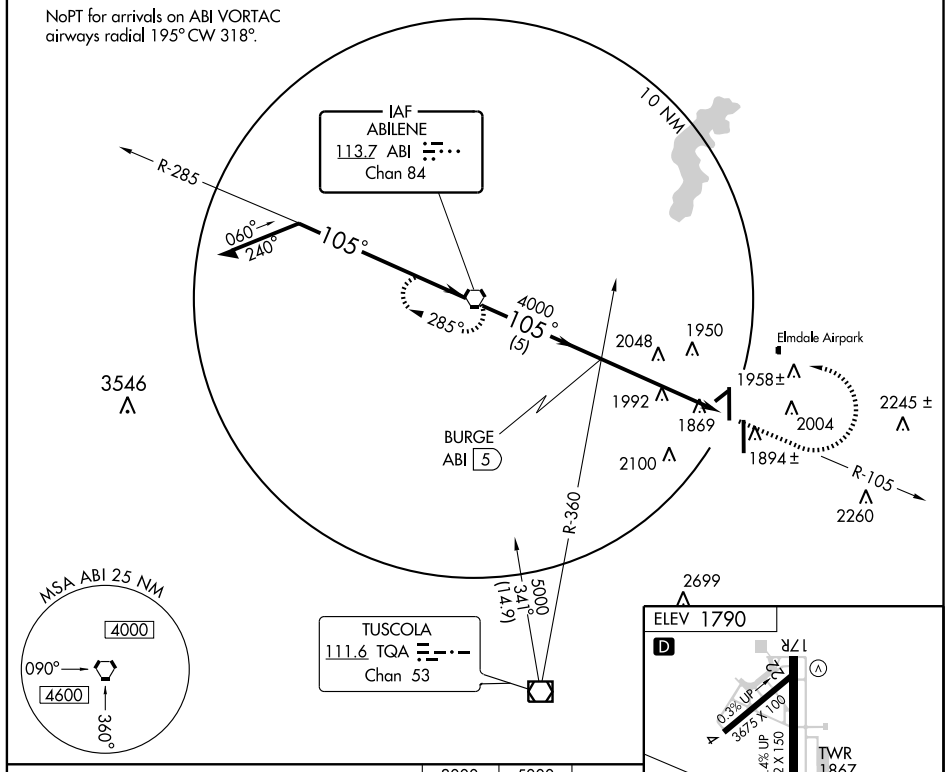
VOR-A
ABILENE RGNL (ABI)

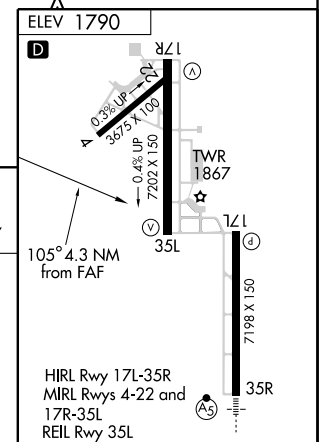
ASR

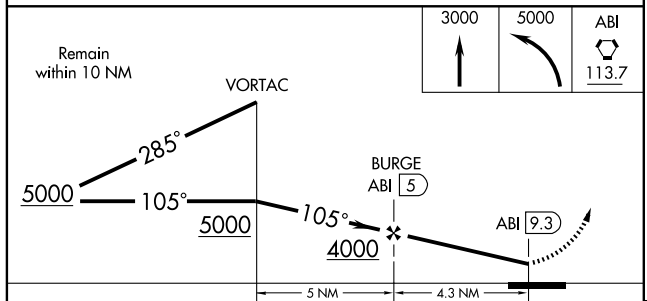
MISSED APPROACH: Climb to 3000, then climbing left turn to 5000 direct ABI VORTAC and hold.

ATIS	ABILENE APP CON	ABILENE TOWER	GND CON
118.25	125.0 338.3 (EAST) 127.2 282.3 (WEST)	120.1 257.8	121.7 348.6

NoPT for arrivals on ABI VORTAC airways radial 195° CW 318°.







CATEGORY	A	B	C	D
CIRCLING	2300-1 510 (600-1)		2360-1½ 570 (600-1½)	2360-2 570 (600-2)

FAF to MAP 4.3 NM					
Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

SC-2, 08 APR 2010 to 06 MAY 2010

VOR/DME TQA	APP CRS	Rwy Idg	3675
111.6	200°	TDZE	1764
Chan 53		Apt Elev	1791

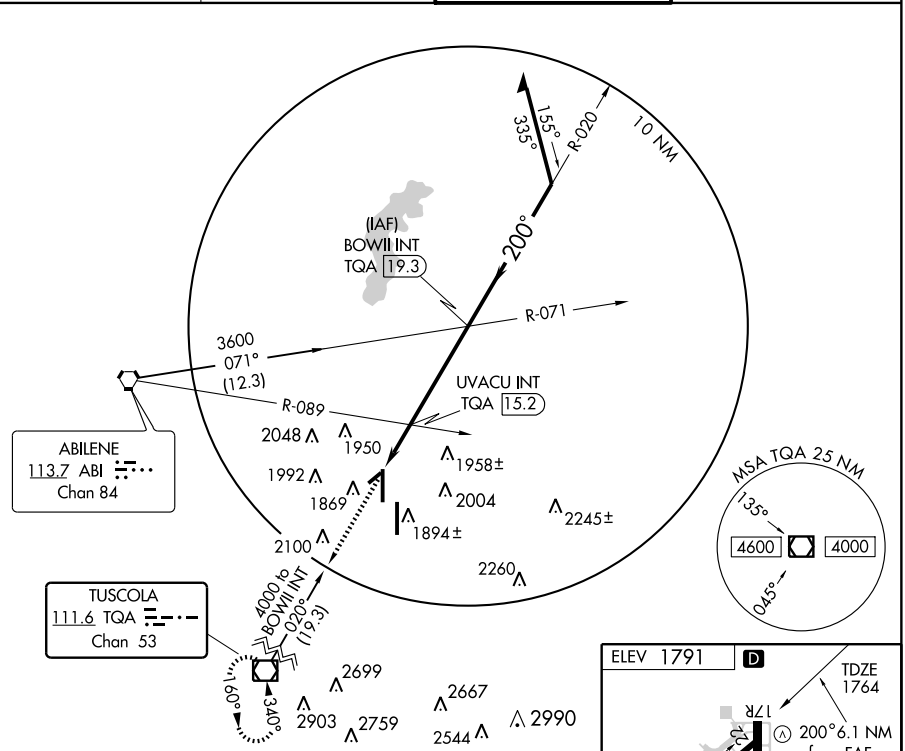
VOR RWY 22
ABILENE RGNL (ABI)

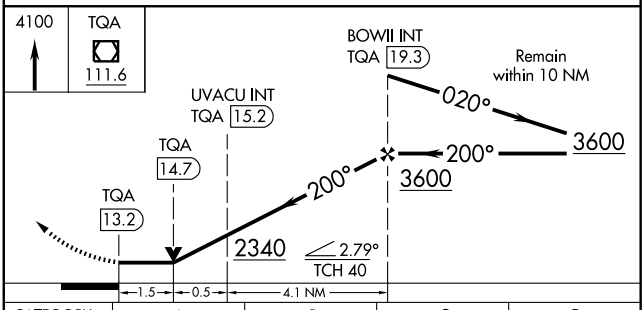
ASR

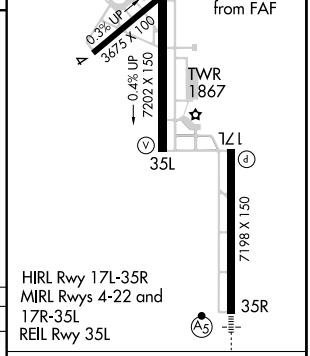
VDP NA when using Dyess AFB altimeter setting. When local altimeter setting not received, use Dyess AFB altimeter setting and increase all MDA 40 feet and increase S-22 Cat C and D visibilities ¼ mile.

MISSED APPROACH: Climb to 4100 direct TQA VOR/DME and hold.

ATIS	ABILENE APP CON	ABILENE TOWER	GND CON
118.25	125.0 338.3 (EAST) 127.2 282.3 (WEST)	120.1 257.8	121.7 348.6







CATEGORY	A	B	C	D
S-22	2240-1	476 (500-1)	2240-1¼ 476 (500-1¼)	2240-1½ 476 (500-1½)
CIRCLING	2260-1	469 (500-1)	2260-1½ 469 (500-1½)	2360-2 569 (600-2)

FAF to MAP 6.1 NM

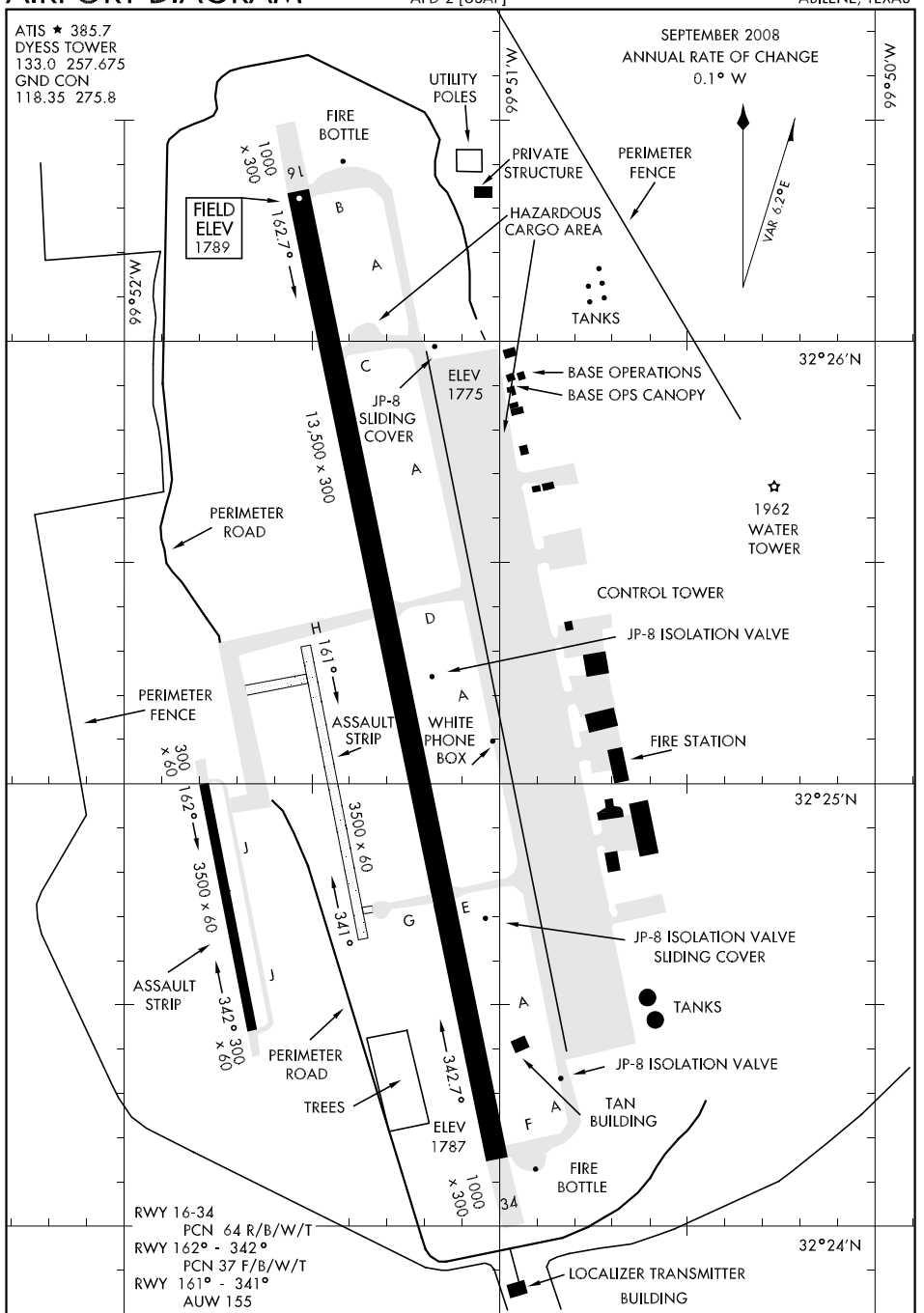
Knots	60	90	120	150	180
Min:Sec	6:06	4:04	3:03	2:26	2:02

SC-2, 08 APR 2010 to 06 MAY 2010

AIRPORT DIAGRAM

DYESS AFB (KDYS)

ABILENE, TEXAS



RWY 16-34
PCN 64 R/B/W/T
RWY 162° - 342°
PCN 37 F/B/W/T
RWY 161° - 341°
AUW 155

HI-ILS or LOC/DME RWY 16

LOC I-TYY	APCH CRS	Rwy ldg 13,500 / TDZE 1789 / Arpt Elev 1789
109.9	161°	JAL-2 [USAF]

DYESS AFB (KDYS)

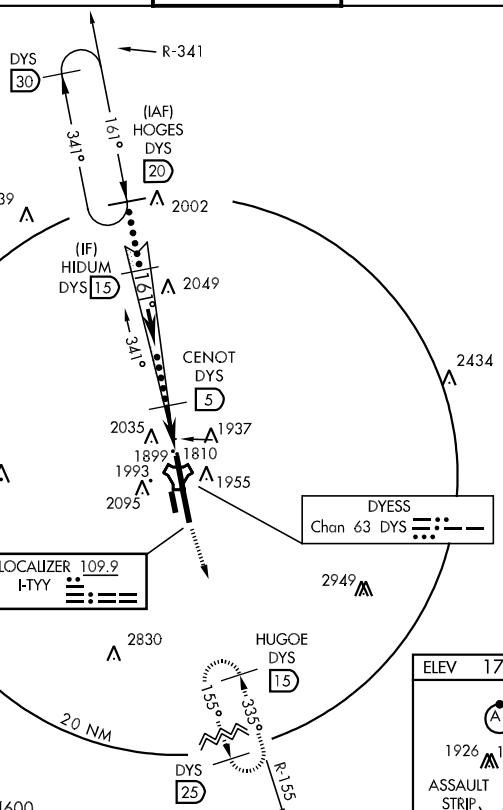
* When ALS inop, increase RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT C RVR to 60 and vis to 1¼ miles, CAT DE vis to 1½ miles.

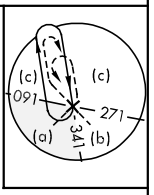
ALSF-1

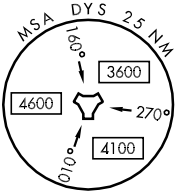
MISSED APPROACH: Climb to 4000 via DYS TACAN R-155 to HUGOE and hold.

ATIS ★	ABILENE APP CON	DYESS TOWER	GND CON	ASR
385.7	125.0 338.3 EAST 127.2 282.3 WEST	133.0 257.675	118.35 275.8	

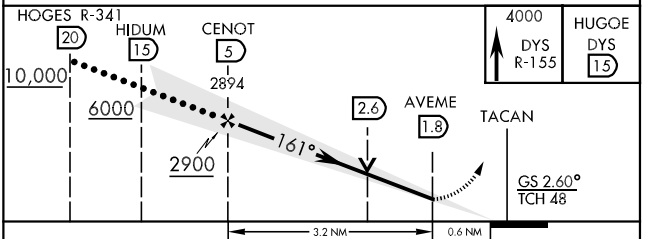
*** Circling to other than RWY 34 NA

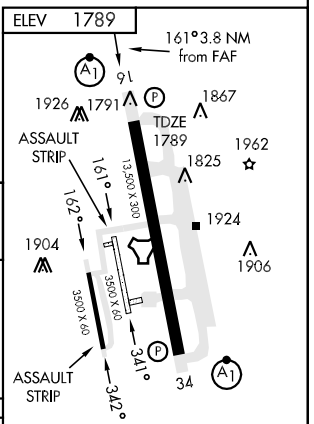






EMERG SAFE ALT 100 NM 4600





LIRL Rwy 162°-342°
HIRL Rwy 16-34

CATEGORY	C	D	E
S-ILS 16 *	1989/24	200 (200-½)	
S-LOC 16 **	2220/40 431 (500-¾)	2220/50 431 (500-1)	
CIRCLING ***	2300-1½ 511 (600-1½)	2360-2 571 (600-2)	2460-2½ 671 (700-2½)

FAF to MAP 3.2 NM

Knots	120	140	160	180	200
Min:Sec	1:36	1:22	1:12	1:04	0:58

HI-ILS or LOC/DME RWY 34

LOC I-DYS	APCH CRS	Rwy ldg 13,500 / TDZE 1786 / Arpt Elev 1789
109.9	341°	

JAL-2 [USAF]

DYESS AFB (KDYS)

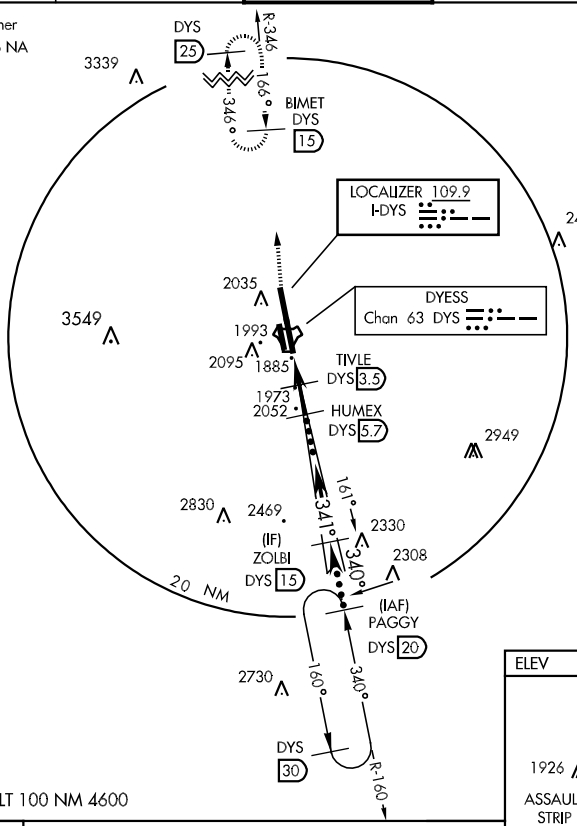
* When ALS inop, increase RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT C RVR to 60 and vis to 1¼ miles, CAT DE vis to 1½ miles.

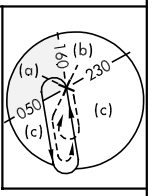
ALSF-1

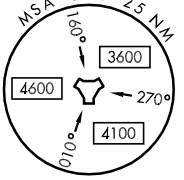
MISSED APPROACH: Climb to 4400 via DYS TACAN R-346 to BIMET and hold.

ATIS ★	ABILENE APP CON	DYESS TOWER	GND CON	ASR
385.7	125.0 338.3 EAST 127.2 282.3 WEST	133.0 257.675	118.35 275.8	

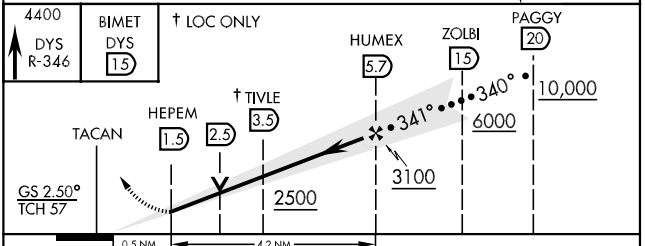
*** Circling to other than RWY 16 NA

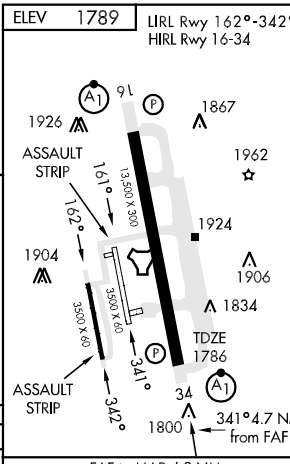






EMERG SAFE ALT 100 NM 4600





CATEGORY	C	D	E
S-ILS 34 *	1986/24 200 (200-½)		
S-LOC 34 **	2240/40 454 (500-¾)	2240/50 454 (500-1)	
CIRCLING ***	2300-1½ 511 (600-1½)	2360-2 571 (600-2)	2460-2½ 671 (700-2½)

FAF to MAP 4.2 NM

Knots	120	140	160	180	200
Min:Sec	2:06	1:48	1:35	1:24	1:16

HI-TACAN RWY 16

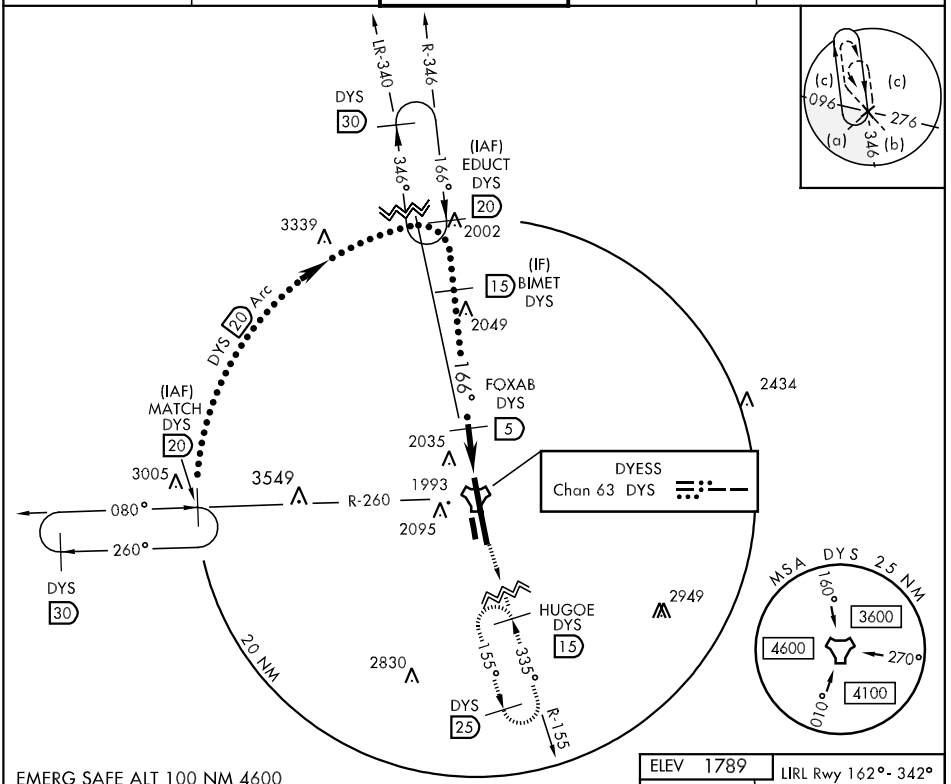
TACAN	APCH CRS	Rwy ldg / TDZE / Arpt Elev	JAL-2 [USAF]	DYESS AFB (KDYS)
DYS Chan 63	166°	13,500 / 1789 / 1789		

* Circling to other than RWY 34 NA

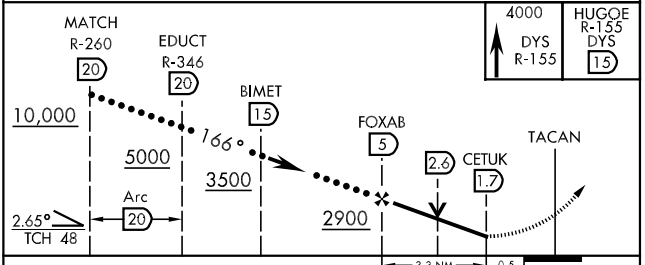
ALSF-1

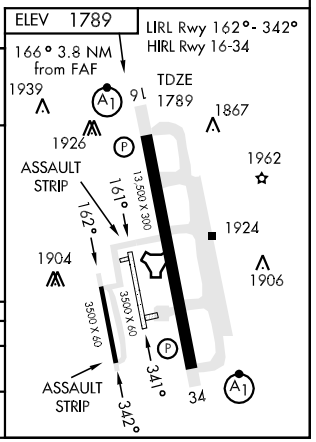
MISSED APPROACH: Climb to 4000 via DYS TACAN R-155 to HUGOE and hold.

ATIS ★	ABILENE APP CON	DYESS TOWER	GND CON	ASR
385.7	125.0 338.3 EAST 127.2 282.3 WEST	133.0 257.675	118.35 275.8	



EMERG SAFE ALT 100 NM 4600





CATEGORY	C	D	E
S-16	2220/40 431 (500-¾)	2220/50 431 (500-1)	
CIRCLING *	2300-1½ 511 (600-1½)	2360-2 571 (600-2)	2460-2½ 671 (700-2½)

HI-TACAN RWY 34

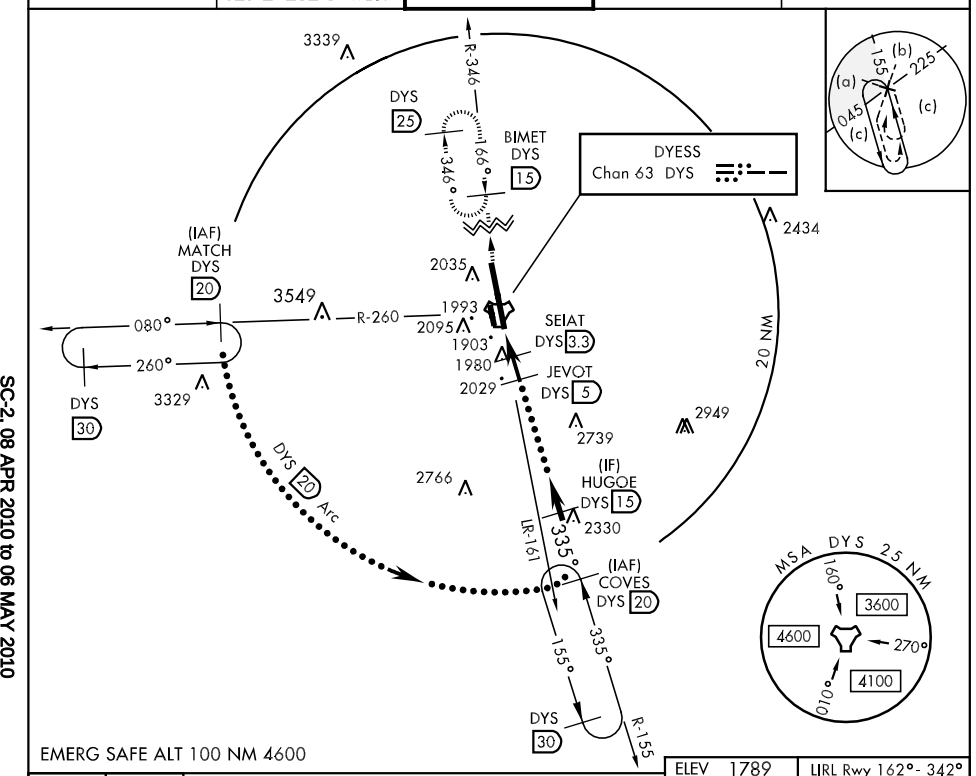
TACAN	APCH CRS	Rwy ldg / TDZE / Arpt Elev	JAL-2 [USAF]	DYESS AFB (KDYS)
DYS Chan 63	335°	13,500 / 1786 / 1789		

* Circling to other than RWY 16 NA

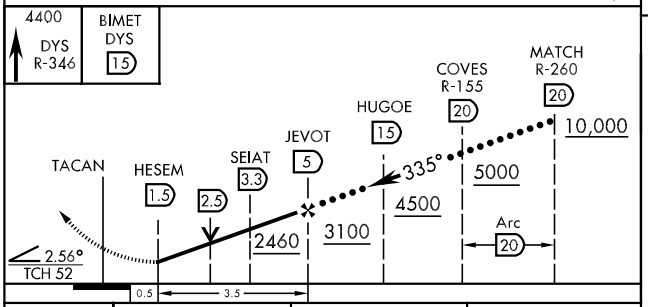
ALSF-1

MISSED APPROACH: Climb to 4400 via DYS TACAN R-346 to BIMET and hold.

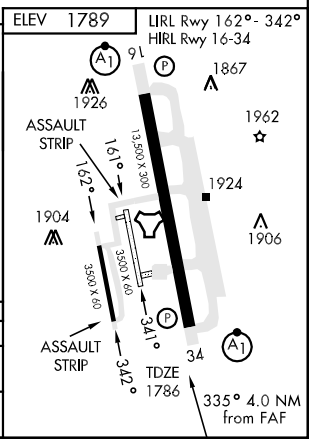
ATIS ★	ABILENE APP CON	DYESS TOWER	GND CON	ASR
385.7	125.0 338.3 EAST 127.2 282.3 WEST	133.0 257.675	118.35 275.8	



EMERG SAFE ALT 100 NM 4600



CATEGORY	C	D	E
S-34	2240/40 454 (500-¾)	2240/50 454 (500-1)	
CIRCLING *	2300-1½ 511 (600-1½)	2360-2 571 (600-2)	2460-2½ 671 (700-2½)



ILS or LOC/DME RWY 16

LOC I-TYY	APCH CRS	Rwy ldg 13,500 / TDZE 1789 / Arpt Elev 1789	AL-2 [USAF]	DYESS AFB (KDYS)
109.9	161°			

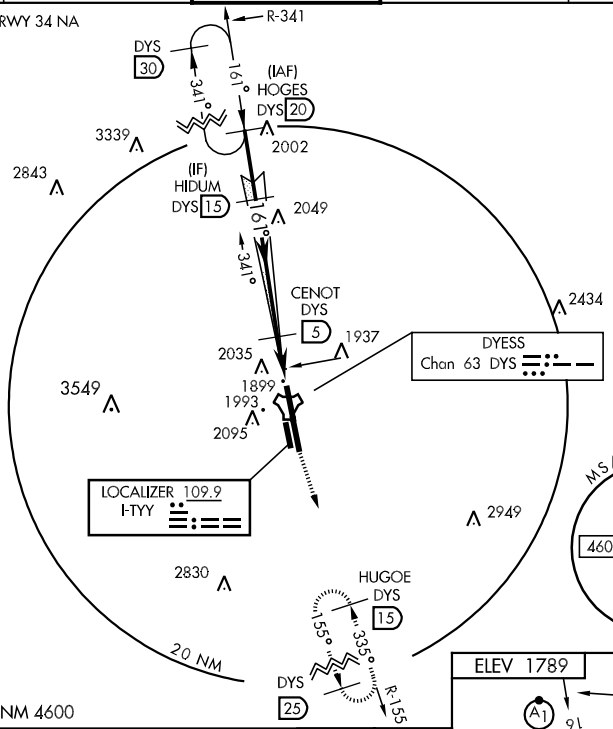
* When ALS inop, increase RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT DE vis to 1½ miles.

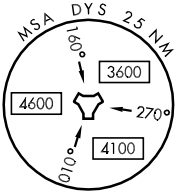
ALSF-1 (A1)

MISSED APPROACH: Climb to 4000 via DYS TACAN R-155 to HUGOE and hold.

ATIS ★	ABILENE APP CON	DYESS TOWER	GND CON	ASR
385.7	125.0 338.3 EAST 127.2 282.3 WEST	133.0 257.675	118.35 275.8	

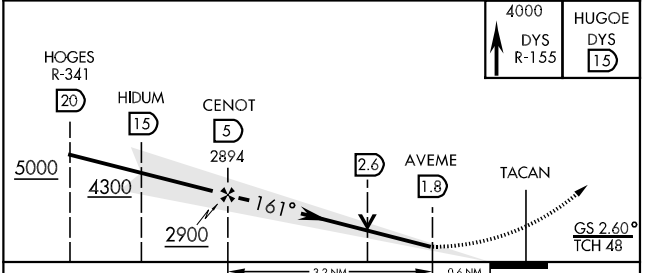
*** Circling to other than RWY 34 NA

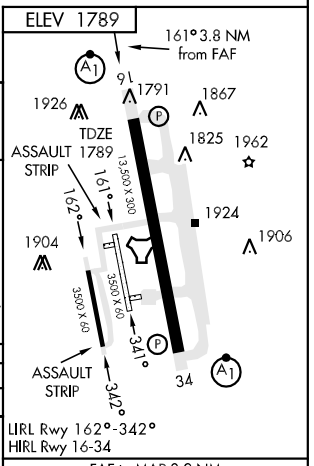




EMERG SAFE ALT 100 NM 4600

4000 DYS R-155 | HUGOE DYS 15





CATEGORY	A	B	C	D	E
S-ILS 16 *	1989/24 200 (200-½)				
S-LOC 16 **	2220/24 431 (500-½)		2220/40 431 (500-¾)	2220/50 431 (500-1)	
*** CIRCLING	2300-1 511 (600-1)		2300-1½ 511 (600-1½)	2360-2 571 (600-2)	2460-2½ 671 (700-2½)

FAF to MAP 3.2 NM

Knots	60	90	120	150	180
Min:Sec	3:12	2:08	1:36	1:17	1:04

ILS or LOC/DME RWY 34

LOC I-DYS	APCH CRS	Rwy ldg 13,500 / TDZE 1786 / Arpt Elev 1789
109.9	341°	AL-2 [USAF]

DYESS AFB (KDYS)

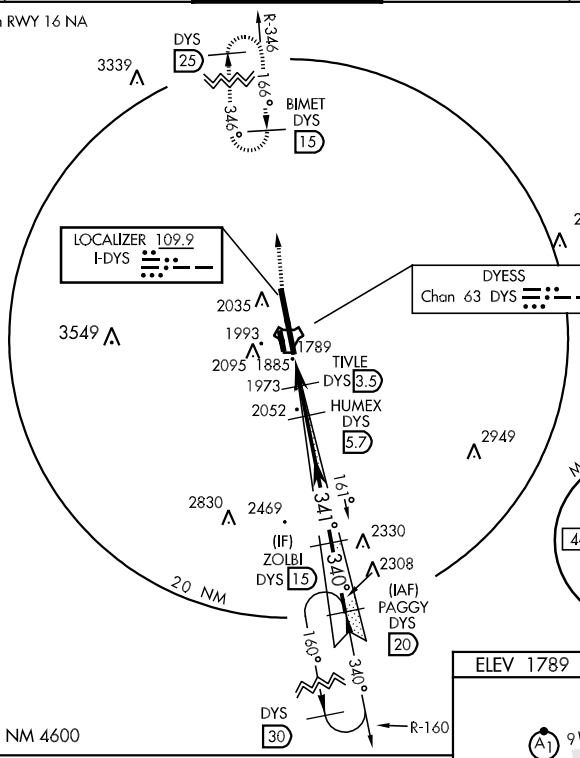
* When ALS inop, increase RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼, CAT DE vis to 1½ miles.

ALSF-1

MISSED APPROACH: Climb to 4400 via DYS TACAN R-346 to BIMET and hold.

ATIS ★	ABILENE APP CON	DYESS TOWER	GND CON	ASR
385.7	125.0 338.3 EAST 127.2 282.3 WEST	133.0 257.675	118.35 275.8	

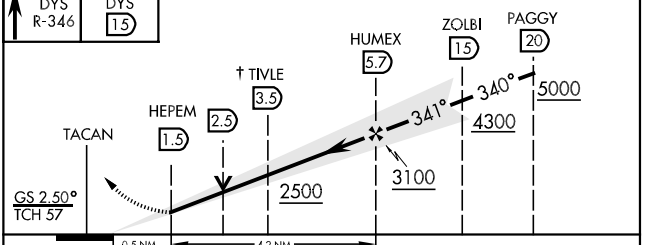
*** Circling to other than RWY 16 NA

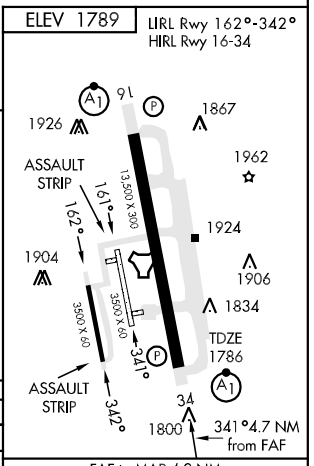


EMERG SAFE ALT 100 NM 4600

4400 DYS R-346 | BIMET DYS 15

† LOC ONLY





CATEGORY	A	B	C	D	E
S-ILS 34 *	1986/24 200 (200-½)				
S-LOC 34**	2240/24 454 (500-½)		2240/40 454 (500-¾)	2240/50 454 (500-1)	
CIRCLING***	2300-1 511 (600-1)		2300-1½ 511 (600-1½)	2360-2 571 (600-2)	2460-2½ 671 (700-2½)

FAF to MAP 4.2 NM

Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

TACAN RWY 16

TACAN	APCH CRS	Rwy ldg	13,500
DYS	166°	TDZE	1789
Chan 63		Arpt Elev	1789

AL-2 [USAF]

DYESS AFB (KDYS)

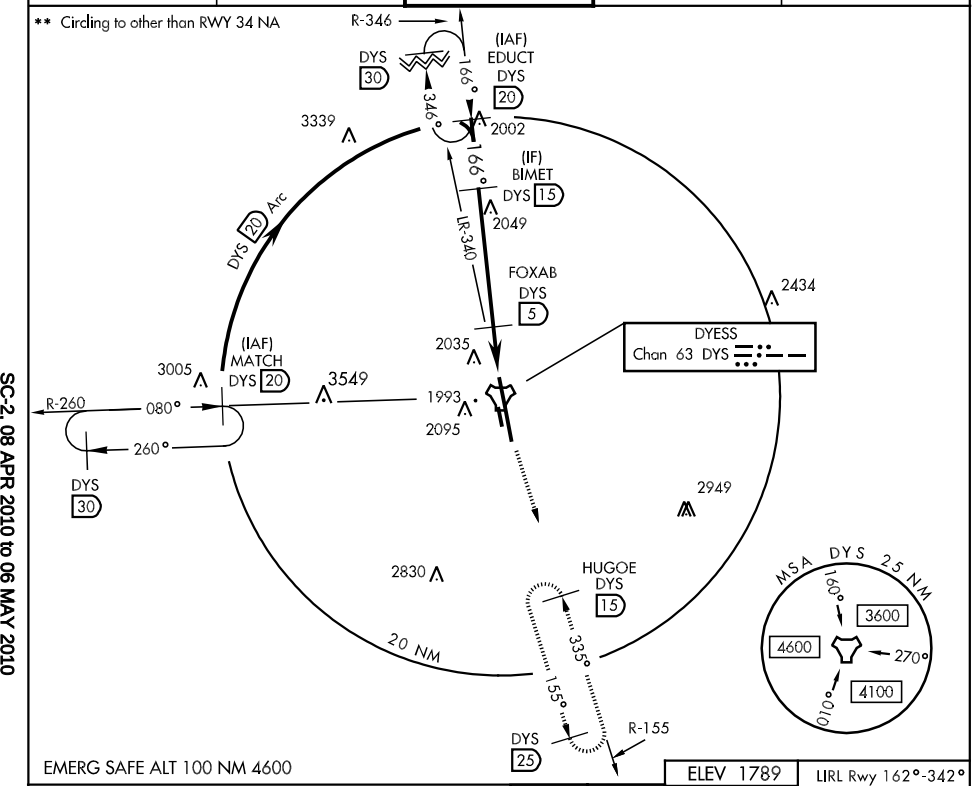
* When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT DE vis to 1½ miles.

ALSF-1

MISSED APPROACH: Climb to 4000 via DYS TACAN R-155 to HUGOE and hold.

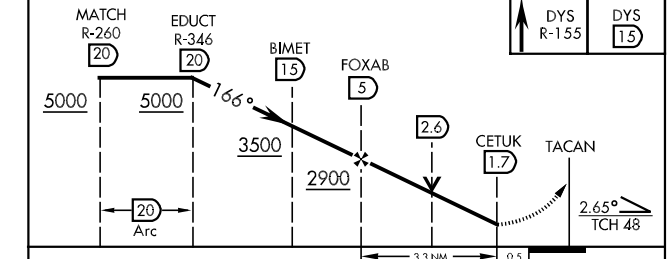
ATIS ★	ABILENE APP CON	DYESS TOWER	GND CON	ASR
385.7	125.0 338.3 EAST 127.2 282.3 WEST	133.0 257.675	118.35 275.8	

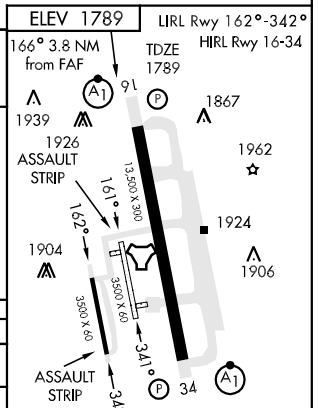
** Circling to other than RWY 34 NA



EMERG SAFE ALT 100 NM 4600

4000 DYS R-155 | HUGOE DYS 15





CATEGORY	A	B	C	D	E
S-16*	2220/24 431 (500-½)		2220/40 431 (500-¾)	2220/50 431 (500-1)	
CIRCLING **	2300-1 511 (600-1)		2300-1½ 511 (600-1½)	2360-2 571 (600-2)	2460-2½ 671 (700-2½)

TACAN RWY 34

TACAN DYS Chan 63	APCH CRS 335°	Rwy ldg 13,500 TDZE 1786 Arpt Elev 1789	AL-2 [USAF]	DYESS AFB (KDYS)

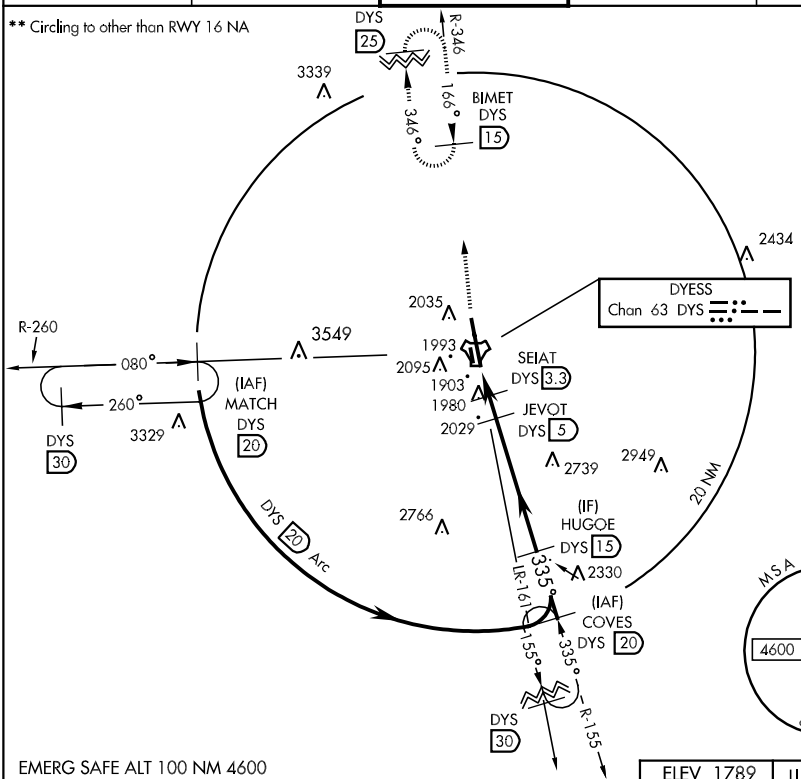
* When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT DE vis to 1½ miles.

ALSF-1 (A1)

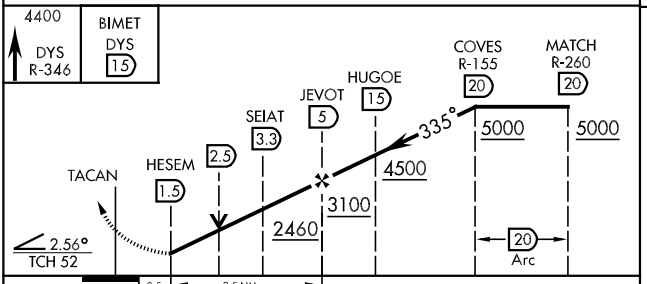
MISSED APPROACH: Climb to 4400 via DYS TACAN R-346 to BIMET and hold.

ATIS ★	ABILENE APP CON	DYESS TOWER	GND CON	ASR
385.7	125.0 338.3 EAST 127.2 282.3 WEST	133.0 257.675	118.35 275.8	

** Circling to other than RWY 16 NA



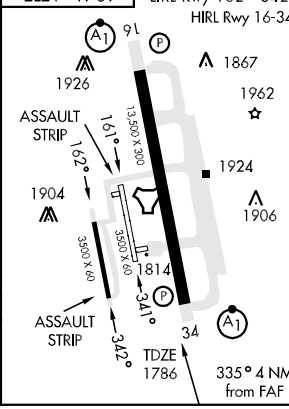
EMERG SAFE ALT 100 NM 4600



CATEGORY	A	B	C	D	E
S-34 *	2240/24 454 (500-½)		2240/40 454 (500-¾)	2240/50 454 (500-1)	
CIRCLING **	2300-1 511 (600-1)		2300-1½ 511 (600-1½)	2360-2 571 (600-2)	2460-2½ 671 (700-2½)

ELEV 1789

LIRL Rwy 162°-342°
HIRL Rwy 16-34



VOR/DME RWY 16

VOR/DME TQA	APCH CRS	Rwy Idg 13,500
111.6	160°	TDZE 1789
Chan 53		Arpt Elev 1789

AL-2 [USAF]

DYESS AFB (KDYS)

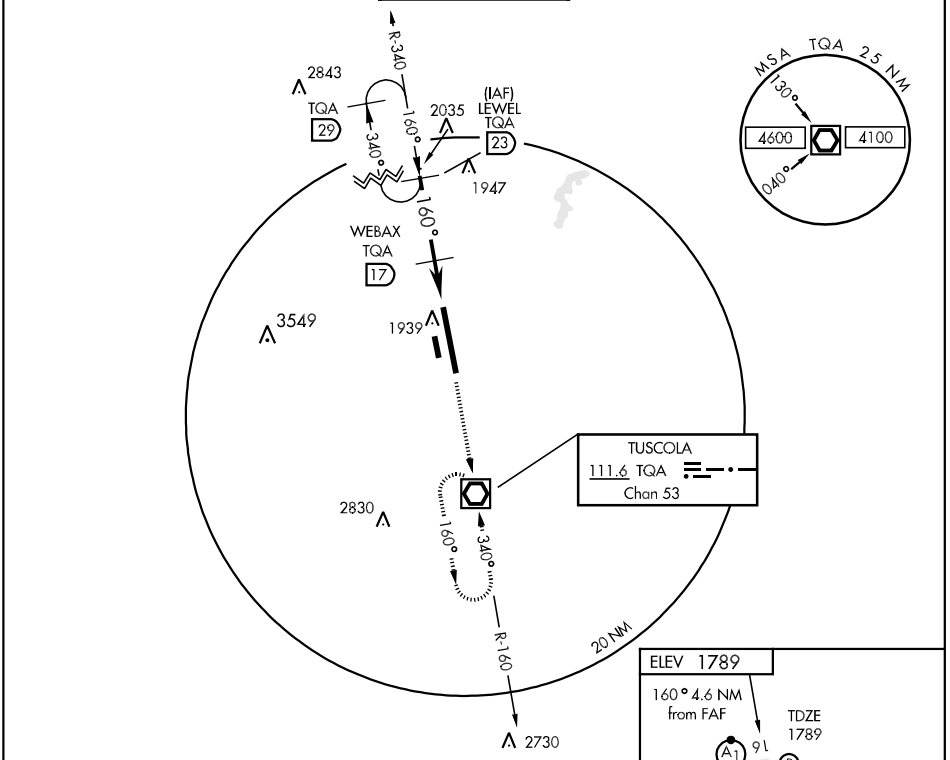
* When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT CD vis to 1½ miles, CAT E vis to 1¾ miles.

** Circling to other than Rwy 34 NA.

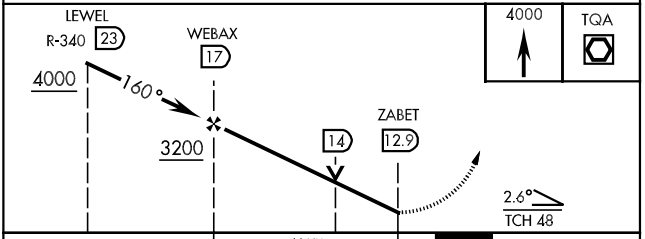
ALSF-1

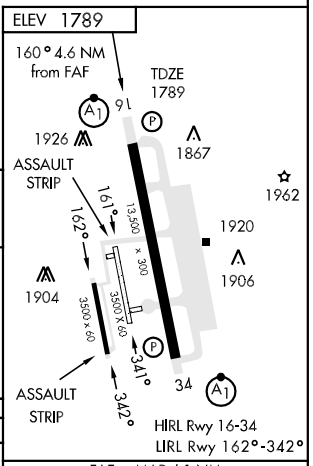
MISSED APPROACH: Climb and maintain 4000 proceed direct TQA and hold.

ATIS ★	ABILENE APP CON	DYESS TOWER	GND CON	ASR
385.7	125.0 338.3 EAST 127.2 282.3 WEST	133.0 257.675	118.35 275.8	



EMERG SAFE ALT 100 NM 4600





CATEGORY	A	B	C	D	E
S-16 *	2300/24	511 (600-½)	2300/50	511 (600-1)	2300/60 511 (600-1¼)
CIRCLING **	2340-1	551 (600-1)	2340-1½ 551 (600-1½)	2360-2 571 (600-2)	2460-2½ 671 (700-2½)

FAF to MAP 4.1 NM

Knots	60	90	120	150	180
Min:Sec	4:06	2:24	2:03	1:38	1:22

SC-2, 08 APR 2010 to 06 MAY 2010

VOR/DME RWY 34

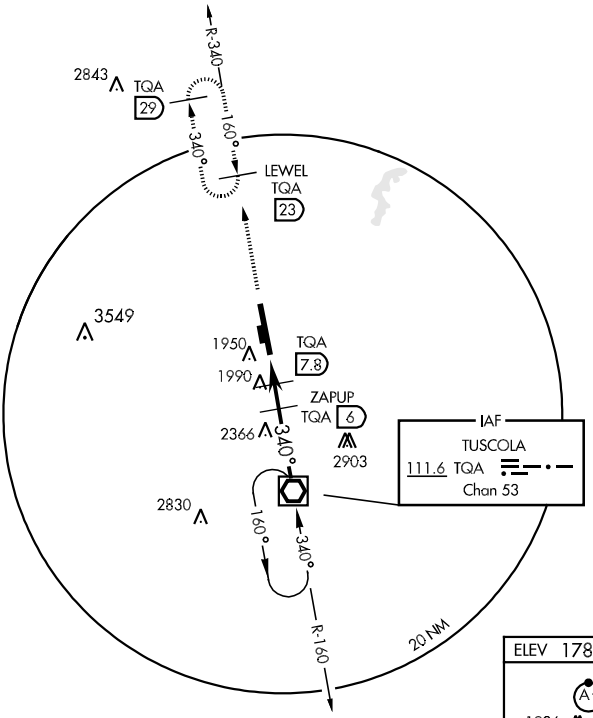
VOR/DME TQA	APCH CRS	Rwy ldg 13,500	AL-2 [USAF]	DYESS AFB (KDYS)
111.6 Chan 53	340°	TDZE 1787 Arpt Elev 1789		

* When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT D vis to 1½ miles, CAT E vis to 1¾ miles.
** Circling to other than Rwy 16 NA.

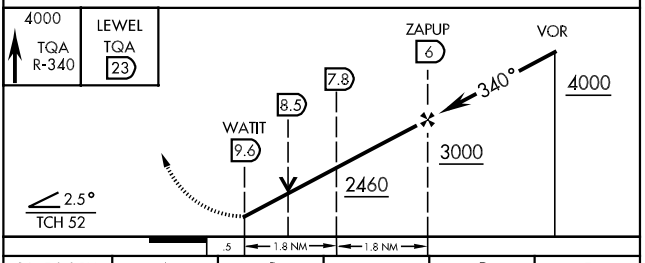
ALSF-1

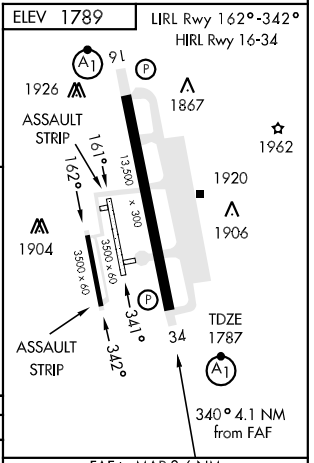
MISSED APPROACH: Climb to 4000 via TQA VOR/DME R-340 to LEWEL and hold.

ATIS ★	ABILENE APP CON	DYESS TOWER	GND CON	ASR
385.7	125.0 338.3 EAST 127.2 282.3 WEST	133.0 257.675	118.35 275.8	



EMERG SAFE ALT 100 NM 4600





CATEGORY	A	B	C	D	E
S-34 *	2260/24 473 (500-½)		2260/40 473 (500-¾)	2260/50 473 (500-1)	2260/60 473 (500-1¼)
CIRCLING **	2340-1 551 (600-1)		2340-1½ 551 (600-1½)	2360-2 571 (600-2)	2460-2½ 671 (700-2½)

FAF to MAP 3.6 NM

Knots	60	90	120	150	180
Min:Sec	3:36	2:24	1:48	1:26	1:12

RNAV (GPS) RWY 17

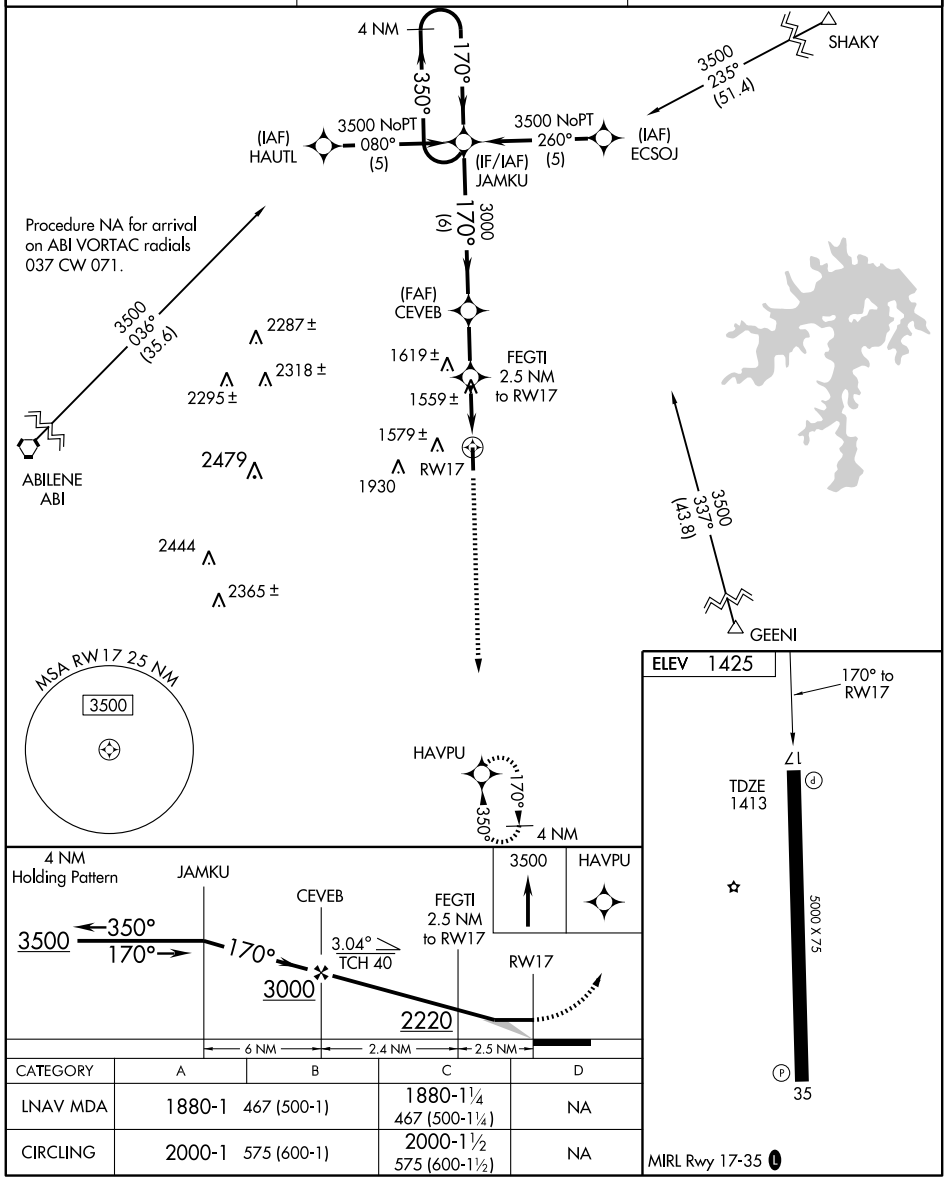
ALBANY MUNI (T23)

APP CRS	Rwy Idg	5000
170°	TDZE	1413
	Apt Elev	1425

NA — DME/DME RNP-0.3 NA. Use Breckenridge altimeter setting; when not received, use Abilene altimeter setting and increase all MDA 60 feet and LNAV and Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 3500 direct HAVPU and hold.

BRECKENRIDGE AWOS-3 120.175	122.9 (CTAF)	123.5 L



CATEGORY	A	B	C	D
LNAV MDA	1880-1 467 (500-1)		1880-1¼ 467 (500-1¼)	NA
CIRCLING	2000-1 575 (600-1)		2000-1½ 575 (600-1½)	NA

MIRL Rwy 17-35 L

SC-2, 08 APR 2010 to 06 MAY 2010

ALBANY, TEXAS

AL-10392 (FAA)

10098

RNAV (GPS) RWY 35

ALBANY MUNI (T23)

APP CRS	Rwy Idg	5000
350°	TDZE	1413
	Apt Elev	1425

NA

DME/DME RNP-0.3 NA.
Use Breckenridge altimeter setting; when not received, use Abilene altimeter setting and increase all MDA 60 feet and LNAV and Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 3500 direct JAMKU and hold.

BRECKENRIDGE AWOS-3		
120.175	122.9 (CTAF)	123.5 L

MISSED APCH FIX
4 NM
170°
350°
JAMKU

2287 ±
2295 ±
2318 ±
1579 ±
2479
1930
RW35
GIHYO
1.8 NM
to RW35
1529 ±
2444
2365 ±
(FAF)
ANQIJ

SHAKY
3500
216°
(64.6)

Procedure NA for arrival on ABI VORTAC radials 037 CW 099.

3000
(6)
350°

MSA RW35 25 NM
3500

3500 NoPT
080°
(5)
(IAF)
IDOVY

(IF/IAF)
HAVPU

3500 NoPT
260°
(5)
(IAF)
FEKUX

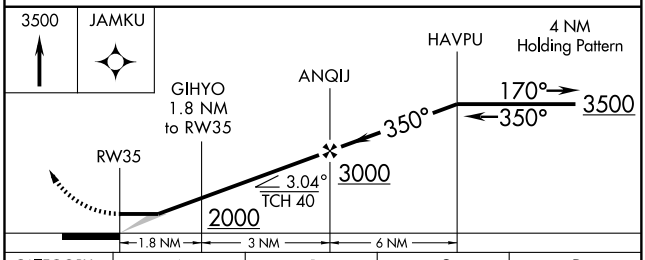
170°
350°
4 NM

3500
075°
(25.7)
ABILENE
ABI

3500
324°
(22.5)
GEENI

ELEV 1425

17
5000 X 75
TDZE
1413
35
350° to RW35
MIRL Rwy 17-35 L



CATEGORY	A	B	C	D
LNAV MDA	1860-1	447 (500-1)	1860-1¼ 447 (500-1¼)	NA
CIRCLING	2000-1	575 (600-1)	2000-1½ 575 (600-1½)	NA

SC-2, 08 APR 2010 to 06 MAY 2010

LOC/DME I-ALI	APP CRS	Rwy Idg	5997
109.3	308°	TDZE	174
Chan 30		Apt Elev	178

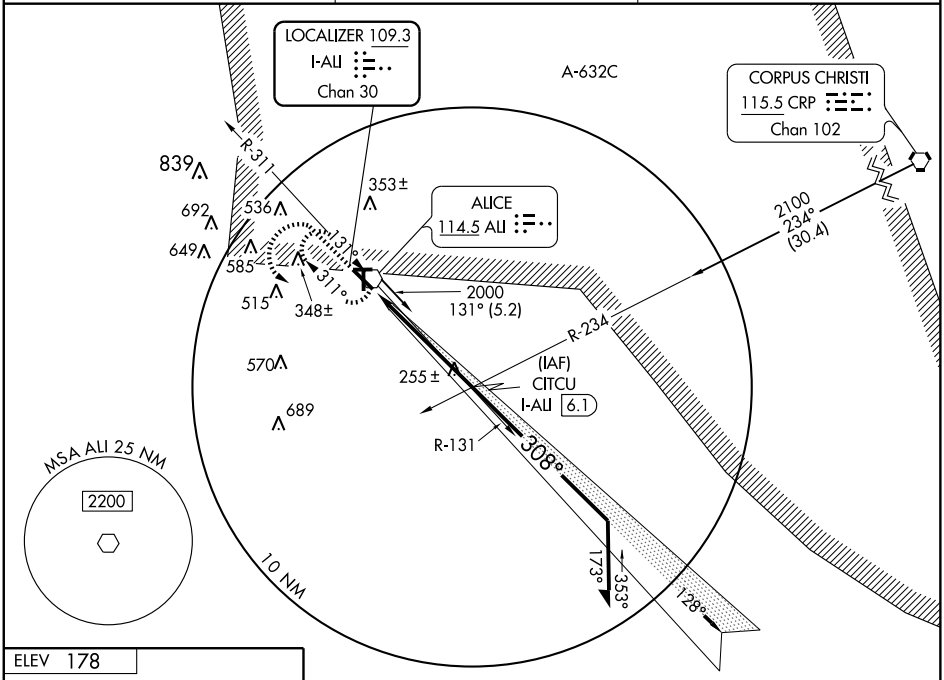
LOC/DME RWY 31
ALICE INTL (ALI)

If local altimeter setting not received, use Nueces County altimeter setting and increase all MDAs 20 feet. VDP NA when using Nueces County altimeter setting.

MALS

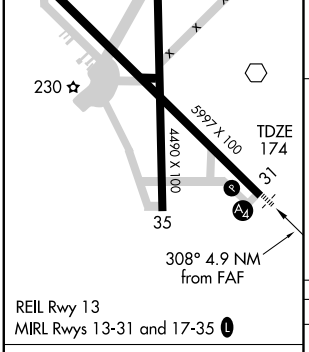
MISSED APPROACH: Climb to 1500 then climbing left turn to 2000 direct ALI VOR and hold.

ASOS	KINGSVILLE APP CON ★	UNICOM
119.225	119.9 290.45	123.0 (CTAF) L



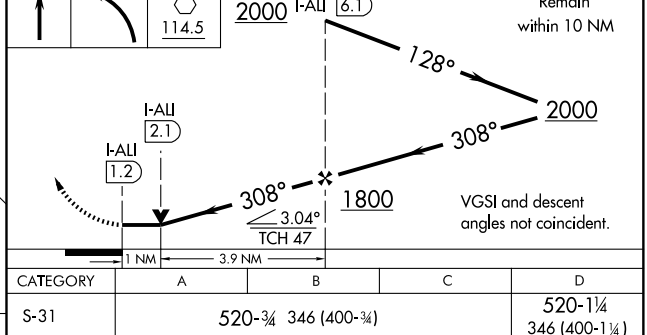
Radar required for procedure entry from Corpus Cristi (CRP) VORTAC.

ELEV 178



REIL Rwy 13
MIRL Rwys 13-31 and 17-35 L

Knots	60	90	120	150	180
Min:Sec					



CATEGORY	A	B	C	D
S-31	520-¾ 346 (400-¾)			520-1¼ 346 (400-1¼)
CIRCLING	600-1 422 (500-1)	640-1 462 (500-1)	640-1½ 462 (500-1½)	740-2 562 (600-2)

SC-3, 08 APR 2010 to 06 MAY 2010

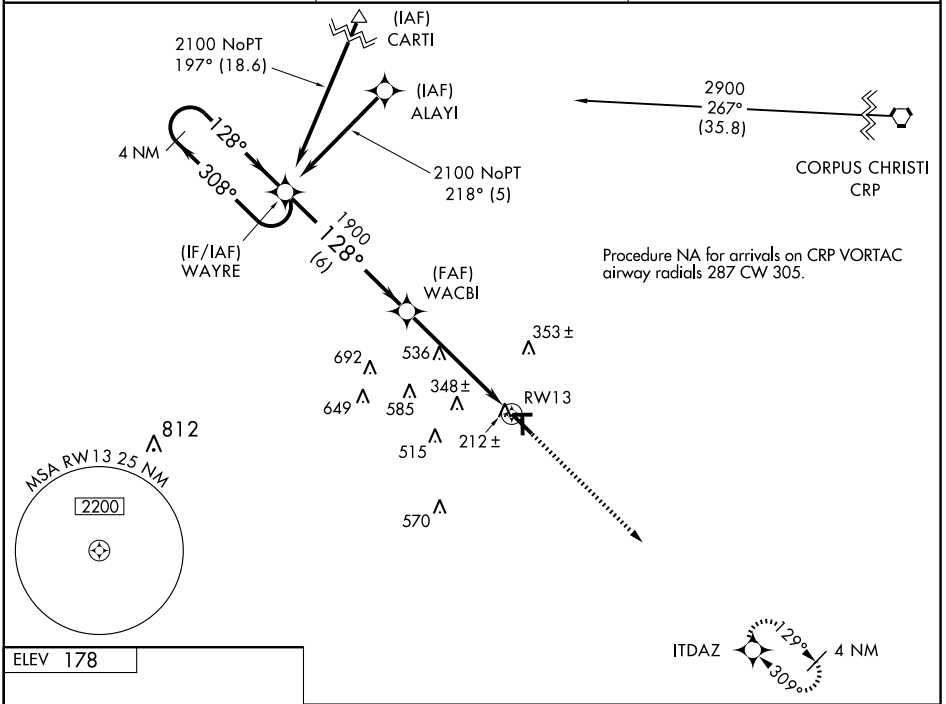
APP CRS	Rwy Idg	5997
128°	TDZE	178
	Apt Elev	178

RNAV (GPS) RWY 13
ALICE INTL (ALI)

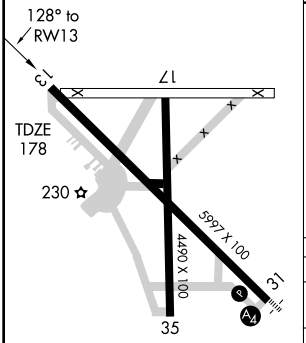
If local altimeter setting not received, use Nueces County altimeter setting and increase all DA and MDA 20 feet. DME/DME RNP-0.3 NA. BARO VNAV NA below -15°C (5°F).

MISSED APPROACH: Climb to 2600 direct ITDAZ and hold.

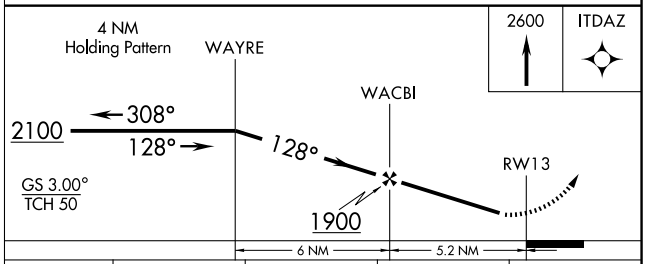
ASOS	KINGSVILLE APP CON ★	UNICOM
119.225	119.9 290.45	123.0 (CTAF) L



ELEV 178



REIL Rwy 13
MIRL Rwys 13-31 and 17-35 L



CATEGORY	A	B	C	D
GLS DA	NA			
LNAV/VNAV DA	480-1 302 (400-1)			
LNAV MDA	800-1 622 (700-1)		800-1¾ 622 (700-1¾)	800-2 622 (700-2)
CIRCLING	800-1 622 (700-1)		800-1¾ 622 (700-1¾)	800-2 622 (700-2)

SC-3, 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	5997
Chan 81813	309°	TDZE	174
W31A		Apt Elev	178

RNAV (GPS) RWY 31
ALICE INTL (ALI)

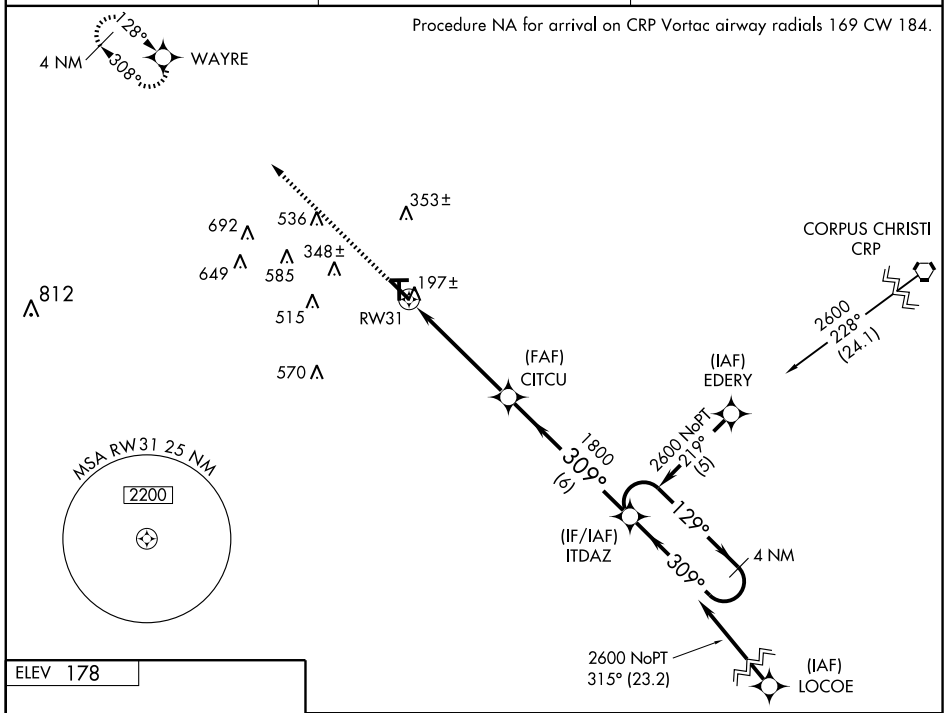
If local altimeter setting not received, use Nueces County altimeter setting and increase all DA and MDA 20 feet. BARO VNAV NA below -15°C (5°F).
DME/DME RNP-0.3 NA. For inoperative MALS increase LPV all Cats visibility to 1.

MALS

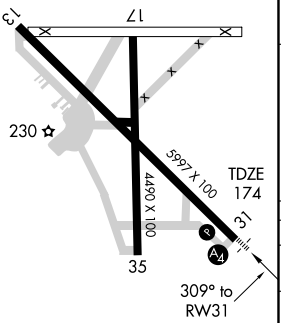
MISSED APPROACH: Climb to 2100 direct WAYRE and hold.

ASOS	KINGSVILLE APP CON ★	UNICOM
119.225	119.9 290.45	123.0 (CTAF) L

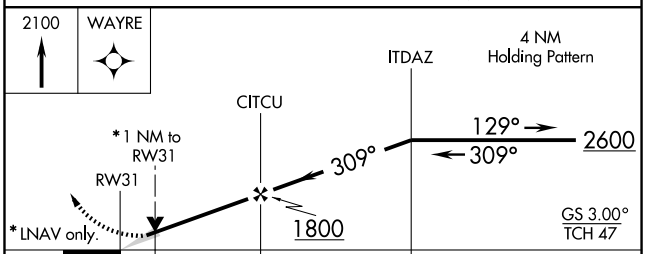
Procedure NA for arrival on CRP Vortac airway radials 169 CW 184.



ELEV 178



REIL Rwy 13
MIRL Rwys 13-31 and 17-35 L



CATEGORY	A	B	C	D
LPV DA	430-¾ 256 (300-¾)			430-1 256 (300-1)
LNAV/VNAV DA	460-¾ 286 (300-¾)			460-1 286 (300-1)
LNAV MDA	520-¾ 346 (400-¾)			520-1¼ 346 (400-1¼)
CIRCLING	600-1 422 (500-1)	640-1 462 (500-1)	640-1½ 462 (500-1½)	740-2 562 (600-2)

SC-3. 08 APR 2010 to 06 MAY 2010

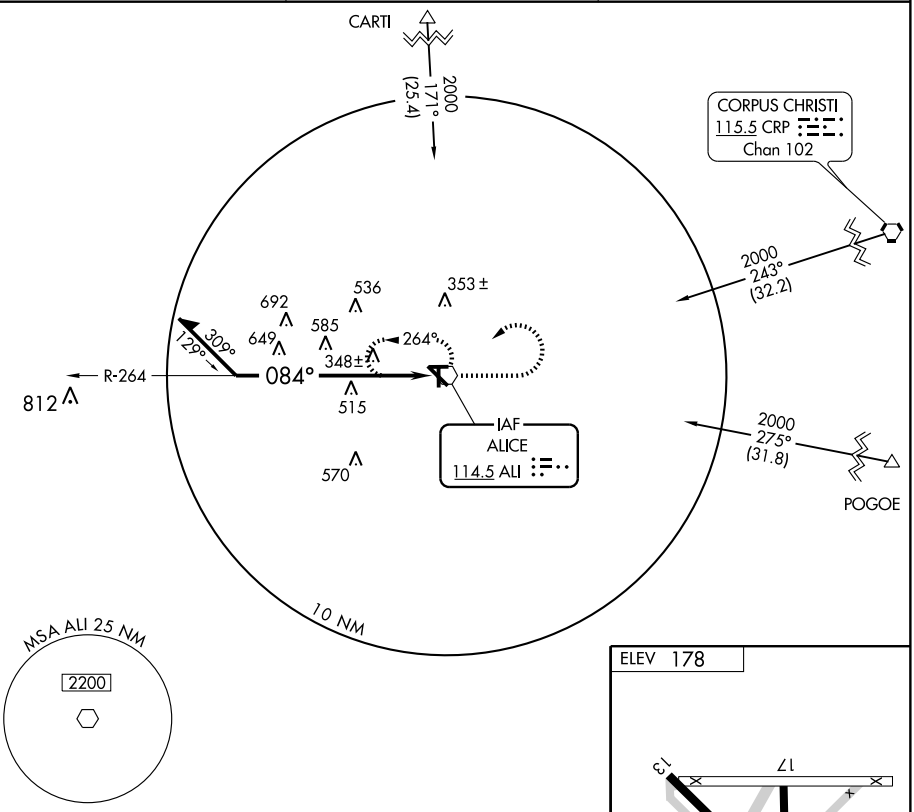
VOR ALI 114.5	APP CRS 084°	Rwy Idg N/A TDZE N/A Apt Elev 178

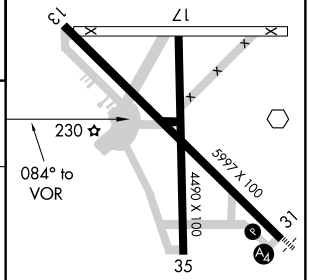
VOR-A
ALICE INTL (ALI)

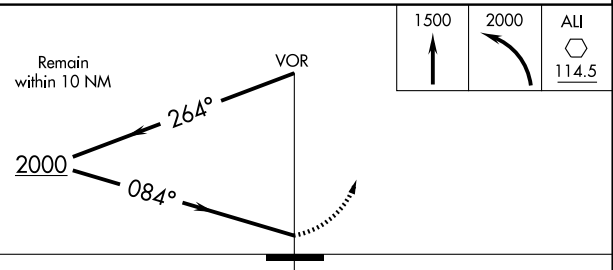
If local altimeter setting not received, use Nueces County altimeter setting and increase all MDA 20 feet.

MISSED APPROACH: Climb to 1500, then climbing left turn to 2000 direct ALI VOR and hold.

ASOS	KINGSVILLE APP CON ★	UNICOM
119.225	119.9 290.45	123.0 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	1060-1¼	882 (900-1¼)	1060-2¾ 882 (900-2¾)	1060-3 882 (900-3)

Knots	60	90	120	150	180
Min:Sec					

SC-3, 08 APR 2010 to 06 MAY 2010

VOR ALI	APP CRS	Rwy Idg	5997
114.5	325°	TDZE	174
		Apt Elev	178

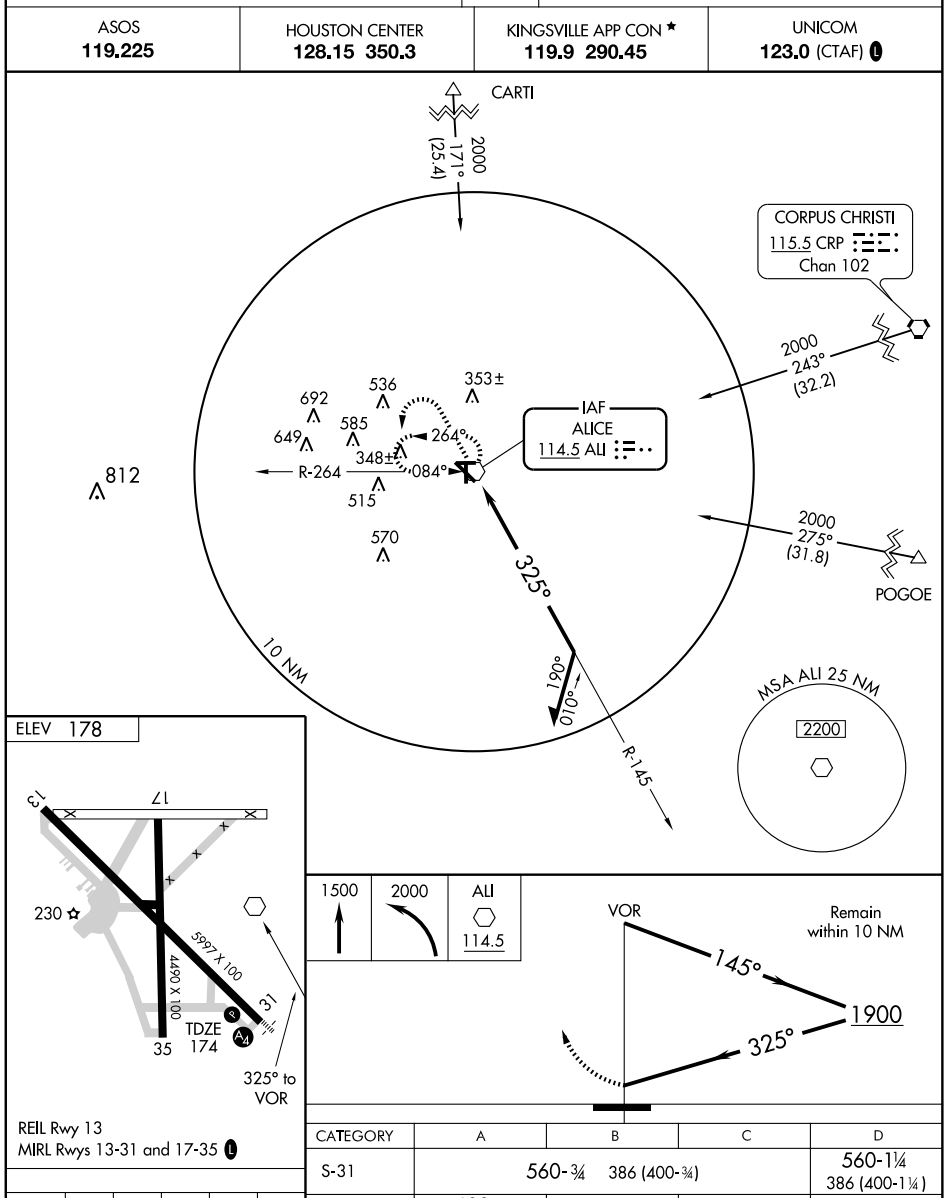
VOR RWY 31
ALICE INTL (ALI)

If local altimeter setting not received, use Nueces County altimeter setting and increase all MDA 20 feet.

MALS

MISSED APPROACH: Climb to 1500, then climbing left turn to 2000 direct ALI VOR and hold.

ASOS	HOUSTON CENTER	KINGSVILLE APP CON ★	UNICOM
119.225	128.15 350.3	119.9 290.45	123.0 (CTAF) L



REIL Rwy 13
MIRL Rwys 13-31 and 17-35 L

Knots	60	90	120	150	180
Min:Sec					

CATEGORY	A	B	C	D
S-31	560-¾ 386 (400-¾)			560-1¼ 386 (400-1¼)
CIRCLING	600-1 422 (500-1)	640-1 462 (500-1)	640-1½ 462 (500-1½)	740-2 562 (600-2)

SC-3, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	6003
194°	TDZE	4480
	Apt Elev	4513

GPS RWY 19

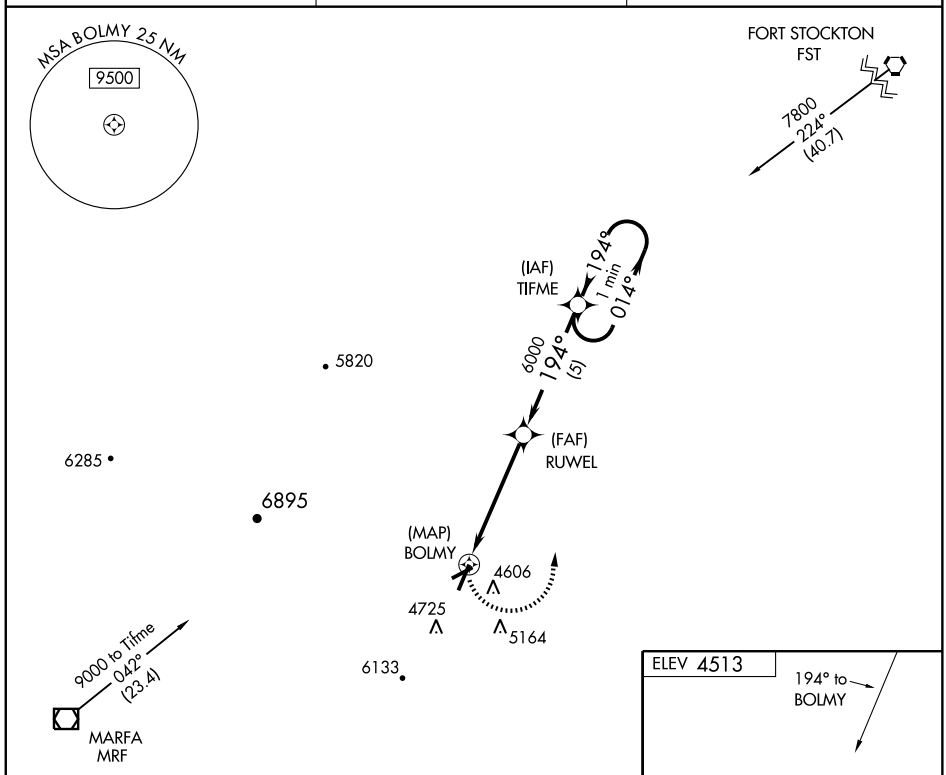
ALPINE-CASPARIS MUNI (E38)

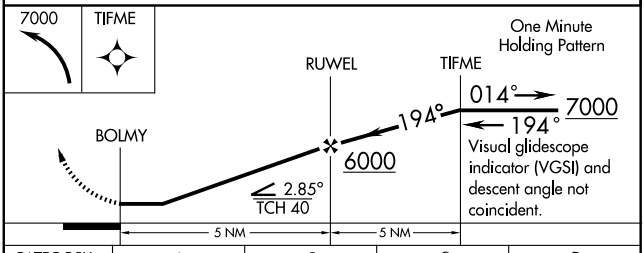
Circling not authorized west of runway 1-19.

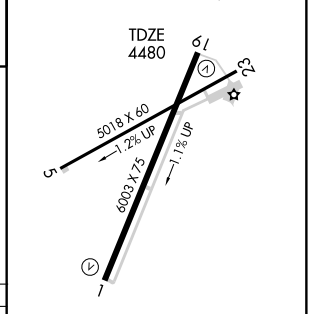
NA

MISSED APPROACH: Immediate climbing left turn to 7000 direct TIFME WP and hold.

AWOS-3	ALBUQUERQUE CENTER	UNICOM
119.025	135.875 292.15	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-19	5100-1 620 (600-1)		5100-1¾ 620 (600-1¾)	NA
CIRCLING	5100-1 587 (600-1)	5120-1 607 (700-1)	5280 2¼ 767 (800-2¼)	NA

MIRL Rwys 1-19 and 5-23 L

SC-3, 08 APR 2010 to 06 MAY 2010

NBD BWR	APP CRS	Rwy Idg	6003
412	194°	TDZE	4480
		Apt Elev	4513

NDB RWY 19

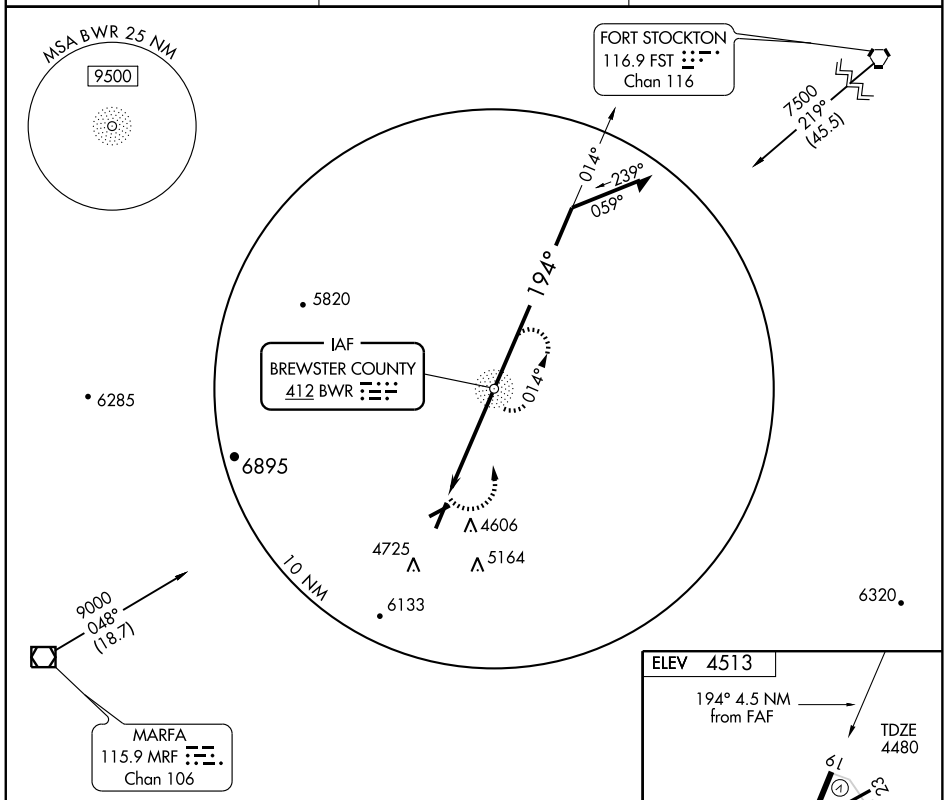
ALPINE-CASPARIS MUNI (E38)

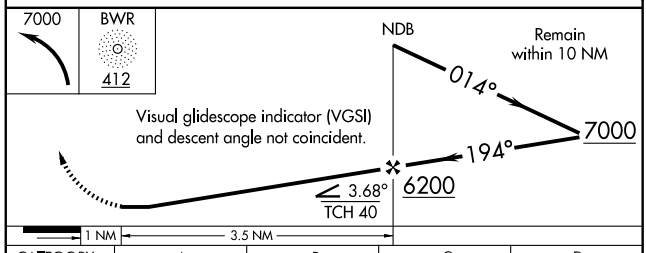
Circling not authorized west of runway 1-19.

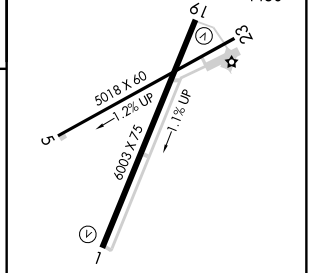
NA

MISSED APPROACH: Immediate climbing left turn to 7000 direct BWR NDB and hold.

AWOS-3	ALBUQUERQUE CENTER	UNICOM
119.025	135.875 292.15	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-19	5100-1¼ 620 (600-1¼)		5100-1¾ 620 (600-1¾)	NA
CIRCLING	5100-1¼ 587 (600-1¼)	5120-1¼ 607 (700-1¼)	5280-2¼ 767 (800-2¼)	NA

MIRL Rwys 1-19 and 5-23 L

FAF to MAP 3.5 NM

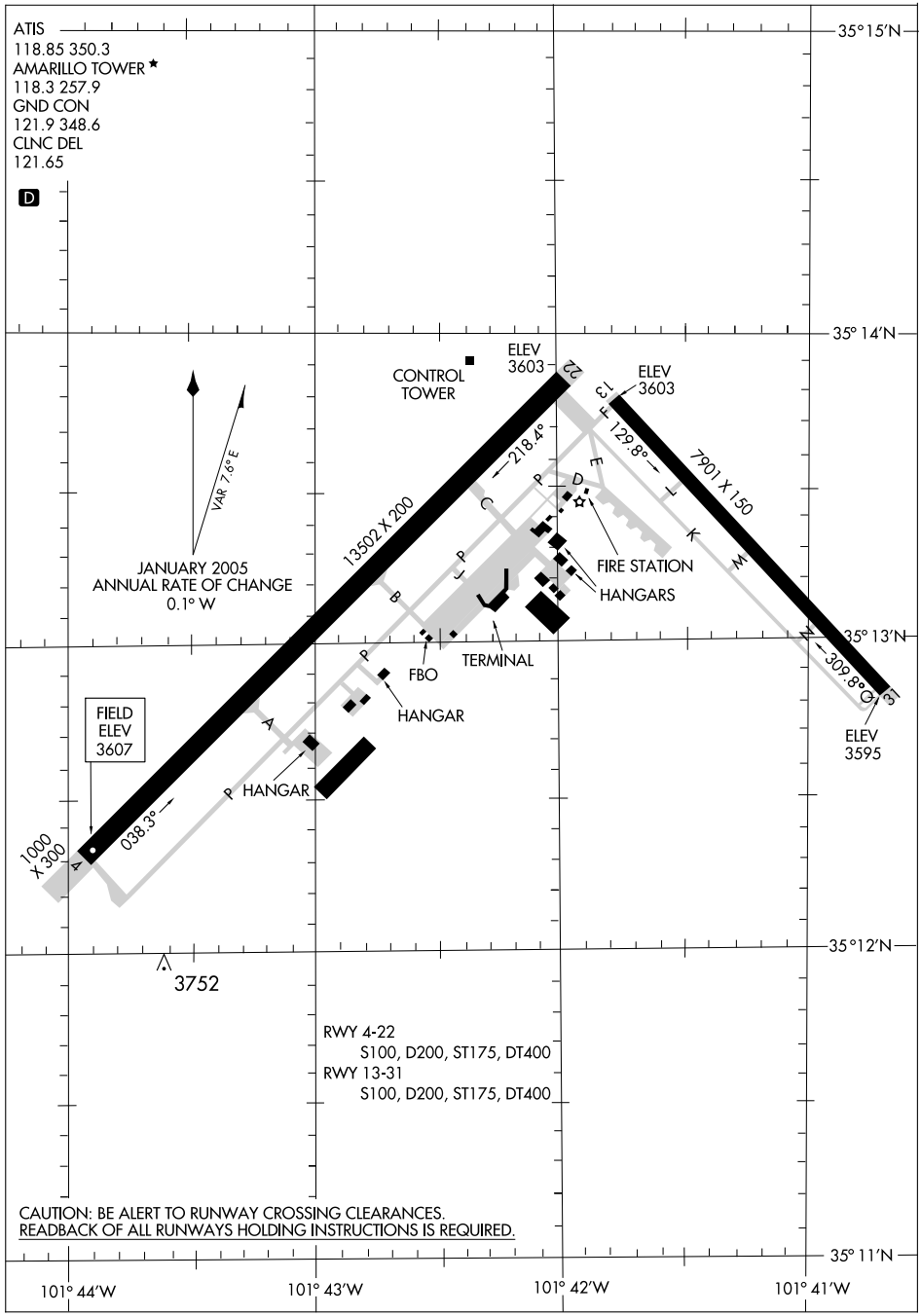
Knots	60	90	120	150	180
Min:Sec	3:30	2:20	1:45	1:24	1:10

SC-3, 08 APR 2010 to 06 MAY 2010

09183

AIRPORT DIAGRAM

AMARILLO/RICK HUSBAND AMARILLO INTL (AMA)
AL-19 (FAA)
AMARILLO, TEXAS



SC-2, 08 APR 2010 to 06 MAY 2010

AMARILLO, TEXAS

HI-VOR/DME or TACAN RWY 4

VOR/DME PNH	APCH CRS	Rwy ldg 13,502
116.6	037°	TDZE 3607
Chan 113		Arpt Elev 3607

JAL-19 [USAF] RICK HUSBAND AMARILLO INTL (KAMA)

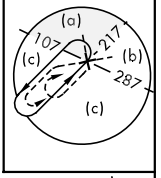
▼ * For inop ALS, increase CAT D vis to 1¼ miles, CAT E vis to 1½ miles.

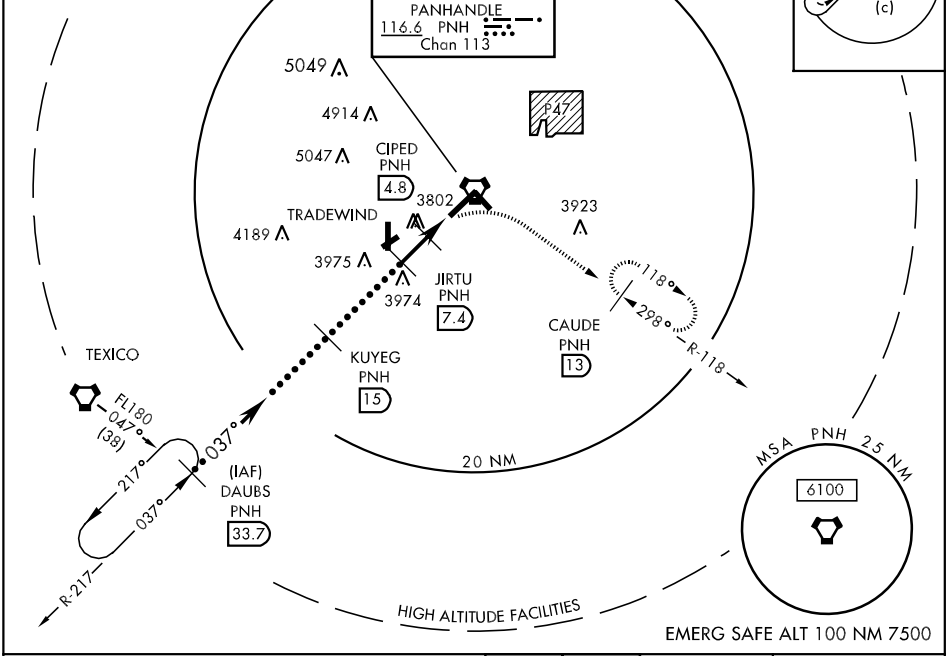
MALSR

MISSED APPROACH: Climbing right turn to 5000 via heading 090° and PNH VORTAC R-118 to CAUDE INT/PNH 13 DME and hold.

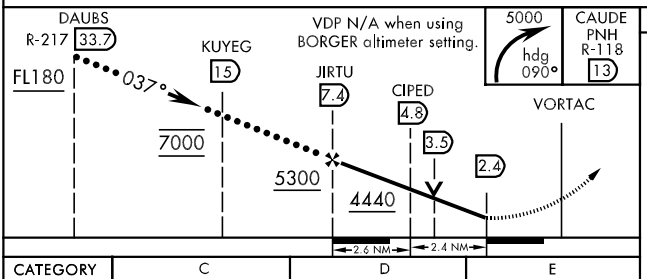
ATIS	AMARILLO APP CON	AMARILLO TOWER★	GND CON	CLNC DEL	ASR
118.85 350.3	119.5 307.0 (161°- 339°) 124.8 319.15 (340°- 160°)	118.3 L 257.9	121.9 348.6	121.65	

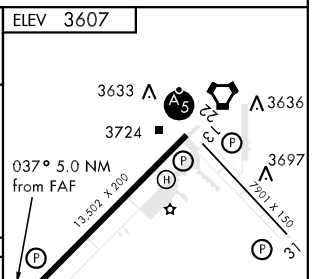
† When local altimeter setting is not available use BORGER altimeter setting and increase all MDAs 160 feet; increase CAT C RVR to 50, CAT D RVR to 60, CAT E vis to 1½. Circling CAT C vis to 1¾, CAT D vis to 2½.





EMERG SAFE ALT 100 NM 7500





CATEGORY	C	D	E
S-4 * †	4020/40 413 (500-¾)	4020/50 413 (500-1)	
CIRCLING †	4080-1½ 473 (500-1½)	4240-2 633 (700-2)	4460-3 853 (900-3)
S-ASR-4	4160/50 555 (600-1)	4160/60 555 (600-1¼)	4160-1½ 555 (600-1½)

AMARILLO, TEXAS 35°13'N-101°42'W RICK HUSBAND AMARILLO INTL (KAMA)

Amdt 1 08241

HI-VOR/DME or TACAN RWY 4

SC-2, 08 APR 2010 to 06 MAY 2010

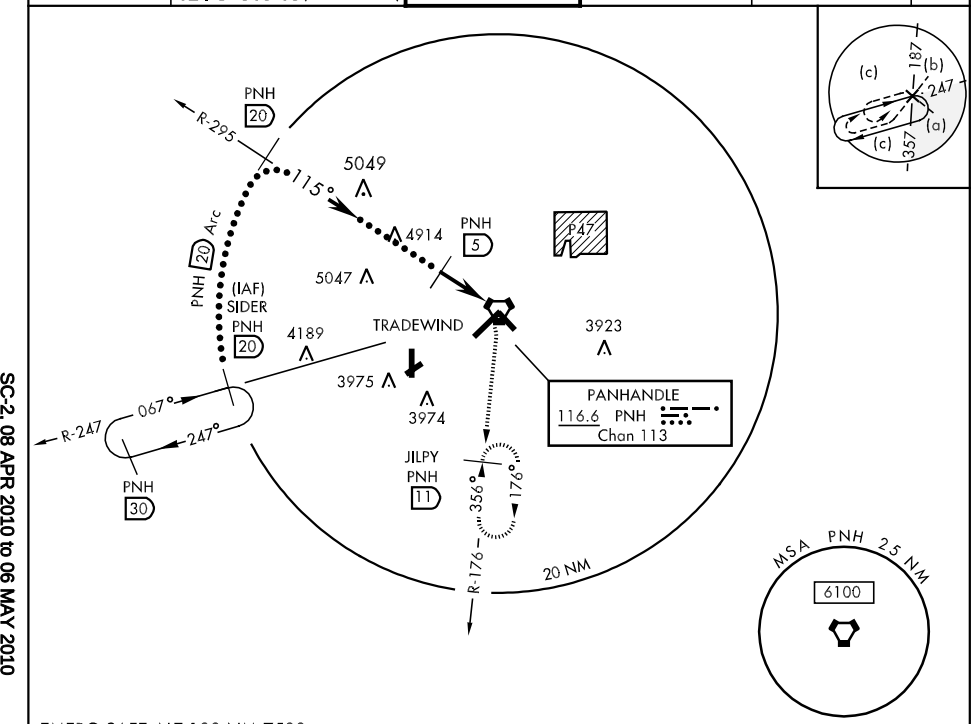
HI-VOR/DME or TACAN RWY 13

VOR/DME PNH 116.6 Chan 113	APCH CRS 115°	Rwy ldg 7901 TDZE 3600 Arpt Elev 3607

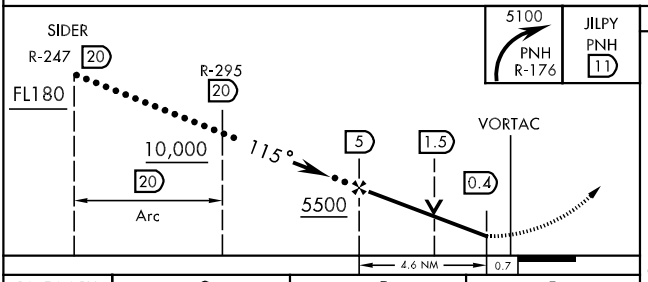
JAL-19 [USAF] RICK HUSBAND AMARILLO INTL (KAMA)

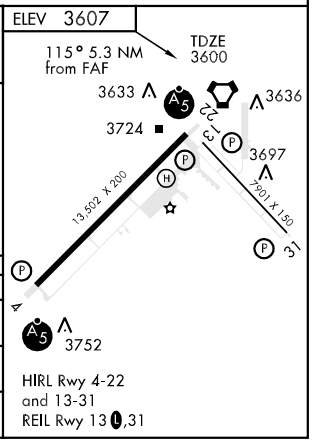
MISSED APPROACH: Climbing right turn to 5100 via PNH R-176 to JILPY/11 DME and hold.

ATIS	AMARILLO APP CON	AMARILLO TOWER★	GND CON	CLNC DEL	ASR
118.85 350.3	119.5 307.0 (161°- 339°) 124.8 319.15 (340°- 160°)	118.3 L 257.9	121.9 348.6	121.65	



EMERG SAFE ALT 100 NM 7500





CATEGORY	C	D	E
S-13	3980-1 380 (400-1)	3980-1¼ 380 (400-1¼)	
CIRCLING	4080-1½ 475 (500-1½)	4240-2 635 (700-2)	4460-3 855 (900-3)
S-ASR-13	3980-1 380 (400-1)	3980-1¼ 380 (400-1¼)	NA

HIRL Rwy 4-22 and 13-31
REIL Rwy 13 L,31

SC-2, 08 APR 2010 to 06 MAY 2010

HI-VOR/DME or TACAN RWY 22

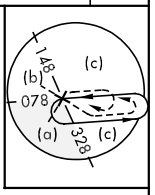
VOR/DME PNH 116.6 Chan 113	APCH CRS 235°	Rwy ldg 13,502 TDZE 3603 Arpt Elev 3607

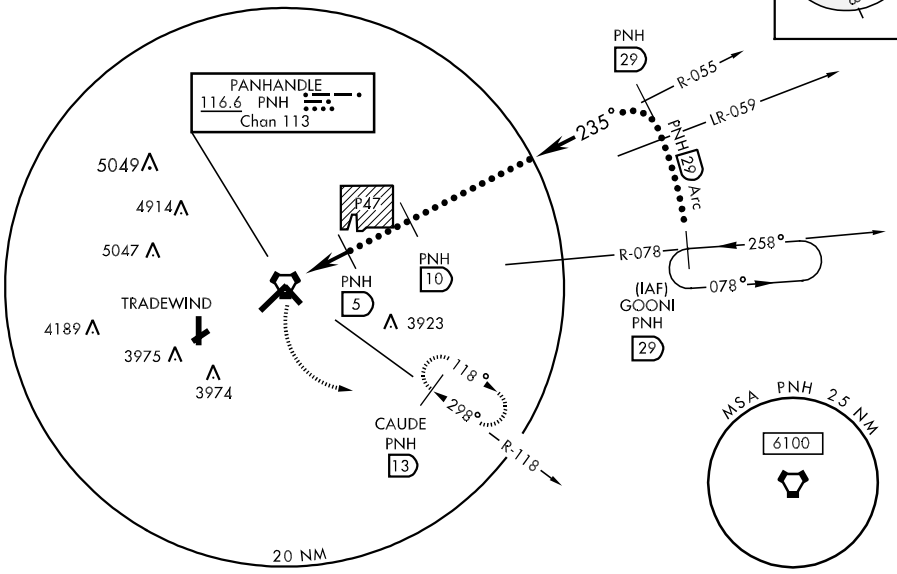
JAL-19 [USAF] RICK HUSBAND AMARILLO INTL (KAMA)

MALSR

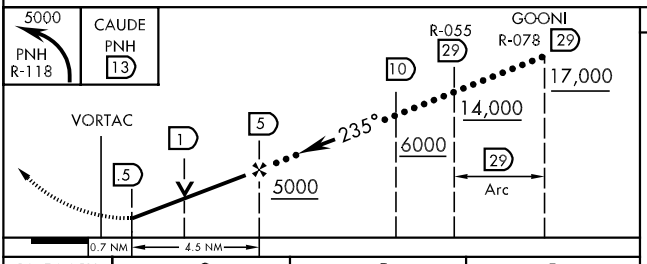
MISSED APPRAOCH: Climbing left turn to 5000 via PNH R-118 to CAUDE INT/PNH 13 DME and hold.

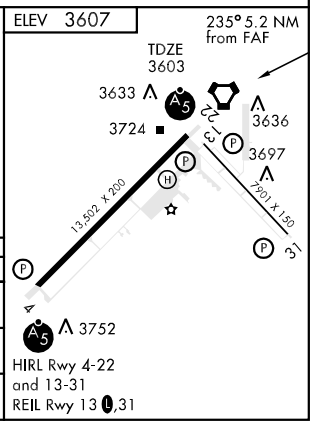
ATIS	AMARILLO APP CON	AMARILLO TOWER★	GND CON	CLNC DEL	ASR
118.85 350.3	119.5 307.0 (161°- 339°) 124.8 319.15 (340°- 160°)	118.3 L 257.9	121.9 348.6	121.65	





EMERG SAFE ALT 100 NM 7500





CATEGORY	C	D	E
S-22	3960-½ 357 (400-½)	3960-1 357 (400-1)	
CIRCLING	4080-1½ 475 (500-1½)	4240-2 635 (700-2)	4460-3 855 (900-3)
S-ASR-22	3960- ¾ 357 (400-¾)	3960-1¼ 357 (400-1¼)	

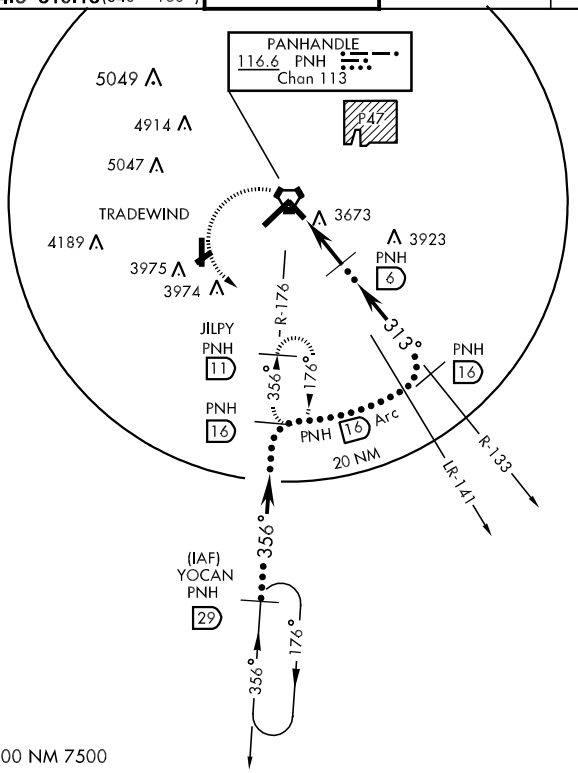
HI-VOR/DME or TACAN RWY 31

VOR/DME PNH 116.6 Chan 113	APCH CRS 313°	Rwy ldg 7901 TDZE 3598 Arpt Elev 3607

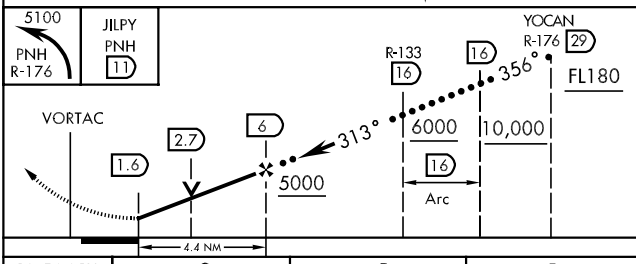
JAL-19 [USAF] RICK HUSBAND AMARILLO INTL (KAMA)

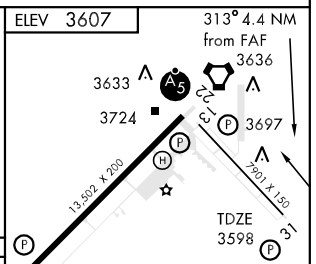
MISSED APPROACH: Climbing left turn to 5100 via PNH R-176 to JILPY/PNH 11 DME and hold.

ATIS	AMARILLO APP CON	AMARILLO TOWER★	GND CON	CLNC DEL	ASR
118.85 350.3	119.5 307.0 (161°- 339°) 124.8 319.15 (340°- 160°)	118.3 257.9	121.9 348.6	121.65	



EMERG SAFE ALT 100 NM 7500





CATEGORY	C	D	E
S-31	3960-1 362 (400-1)	3960-1¼ 362 (400-1¼)	
CIRCLING	4080-1½ 475 (500-1½)	4240-2 635 (700-2)	4460-3 855 (900-3)
S-ASR-31	3960-1 362 (400-1)	3960-1¼ 362 (400-1¼)	NA

HIRL Rwy 4-22 and 13-31
REIL Rwys 13 ,31

LOC I-AMA	APP CRS	Rwy Idg	13502
110.3	038°	TDZE	3605
		Apt Elev	3605

ILS or LOC RWY 4

AMARILLO/ RICK HUSBAND AMARILLO INTL (AMA)

ASR

S-ILS-4 RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 4100, then climbing right turn to 5000 via PNH R-118 to CAUDE INT/13 DME and hold.

ATIS	AMARILLO APP CON★	AMARILLO TOWER★	GND CON	CLNC DEL
118.85 350.3	119.5 307.0	118.3 (L) (CTAF) 257.9	121.9 348.6	121.65

ADF or DME REQUIRED

PANHANDLE 116.6 PNH Chan 113

P-47

BGD 108.6 Chan 23

4932 4914 5047 4144 3880 4098 3743

5300 to LOM 217° (7.5)

(IAF) R-261 (IAF) R-078

Tradewind

5500 NoPT PNH 14 Arc

5500 082° (14)

LR-226 5300 038° (6.4) LR-209

LOCALIZER 110.3 I-AMA

R-118 R-176

SIDER

LOM/IAF PANDE 251 AM PNH 7.4

CAUDE PNH 13 118° 298°

218° 353° 173°

5300 NoPT PNH 14 Arc

5500 284° (31) DOGIN

MSA AM 25 NM 190° 6100 060° 5300

10 NM

5500 344° (23.9) YOCAN

Remain within 10 NM

LOM* PNH 7.4 218° 5272 5300 038° 5300

GS 3.00° TCH 44

4100	5000	CAUDE
	PNH R-118	PNH 13

* Procedure turn not authorized for Cat. E.

5.0 NM

ELEV 3605 D

3633 3636 3724 3697 3768 3752 TDZE 3605

13,502 × 200 7,001 × 150

038° 5 NM from FAF

REIL Rwy 13 (L)
REIL Rwy 31
HIRL Rwys 4-22 and 13-31

CATEGORY	A	B	C	D	E
S-ILS-4	# 3805/24 200 (200-½)				
S-LOC-4	4000/24 395 (400-½)			4000/40 395 (400-¾)	4000/50 395 (400-1)
CIRCLING	4080-1 475 (500-1)		4080-1½ 475 (500-1½)	4240-2 635 (700-2)	4460-3 855 (900-3)

FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

SC-2, 08 APR 2010 to 06 MAY 2010

LOC I-RIQ	APP CRS	Rwy Idg	13502
111.1	214°	TDZE	3603
Chan 48		Apt Elev	3605

LDA/DME RWY 22

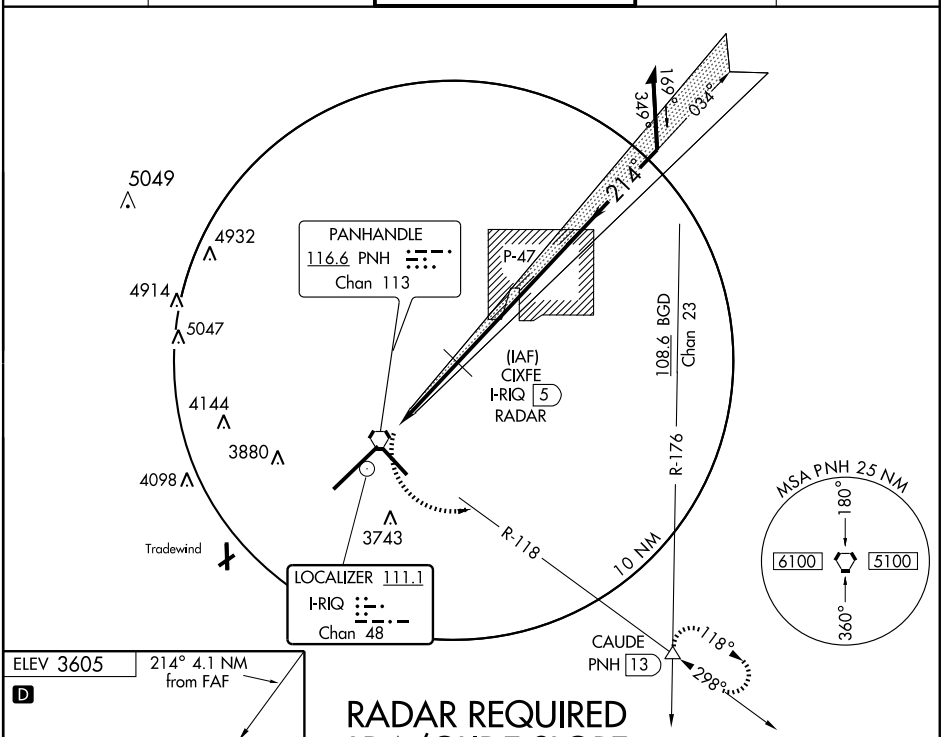
AMARILLO/ RICK HUSBAND AMARILLO INTL (AMA)

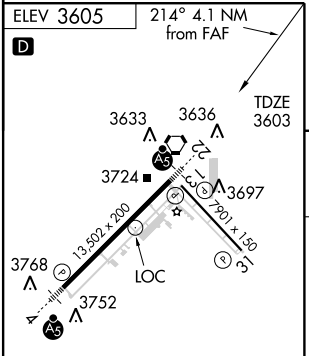
Final approach course offset 4.45 degrees intersects the runway centerline 2509' from Rwy 22. For inoperative MALSR, increase S-LDA 22 Cat D and E visibilities to 1,S-LDA/GS22 to ¾ all Cats.

MALSR

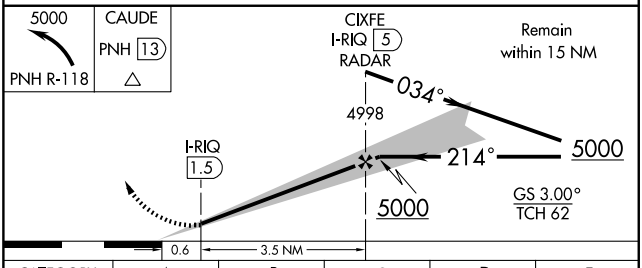
MISSED APPROACH: Climbing left turn to 5000 via PNH VORTAC R-118 to CAUDE Int and hold.

ATIS	AMARILLO APP CON ★	AMARILLO TOWER ★	GND CON	CLNC DEL
118.85 350.3	119.5 307.0	118.3 L (CTAF) 257.9	121.9 348.6	121.65





RADAR REQUIRED
LDA/GLIDE SLOPE



CATEGORY	A	B	C	D	E
LDA/GS-22	3853-½ 250 (300-½)				
LDA-22	3900-½ 297 (300-½)			3900-¾ 297 (300-¾)	
CIRCLING	4080-1 475 (500-1)		4080-1½ 475 (500-1½)	4240-2 635 (700-2)	4460-3 855 (900-3)

REIL Rwy 13 L
REIL Rwy 31
HIRL Rwys 4-22 and 13-31

SC-2, 08 APR 2010 to 06 MAY 2010

LOM AM	APP CRS	Rwy Idg	13502
251	038°	TDZE	3605
		Apt Elev	3605

NDB RWY 4

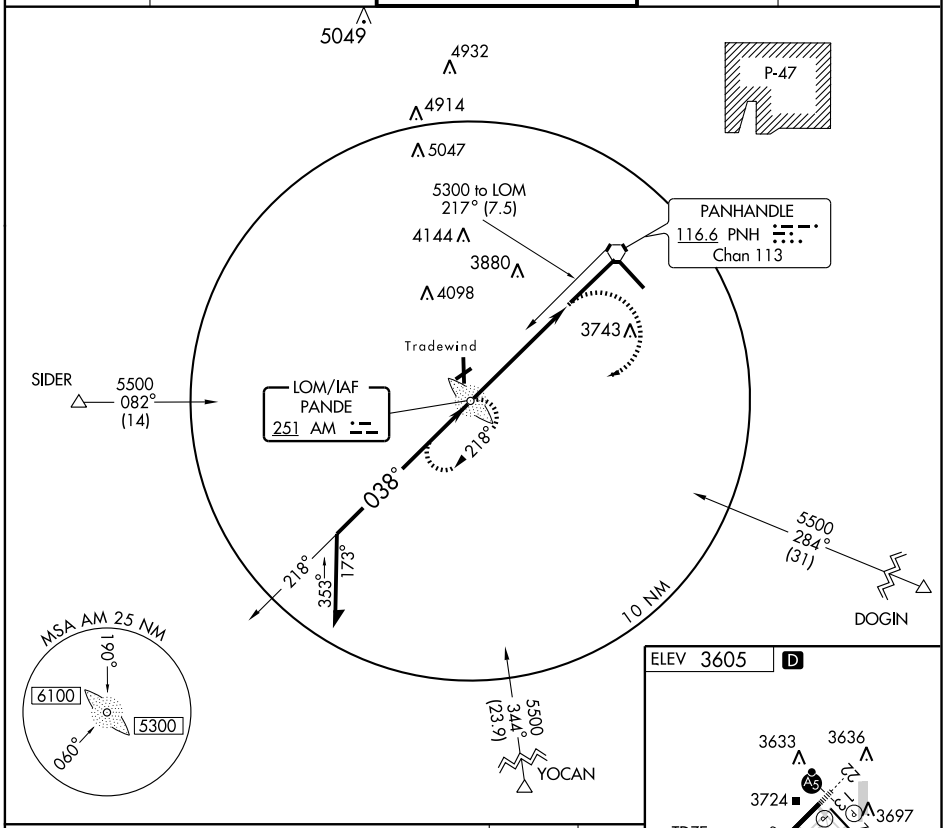
AMARILLO/ RICK HUSBAND AMARILLO INTL (AMA)

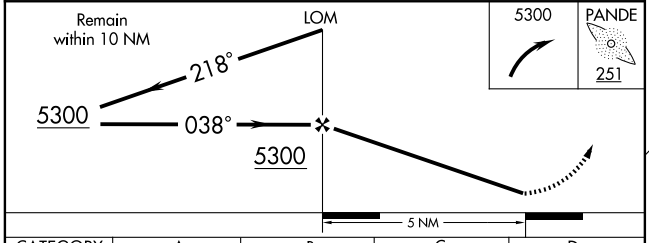
ASR

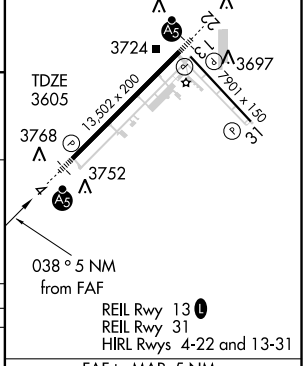
MALSR

MISSED APPROACH: Climbing right turn to 5300 direct PANDE LOM and hold.

ATIS	AMARILLO APP CON ★	AMARILLO TOWER ★	GND CON	CLNC DEL
118.85 350.3	119.5 307.0	118.3 L (CTAF) 257.9	121.9 348.6	121.65







CATEGORY	A	B	C	D
S-4	4220/40	615 (700-¾)	4220/60 615 (700-1¼)	4220-1¾ 615 (700-1¾)
CIRCLING	4220-1	615 (700-1)	4220-1¾ 615 (700-1¾)	4240-2 635 (700-2)

FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

SC-2, 08 APR 2010 to 06 MAY 2010

AMARILLO, TEXAS

AL-19 (FAA)

APP CRS	Rwy Idg	13,502
038°	TDZE	3607
	Apt Elev	3607

RNAV (GPS) RWY 4

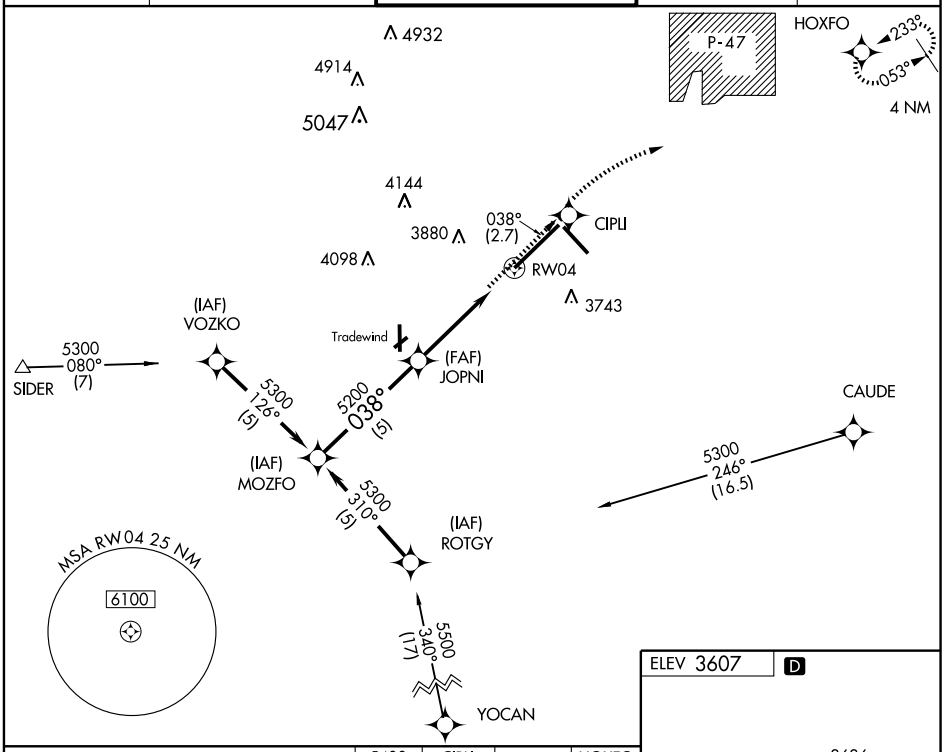
AMARILLO/ RICK HUSBAND AMARILLO INTL (AMA)

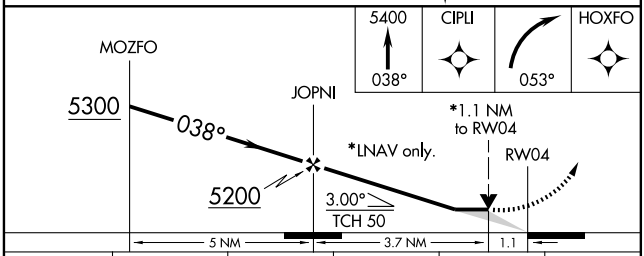
NA ASR — GPS or RNP-0.3 REQUIRED. DME/DME RNP-0.3 NA. Baro-VNAV NA below -22°C (-7°F). For inoperative MALSR increase LNAV Cat D visibility to 6000 RVR.

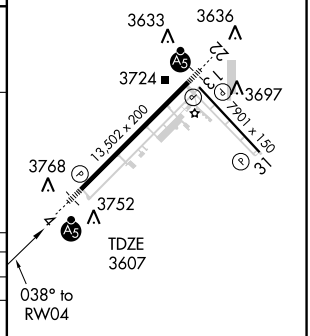
MALSR

MISSED APPROACH: Climb to 5400 via course 038° to CIPLI then right turn via course 053° to HOXFO and hold.

ATIS	AMARILLO APP CON ★	AMARILLO TOWER ★	GND CON	CLNC DEL
118.85 350.3	119.5 307.0	118.3 L (CTAF) 257.9	121.9 348.6	121.65







CATEGORY	A	B	C	D	E
GLS PA DA	NA				
LNAV/ VNAV DA	4020/50 413 (500-1)				
LNAV MDA	4020/24 413 (500-½)		4020/40 413 (500-¾)	4020/50 413 (500-1)	
CIRCLING	4080-1½ 473 (500-1½)			4240-2 633 (700-2)	4460-3 853 (900-3)

HIRL Rwys 4-22 and 13-31
REIL Rwy 13 L
REIL Rwy 31

SC-2, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	7901
129°	TDZE	3602
	Apt Elev	3607

RNAV (GPS) RWY 13

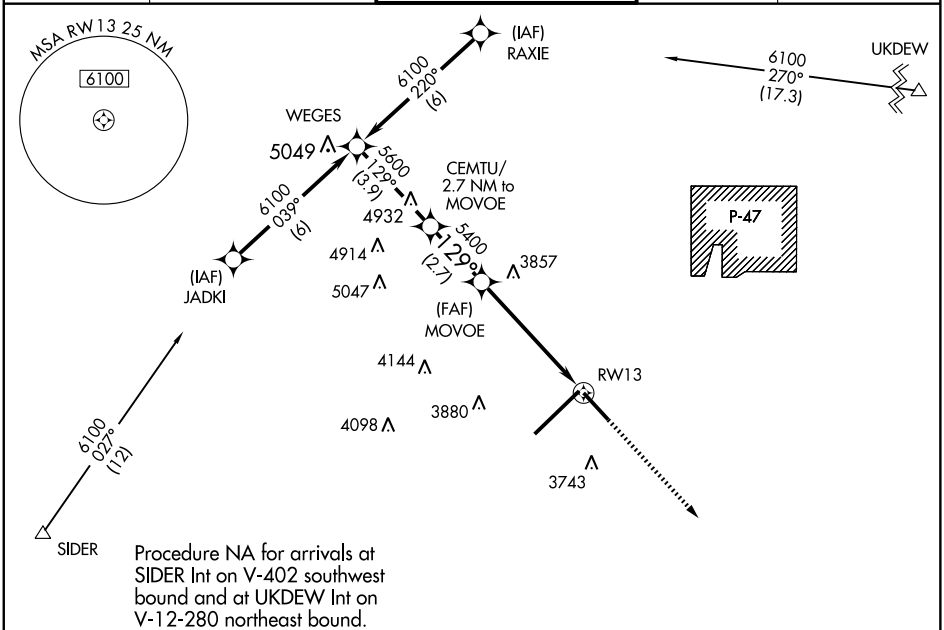
AMARILLO/RICK HUSBAND AMARILLO INTL (AMA)

NA
ASR

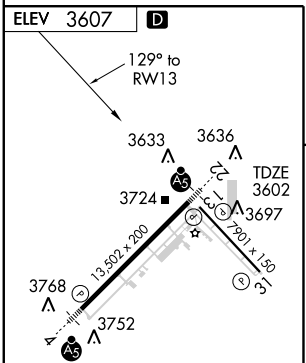
GPS or RNP-0.3 REQUIRED. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 6000 direct CEVEX and hold.

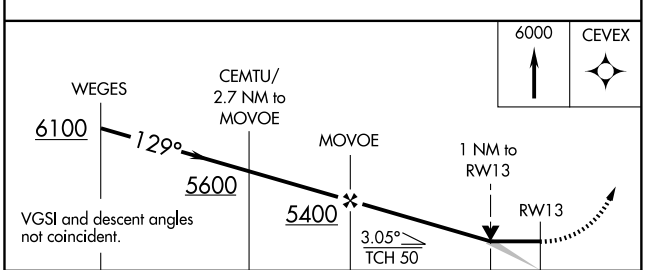
ATIS	AMARILLO APP CON ★	AMARILLO TOWER ★	GND CON	CLNC DEL
118.85 350.3	119.5 307.0	118.3 L (CTAF) 257.9	121.9 348.6	121.65



Procedure NA for arrivals at SIDER Int on V-402 southwest bound and at UKDEW Int on V-12-280 northeast bound.



REIL Rwy13 L
REIL Rwy 31
HIRL Rwys 4-22 and 13-31



CATEGORY	A	B	C	D
LNAV MDA	3980-1 378 (400-1)			3980-1¼ 378 (400-1¼)
CIRCLING	4080-1 473 (500-1)		4080-1½ 473 (500-1½)	4240-2 633 (700-2)

SC-2, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	13,502
233°	TDZE	3606
	Apt Elev	3607

RNAV (GPS) RWY 22

AMARILLO/ RICK HUSBAND AMARILLO INTL (AMA)

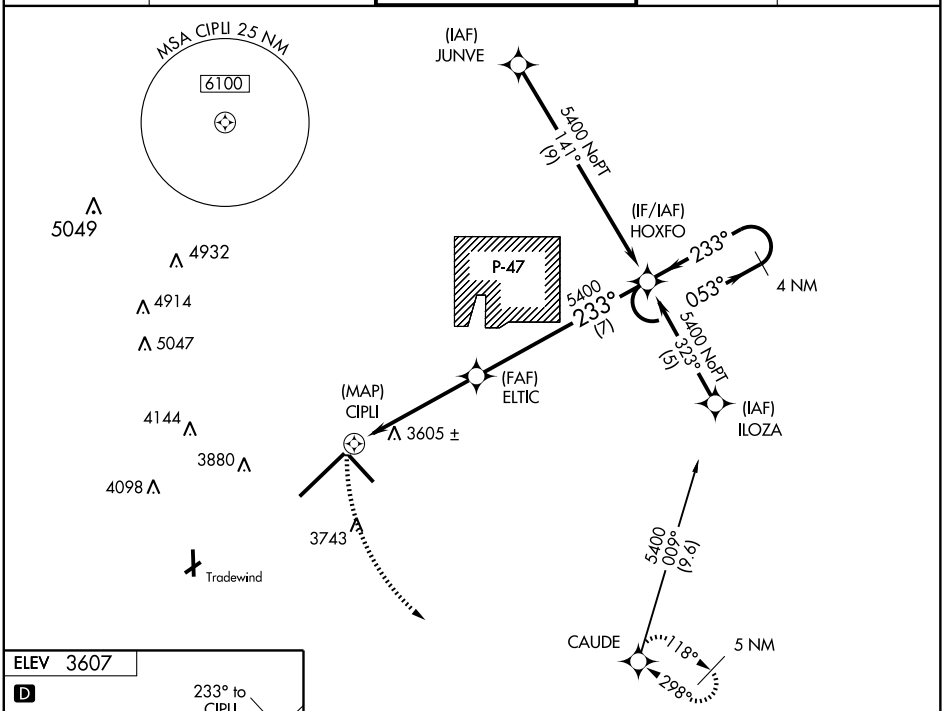
NA ASR

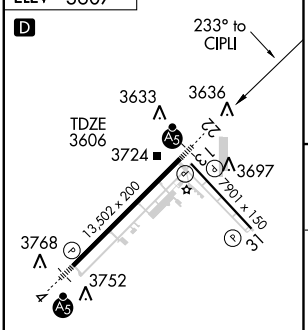
Inoperative table does not apply to Cat D and E. DME/DME RNP-0.3 NA.

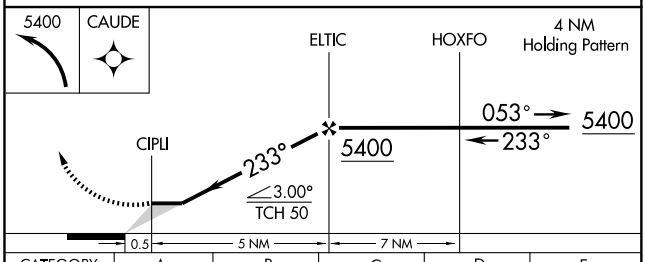
MALSR

MISSED APPROACH: Climbing left turn to 5400 direct CAUDE and hold

ATIS	AMARILLO APP CON ★	AMARILLO TOWER ★	GND CON	CLNC DEL
118.85 350.3	119.5 307.0	118.3 L (CTAF) 257.9	121.9 348.6	121.65







CATEGORY	A	B	C	D	E
LNAV MDA	3960-½	354 (400-½)		3960-1	354 (400-1)
CIRCLING	4080-1	473 (500-1)	4080-1½ 473 (500-1½)	4240-2 633 (700-2)	4460-3 853 (900-3)

HIRL Rwys 4-22 and 13-31
REIL Rwy 13 L
REIL Rwy 31

SC-2, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	7901
310°	TDZE	3600
	Apt Elev	3607

RNAV (GPS) RWY 31

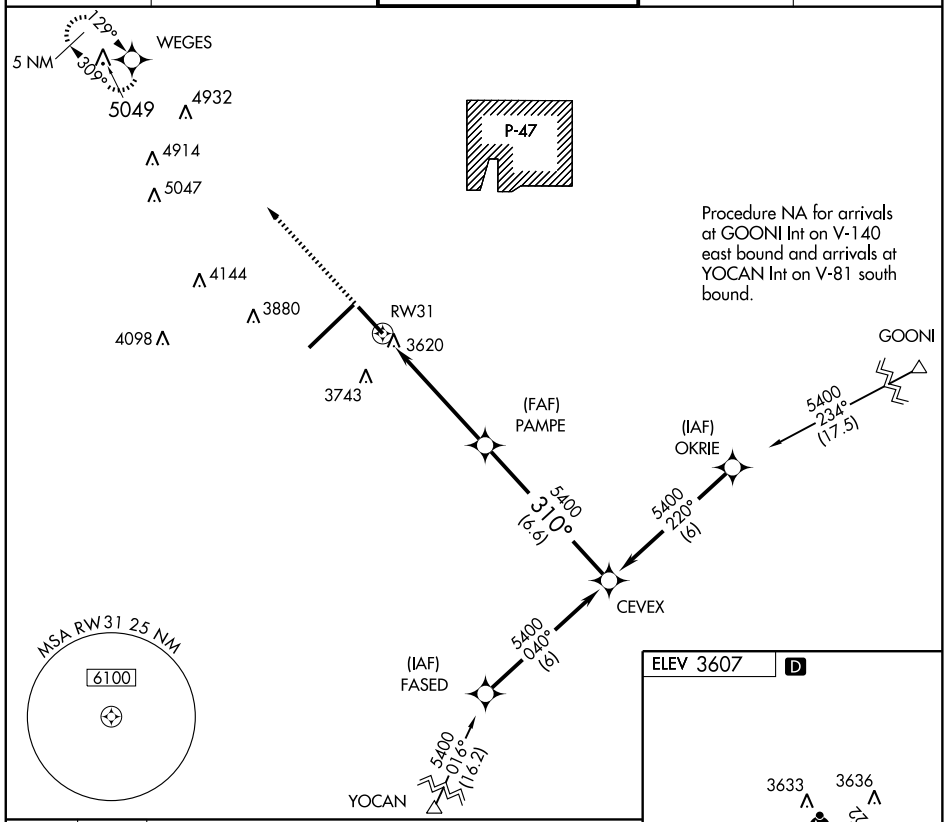
AMARILLO/RICK HUSBAND AMARILLO INTL (AMA)

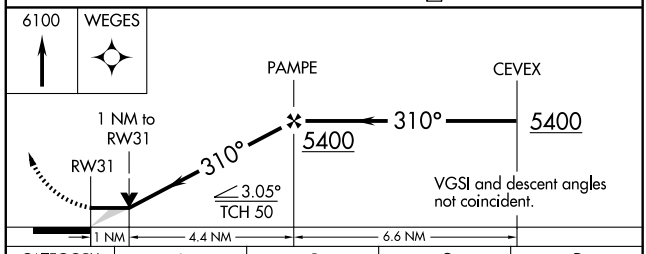
ASR

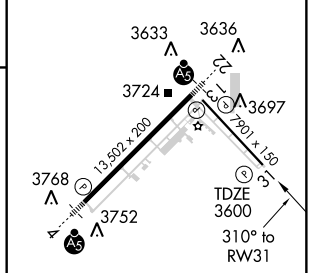
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 6100 direct WEGES and hold.

ATIS	AMARILLO APP CON★	AMARILLO TOWER★	GND CON	CLNC DEL
118.85 350.3	119.5 307.0	118.3 L (CTAF) 257.9	121.9 348.6	121.65







CATEGORY	A	B	C	D
LNAV MDA	3960-1 360 (400-1)			3960-1¼ 360 (400-1¼)
CIRCLING	4080-1 473 (500-1)		4080-1½ 473 (500-1½)	4240-2 633 (700-2)

REIL Rwy 13 L
REIL Rwy 31
HIRL Rwys 4-22 and 13-31

SC-2, 08 APR 2010 to 06 MAY 2010

VORTAC PNH	APP CRS	Rwy Idg	N/A
116.6	214°	TDZE	N/A
Chan 113		Apt Elev	3605

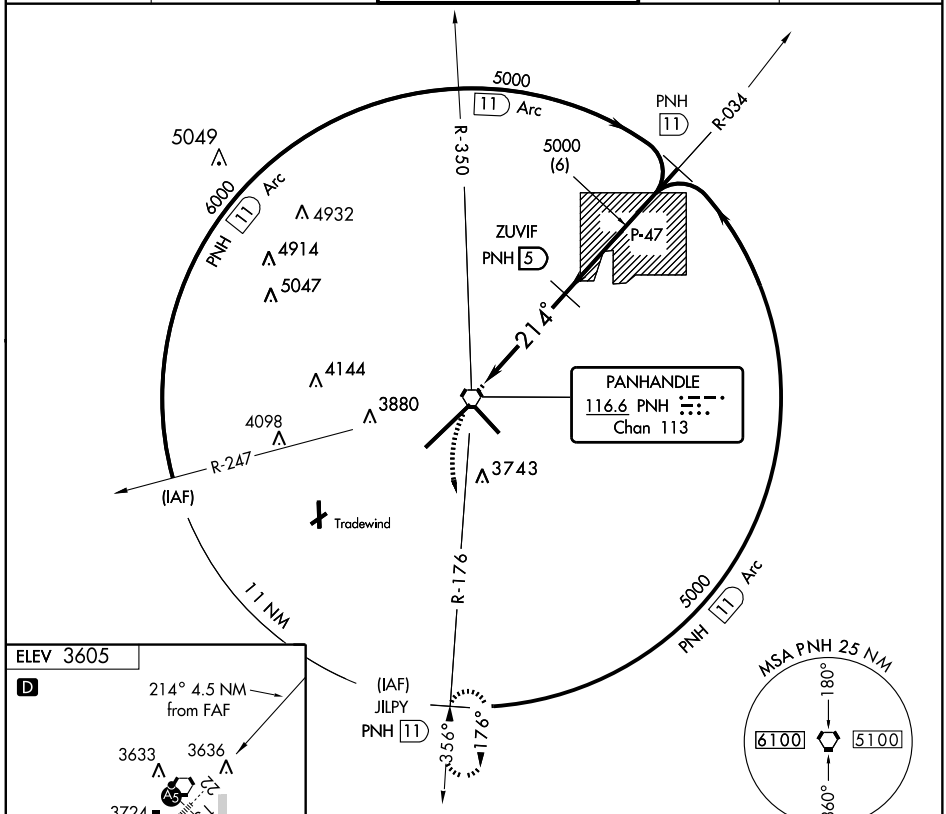
VOR/DME-A

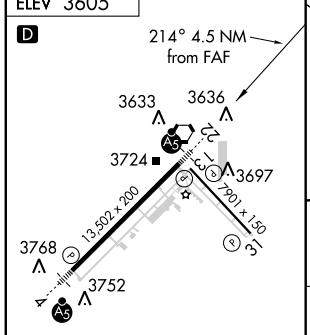
AMARILLO/ RICK HUSBAND AMARILLO INTL (AMA)

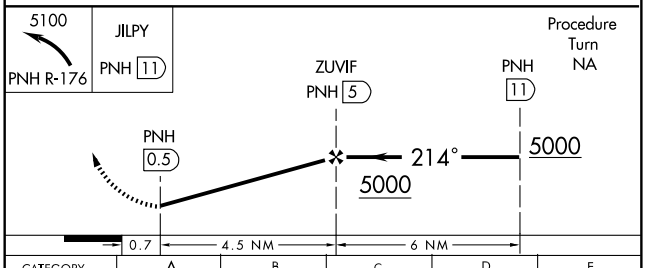
T
A
ASR

MISSED APPROACH: Climbing left turn to 5100 via PNH-176 to JILPY/11 DME and hold.

ATIS	AMARILLO APP CON ★	AMARILLO TOWER ★	GND CON	CLNC DEL
118.85 350.3	119.5 307.0	118.3 L (CTAF) 257.9	121.9 348.6	121.65







REIL Rwy 13 L
REIL Rwy 31
HIRL Rwys 4-22 and 13-31

CATEGORY	A	B	C	D	E
CIRCLING	4080-1	473 (500-1)	4080-1½ 473 (500-1½)	4240-2 633 (700-2)	4460-3 853 (900-3)

SC-2, 08 APR 2010 to 06 MAY 2010

AMARILLO,TEXAS

VORTAC PNH	APP CRS	Rwy Idg	7901
116.6	115°	TDZE	3600
Chan 113		Apt Elev	3605

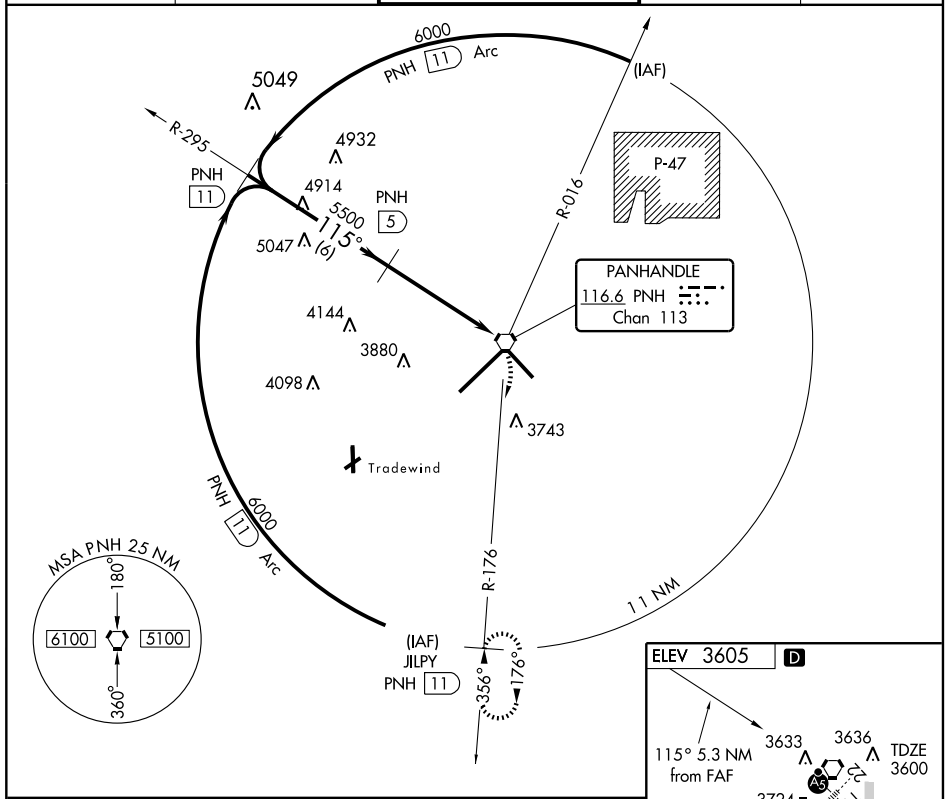
VOR/DME RWY 13

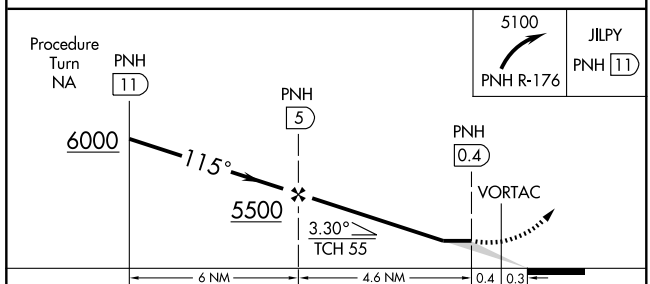
AMARILLO/ RICK HUSBAND AMARILLO INTL (AMA)

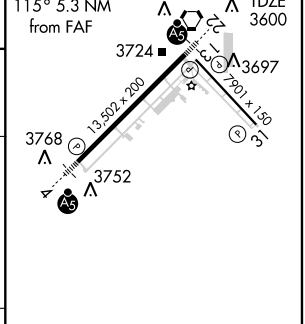
T
A
ASR

MISSED APPROACH: Climbing right turn to 5100 via PNH R-176 to JILPY/11 DME and hold.

ATIS	AMARILLO APP CON★	AMARILLO TOWER★	GND CON	CLNC DEL
118.85 350.3	119.5 307.0	118.3 L (CTAF) 257.9	121.9 348.6	121.65







CATEGORY	A	B	C	D	E
S-13	3980-1 380 (400-1)			3980-1¼ 380 (400-1¼)	
CIRCLING	4080-1 475 (500-1)		4080-1½ 475 (500-1½)	4240-2 635 (700-2)	4460-3 855 (900-3)

REIL Rwy 13 L
REIL Rwy 31
HIRL Rwys 4-22 and 13-31

SC-2, 08 APR 2010 to 06 MAY 2010

VORTAC PNH 116.6 Chan 113	APP CRS 235°	Rwy Idg 13502 TDZE 3603 Apt Elev 3605

VOR/DME RWY 22

AMARILLO/ RICK HUSBAND AMARILLO INTL (AMA)

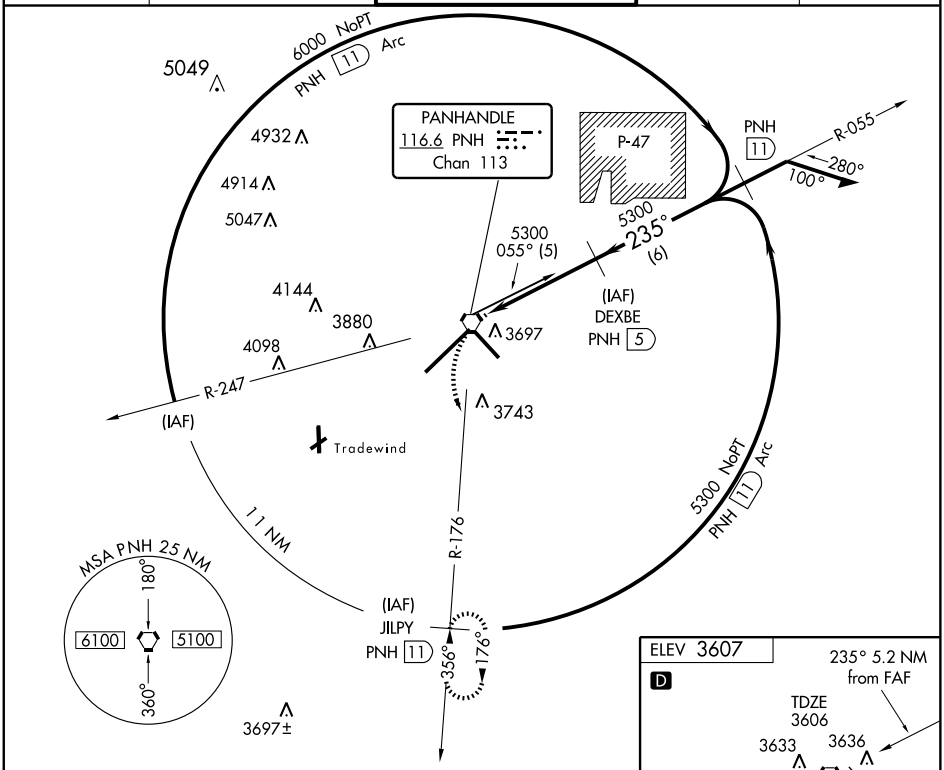
ASR

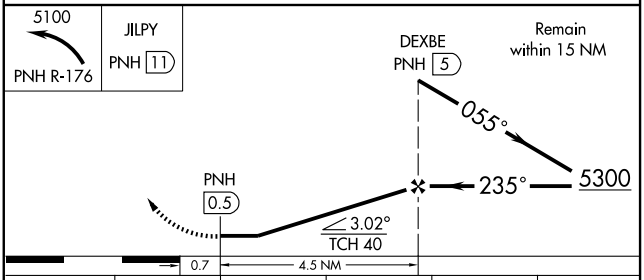
For inoperative MALSRS, increase S-22 visibility CAT D and E to 1¼.

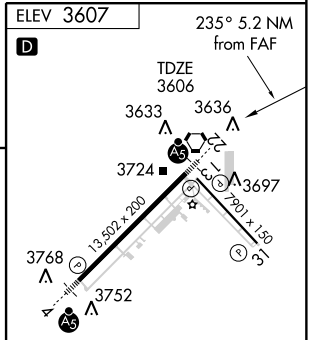
MALSR

MISSED APPROACH: Climbing left turn to 5100 via PNH R-176 to JILPY/11 DME and hold.

ATIS	AMARILLO APP CON ★	AMARILLO TOWER ★	GND CON	CLNC DEL
118.85 350.3	119.5 307.0	118.3 L (CTAF) 257.9	121.9 348.6	121.65







CATEGORY	A	B	C	D	E
S-22	3960-½ 354 (400-½)			3960-1 354 (400-1)	
CIRCLING	4080-1 473 (500-1)		4080-1½ 473 (500-1½)	4240-2 633 (700-2)	4460-3 853 (900-3)

REIL Rwy 13 L
REIL Rwy 31
HIRL Rwys 4-22 and 13-31

SC-2, 08 APR 2010 to 06 MAY 2010

AMARILLO,TEXAS

AL-19 (FAA)

VOR/DME RWY 31

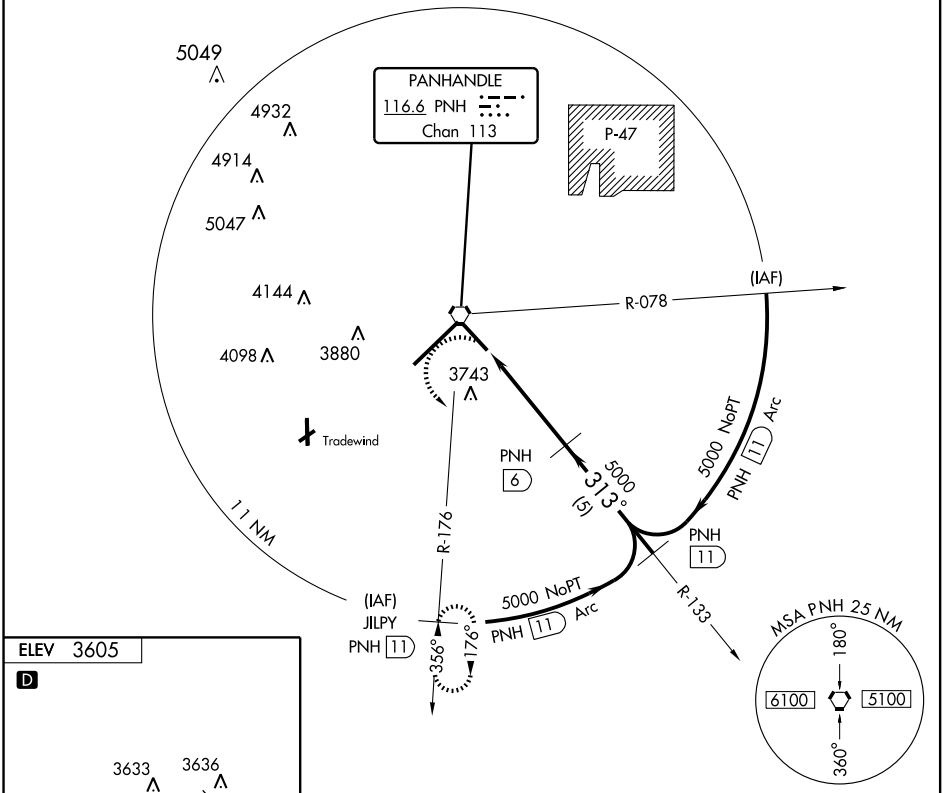
AMARILLO/ RICK HUSBAND AMARILLO INTL (AMA)

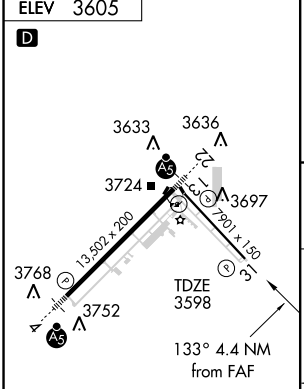
VORTAC PNH	APP CRS	Rwy Idg	7901
116.6	313°	TDZE	3598
Chan 113		Apt Elev	3605

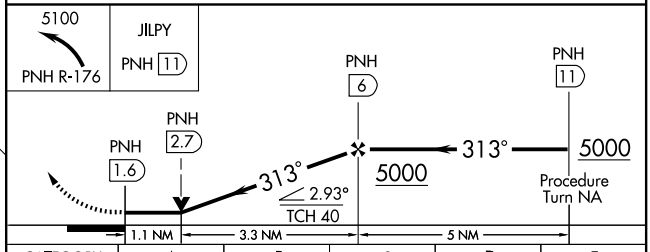
ASR

MISSED APPROACH: Climbing left turn to 5100 via PNH-176 to JILPY/11 DME and hold.

ATIS	AMARILLO APP CON ★	AMARILLO TOWER★	GND CON	CLNC DEL
118.85 350.3	119.5 307.0	118.3 (L) (CTAF) 257.9	121.9 348.6	121.65







CATEGORY	A	B	C	D	E
S-31	3960-1 362 (400-1)			3960-1¼ 362 (400-1¼)	
CIRCLING	4080-1 475 (500-1)		4080-1½ 475 (500-1½)	4240-2 635 (700-2)	4460-3 855 (900-3)

REIL Rwy 13 (L)
REIL Rwy 31
HIRL Rwys 4-22 and 13-31

SC-2, 08 APR 2010 to 06 MAY 2010

AMARILLO,TEXAS

VORTAC PNH	APP CRS	Rwy Idg 13,502
116.6	235°	TDZE 3603
Chan 113		Apt Elev 3605

VOR RWY 22

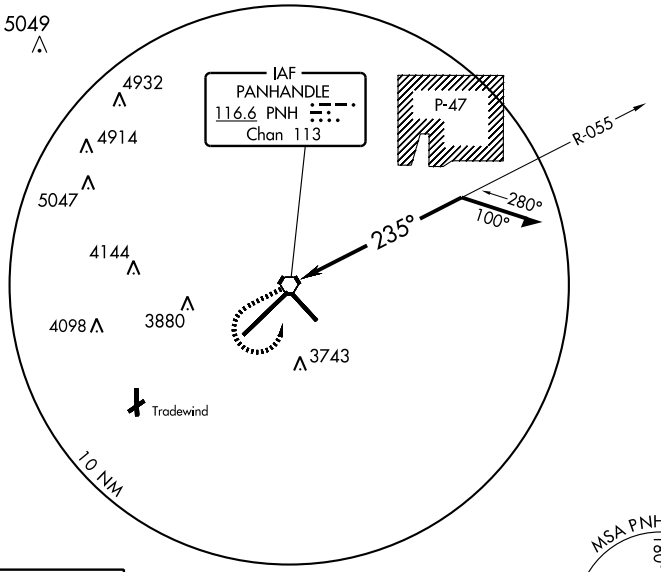
AMARILLO/ RICK HUSBAND AMARILLO INTL (AMA)

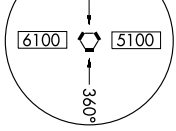
ASR

MALSR

MISSED APPROACH: Climb to 4400, then climbing left turn to 5000 direct PNH VORTAC.

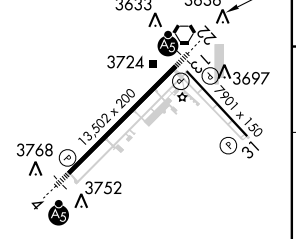
ATIS	AMARILLO APP CON ★	AMARILLO TOWER ★	GND CON	CLNC DEL
118.85 350.3	119.5 307.0	118.3 (L) (CTAF) 257.9	121.9 348.6	121.65

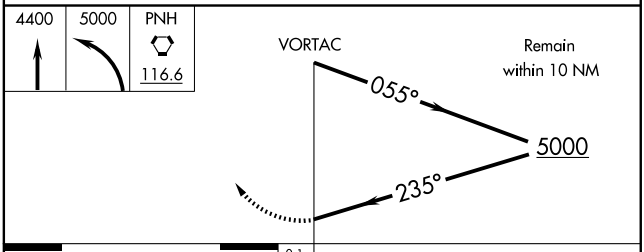




ELEV 3605

D





CATEGORY	A	B	C	D
S-22	4080-½	477 (500-½)	4080-¾ 477 (500-¾)	4080-1 477 (500-1)
CIRCLING	4080-1	475 (500-1)	4080-1½ 475 (500-1½)	4240-2 635 (700-2)

REIL Rwy 13 (L)
REIL Rwy 31
HIRL Rwys 4-22 and 13-31

SC-2. 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	4809
352°	TDZE	3642
	Apt Elev	3648

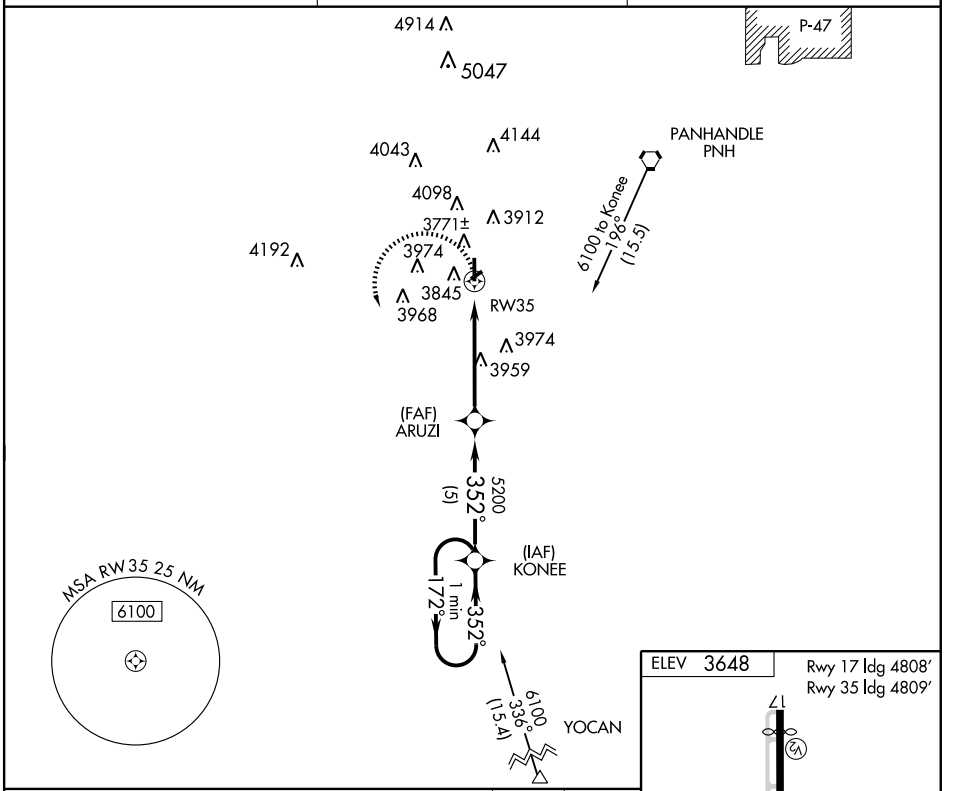
GPS RWY 35

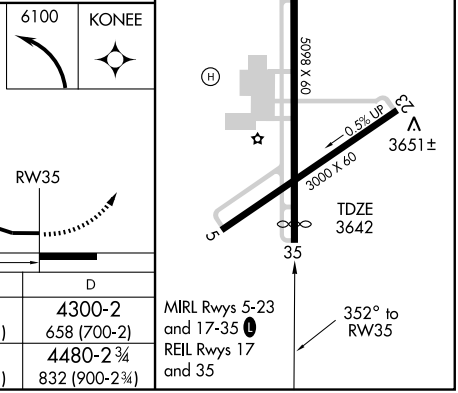
AMARILLO/ TRADEWIND (TDW)

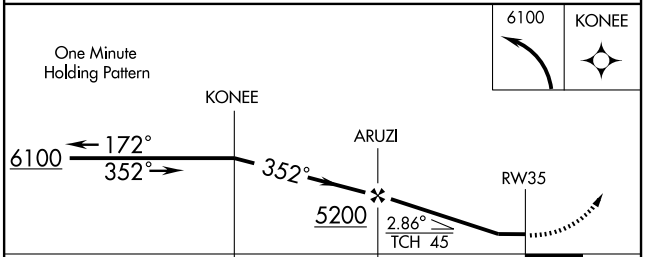
Use Rick Husband Amarillo Intl altimeter setting.
NA Circling not authorized to runway 5-23.

MISSED APPROACH: Climbing left turn to 6100 direct KONEE WP and hold.

AMARILLO APP CON ★	CLNC DEL	UNICOM
119.5 307.0	125.4	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-35	4300-1	658 (700-1)	4300-1¾ 658 (700-1¾)	4300-2 658 (700-2)
CIRCLING	4300-1	652 (700-1)	4300-1¾ 652 (700-1¾)	4480-2¾ 832 (900-2¾)

SC-2. 08 APR 2010 to 06 MAY 2010

NDB AM	APP CRS	Rwy Idg	N/A
251	313°	TDZE	N/A
		Apt Elev	3648

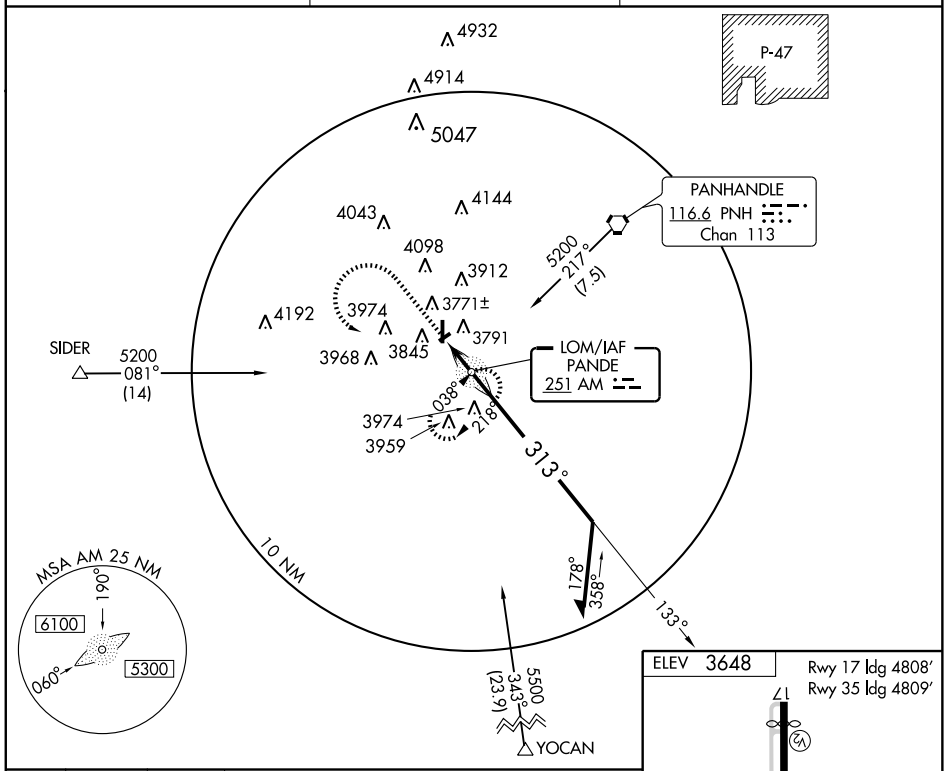
NDB-A

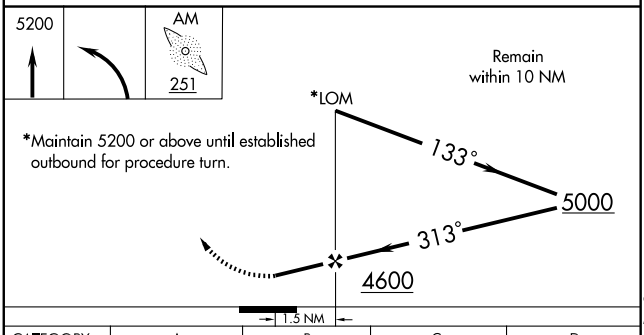
AMARILLO/ TRADEWIND (TDW)

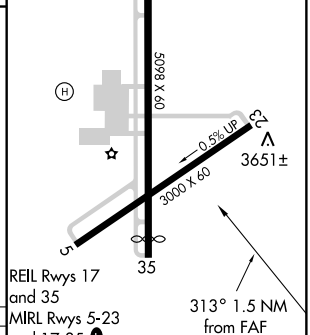
Use Rick Husband Amarillo Intl altimeter setting.
Circling not authorized to runway 5-23.

MISSED APPROACH: Climb to 5200, then left turn direct AM LOM and hold.

AMARILLO APP CON *	CLNC DEL	UNICOM
119.5 307.0	125.4	122.8 (CTAF) L



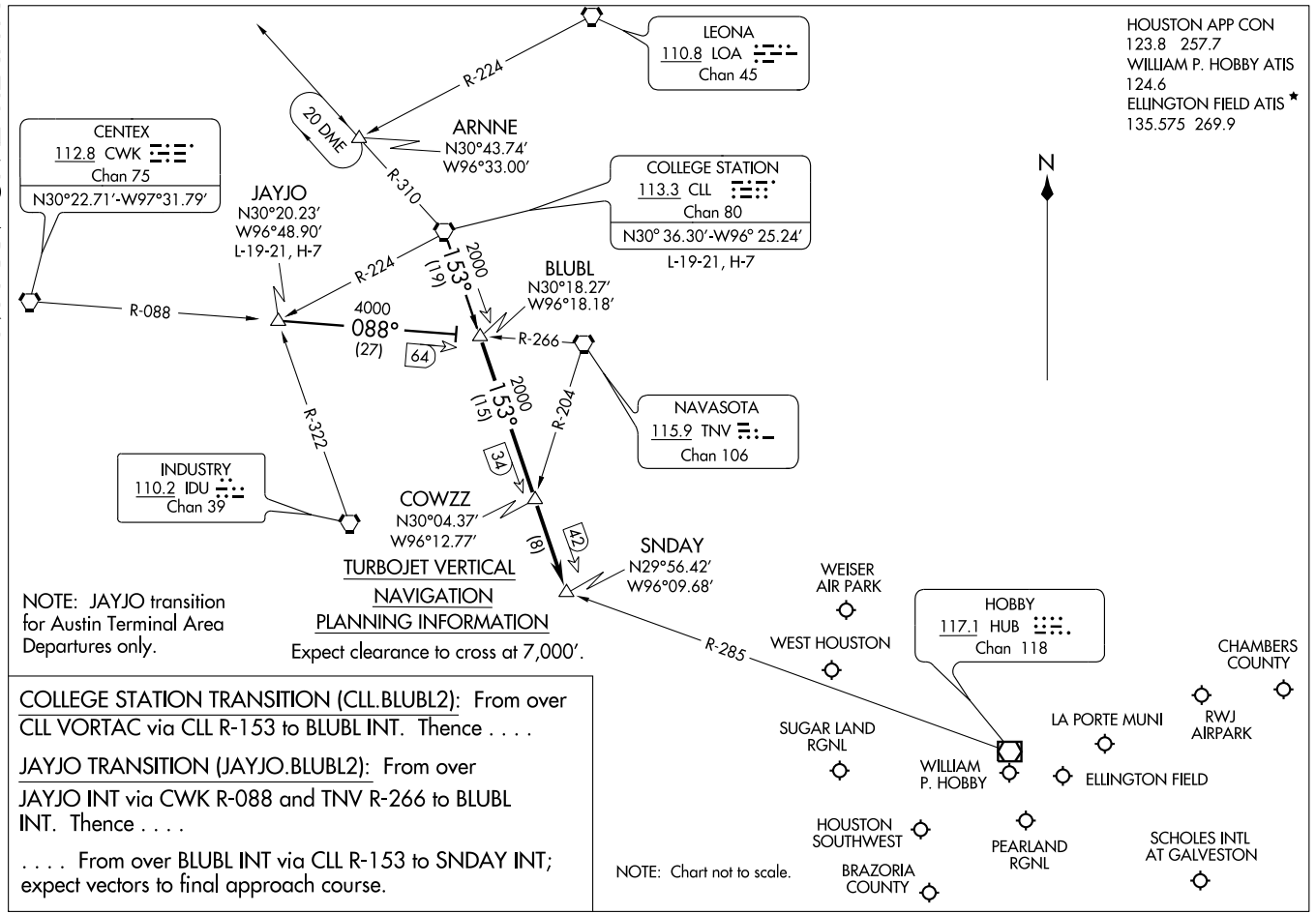




CATEGORY	A	B	C	D
CIRCLING	4220-1 572 (600-1)	4260-1 612 (700-1)	4260-1¾ 612 (700-1¾)	4480-2¾ 832 (900-2¾)

FAF TO MAP 1.5 NM					
Knots	60	90	120	150	180
Min:Sec	1:30	1:00	0:45	0:36	0:30

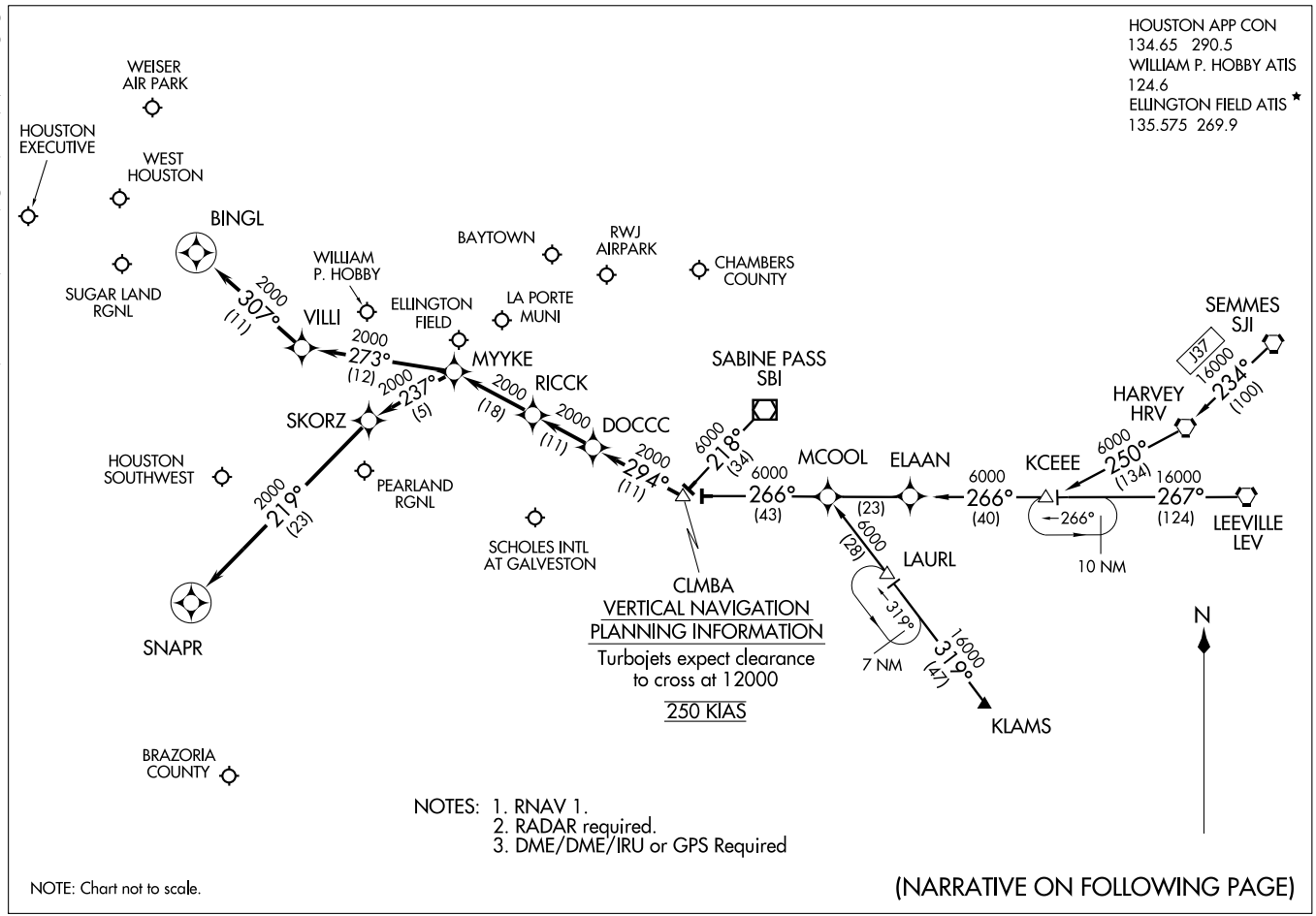
SC-2. 08 APR 2010 to 06 MAY 2010



COLLEGE STATION TRANSITION (CLL.BLUBL2): From over CLL VORTAC via CLL R-153 to BLUBL INT. Thence . . . .

JAYJO TRANSITION (JAYJO.BLUBL2): From over JAYJO INT via CWK R-088 and TNV R-266 to BLUBL INT. Thence . . . .

. . . . From over BLUBL INT via CLL R-153 to SNDAY INT; expect vectors to final approach course.



COLUMBIA ONE ARRIVAL (RNAV)

(CLMBA.CLMBA1) 09239

ST-198 (FAA)

HOUSTON, TEXAS

ARRIVAL DESCRIPTION

HARVEY TRANSITION (HRV.CLMBA1): (For non-GPS equipped aircraft LEV, HRV, RQR, LLA, LCH, and DAS must be operational.)
KCEEE TRANSITION (KCEEE.CLMBA1): (For non-GPS equipped aircraft LLA, LCH, and DAS must be operational.)
KLAMS TRANSITION (KLAMS.CLMBA1): (For non-GPS equipped aircraft DAS, LCH, MHF, and VUH must be operational.)
LEEVILLE TRANSITION (LEV.CLMBA1): (For non-GPS equipped aircraft LCH, LLA, and DAS must be operational.)
SABINE PASS TRANSITION (SBI.CLMBA1):
SEMMES TRANSITION (SJI.CLMBA1): (For non-GPS equipped aircraft LEV, HRV, RQR, LLA, LCH, and DAS must be operational.)

From CLMBA WP via 294° track to DOCCC, thence as depicted to RICCK . . . .

WILLIAM P. HOBBY/HOUSTON (HOU):

LANDING RUNWAY 4: . . . . From RICCK via 294° track to MYYKE, thence as depicted to SNAPR. Expect vectors to final approach course prior to SNAPR, if not received by SNAPR fly present heading.

LANDING RUNWAY 12R: . . . . From RICCK via 294° track to MYYKE, thence as depicted to BINGL. Expect vectors to final approach course prior to BINGL, if not received by BINGL fly present heading.

FOR ALL OTHER RUNWAYS: From RICCK via 294° track to MYYKE. Expect vectors to final approach course prior to MYYKE.

FOR ALL OTHER AIRPORTS: From RICCK via 294° track to MYYKE. Expect vectors to final approach course prior to MYYKE.

SC-5, 08 APR 2010 to 06 MAY 2010

DAISETTA EIGHT ARRIVAL (DAS.DAS8)

HOUSTON APP CON
120.05 379.1
GEORGE BUSH INTERCONTINENTAL/
HOUSTON ATIS 124.05
WILLIAM P. HOBBY ATIS
124.6
ELLINGTON FIELD ATIS *
135.575 269.9

NOTE: For all conventional navigation aircraft landing in the Houston terminal area. For all turboprops/pistons landing IAH. ATC assigned only for all others.

NOTE: For RNAV equipped aircraft landing IAH runways 8L/R and 9 from over DAETN INT direct JOESZ INT, expect vectors to final approach course prior to JOESZ INT, if not received by JOESZ INT fly present heading.

ELM GROVE
111.2 EMG
Chan 49
N32°24.01'-W93°35.71'
L-17, H-6

QUESO
N30°46.86'
W94°06.54'

BROWW
N30°54.22'
W93°52.20'

SAWMILL
113.75 SWB
Chan 84(Y)
N31°58.39' - W92°40.63'
L-22, H-6

LUFKIN
112.1 LFK
Chan 58
N31°09.74'
W94°43.02'
L-19-21, H-6

VIERA
N30°44.51'
W94°02.83'

TQELA
N30°32.39'
W93°46.23'

ALEXANDRIA
116.1 AEX
Chan 108
N31°15.40' -W92°30.06'
L-21-22, H-6

INDUSTRY
110.2 IDU
Chan 39

JOESZ
N30°06.40'
W95°46.72'

INNIS
N30°02.07'
W95°06.83'

REHAB
N29°59.59'
W95°14.25'

COMBS
N30°23.32'
W94°25.84'

DAETN
N30°06.31'
W94°54.07'

YAAOW
N29°53.12'
W95°10.69'

DRXLR
N29°45.59'
W95°13.92'

GEORGE BUSH
INTERCONTINENTAL/
HOUSTON

HUMBLE
116.6 IAH
Chan 113

HOBBY
117.1 HUB
Chan 118

DAISETTA
116.9 DAS
Chan 116
N30°11.38' -W94°38.70'

LAKE CHARLES
113.4 LCH
Chan 81
N30°08.49' -W93°06.33'
L-21-22, H-7

BEAUMONT
114.5 BPT
Chan 92
N29°56.76' -W94°00.97'

VERTICAL NAVIGATION
PLANNING INFORMATION
Turbojets: 280K IAS
Expect clearance
to cross at 13,000'

RADAR REQUIRED

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

WEISER AIRPARK
WEST HOUSTON
HOUSTON EXECUTIVE
SUGAR LAND RGNL
LA PORTE MUNI
CHAMBERS COUNTY
WILLIAM P. HOBBY
BAYTOWN
RWJ AIRPARK
PEARLAND RGNL
ELLINGTON FIELD
HOUSTON-SOUTHWEST
SCHOLES INTL AT GALVESTON
BRAZORIA COUNTY

DAISETTA EIGHT ARRIVAL (DAS.DAS8)

ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.DAS8): From over AEX VORTAC via AEX R-246 to VIERA INT, then via DAS R-038 to DAS VORTAC. Thence . . . .

ELM GROVE TRANSITION (EMG.DAS8): From over EMG VORTAC via EMG R-182 to BROWW INT, then via DAS R-038 to DAS VORTAC. Thence . . . .

LAKE CHARLES TRANSITION (LCH.DAS8): From over LCH VORTAC via LCH R-275 to COMBS INT, then via DAS R-038 to DAS VORTAC. Thence . . . .

LUFKIN TRANSITION (LFK.DAS8): From over LFK VORTAC via LFK R-157 to COMBS INT, then via DAS R-038 to DAS VORTAC Thence . . . .

SAWMILL TRANSITION (SWB.DAS8): From over SWB VOR/DME via SWB R-222 and DAS R-038 to BROWW INT, then via DAS R-038 to DAS VORTAC. Thence . . . .

GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):

. . . . From over DAS VORTAC via DAS R-244 to DAETN INT.

LANDING RUNWAYS 8L/R and 9:

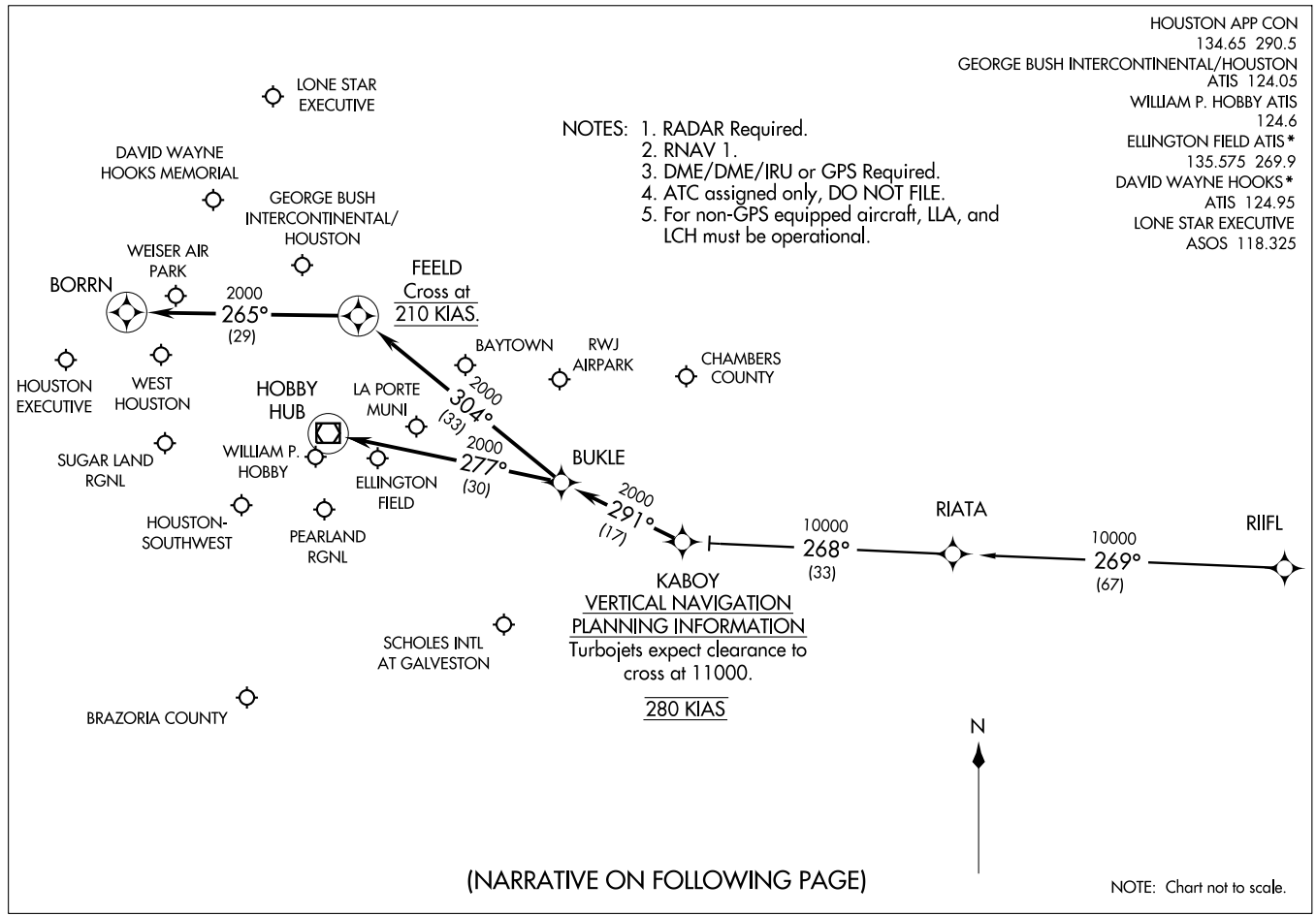
. . . . From DAETN INT fly heading 265° for vectors to final approach course.

FOR ALL OTHER RUNWAYS: Expect vectors to final approach course at or prior to REHAB INT.

FOR ALL OTHER AIRPORTS:

. . . . From over DAS VORTAC via DAS R-244 to INNIS INT, thence via HUB R-015 to HUB VOR/DME, expect vectors to final approach course at or prior to HUB VOR/DME.

SC-5, 08 APR 2010 to 06 MAY 2010


HOUSTON APP CON
134.65 290.5
GEORGE BUSH INTERCONTINENTAL/HOUSTON
ATIS 124.05
WILLIAM P. HOBBY ATIS
124.6
ELLINGTON FIELD ATIS*
135.575 269.9
DAVID WAYNE HOOKS*
ATIS 124.95
LONE STAR EXECUTIVE
ASOS 118.325
(KABOY.KABOY1) 09071
KABOY ONE ARRIVAL (RNAV)
ST-5461(FAA)
HOUSTON, TEXAS
NOTES: 1. RADAR Required.
2. RNAV 1.
3. DME/DME/IRU or GPS Required.
4. ATC assigned only, DO NOT FILE.
5. For non-GPS equipped aircraft, LLA, and LCH must be operational.
LONE STAR EXECUTIVE
DAVID WAYNE HOOKS MEMORIAL
GEORGE BUSH INTERCONTINENTAL/ HOUSTON
WEISER AIR PARK
BORRN
2000
265°
(29)
FEELD
Cross at
210 KIAS.
BAYTOWN
RWJ AIRPARK
CHAMBERS COUNTY
HOUSTON EXECUTIVE
WEST HOUSTON
HOBBY HUB
LA PORTE MUNI
2000
304°
(33)
SUGAR LAND RGNL
WILLIAM P. HOBBY
2000
277°
(30)
ELLINGTON FIELD
BUKLE
2000
291°
(17)
HOUSTON-SOUTHWEST
PEARLAND RGNL
10000
268°
(33)
RIATA
10000
269°
(67)
RIIFL
KABOY
VERTICAL NAVIGATION
PLANNING INFORMATION
Turbojets expect clearance to cross at 11000.
280 KIAS
SCHOLES INTL AT GALVESTON
BRAZORIA COUNTY
N
(NARRATIVE ON FOLLOWING PAGE)
NOTE: Chart not to scale.

ARRIVAL DESCRIPTION

RIIFL TRANSITION (RIIFL.KABOY1)

From KABOY via 291° track to BUKLE . . . .

GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):

LANDING RUNWAYS 8L/8R, OR 9: . . . . From BUKLE via 304° track to FEELD, thence as depicted to BORRN. Expect vectors to final approach course prior to BORRN, if not received by BORRN, fly present heading.

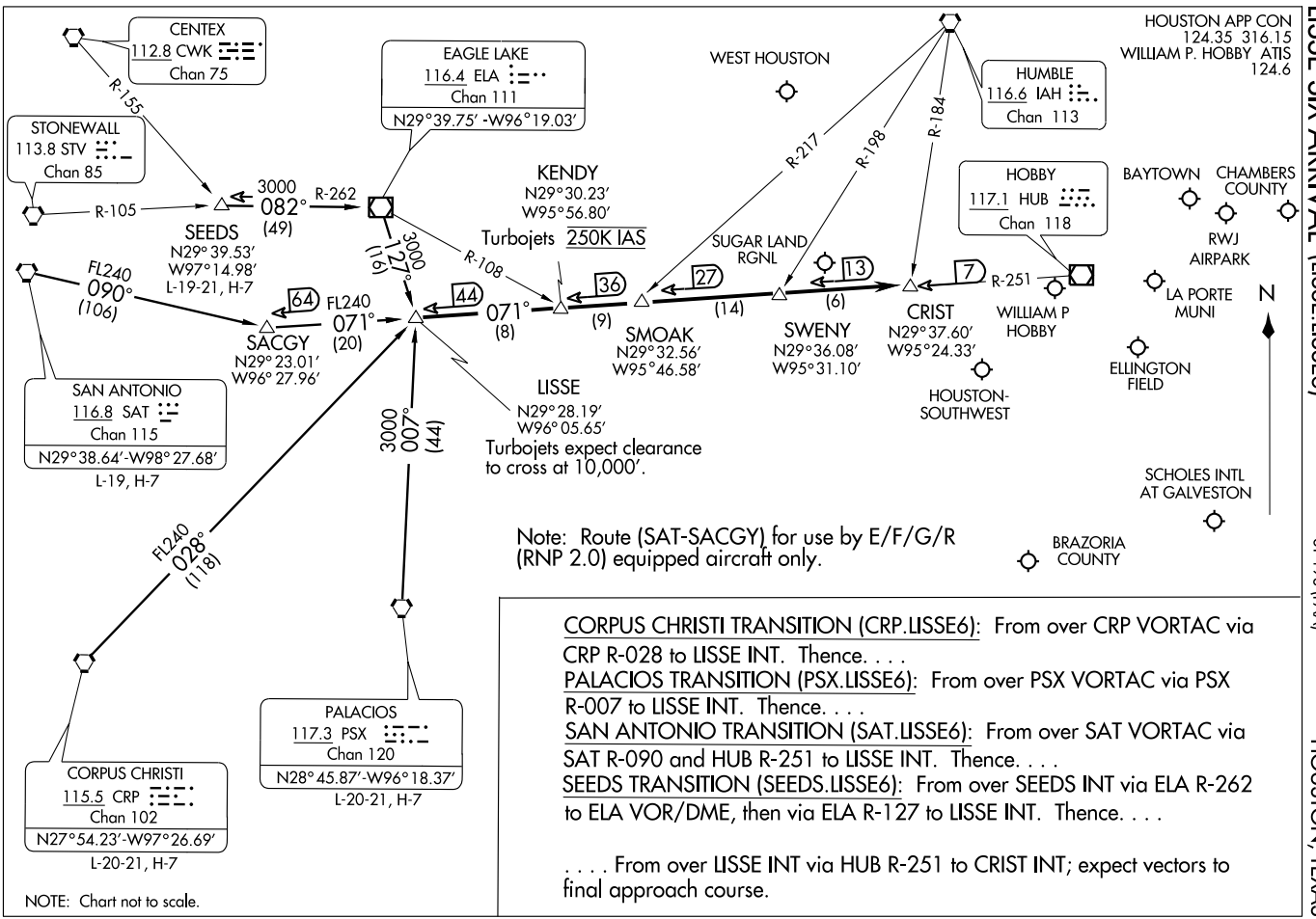
ALL OTHER RUNWAYS: . . . . From BUKLE via 304° track to FEELD. Expect vectors to final approach course prior to FEELD.

DAVID WAYNE HOOKS MEMORIAL (DWH) AND LONE STAR EXECUTIVE (CXO): . . . . From BUKLE via 304° track to FEELD. Expect vectors to final approach course prior to FEELD.

ALL OTHER AIRPORTS: . . . . From BUKLE via 277° track to HUB VOR/DME. Expect vectors to final approach course prior to HUB VOR/DME.

LISSE SIX ARRIVAL (LISSE.LISSE6)

HOUSTON, TEXAS



CORPUS CHRISTI TRANSITION (CRP.LISSE6): From over CRP VORTAC via CRP R-028 to LISSE INT. Thence. . . .

PALACIOS TRANSITION (PSX.LISSE6): From over PSX VORTAC via PSX R-007 to LISSE INT. Thence. . . .

SAN ANTONIO TRANSITION (SAT.LISSE6): From over SAT VORTAC via SAT R-090 and HUB R-251 to LISSE INT. Thence. . . .

SEEDS TRANSITION (SEEDS.LISSE6): From over SEEDS INT via ELA R-262 to ELA VOR/DME, then via ELA R-127 to LISSE INT. Thence. . . .

. . . . From over LISSE INT via HUB R-251 to CRIST INT; expect vectors to final approach course.

NOTE: Chart not to scale.

APP CRS	Rwy Idg	3005
124°	TDZE	21
	Apt Elev	21

RNAV (GPS) RWY 12

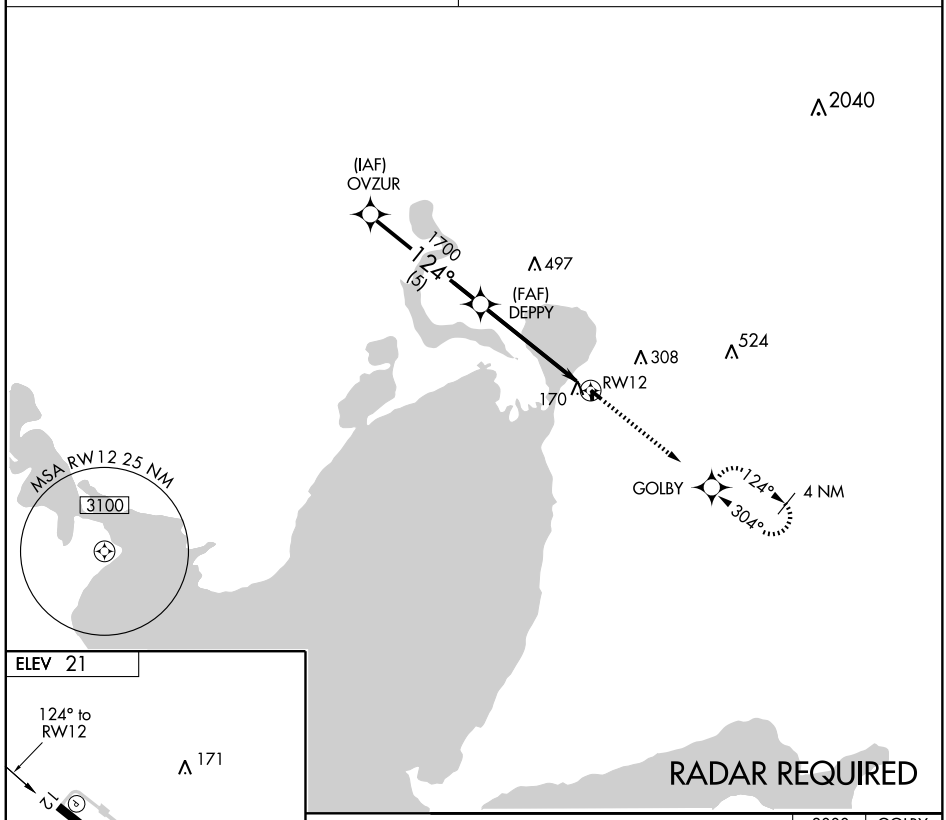
ANAHUAC/CHAMBERS COUNTY (T00)

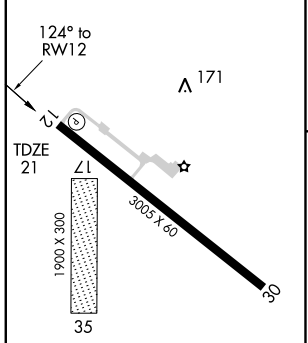
NA Use Houston William P. Hobby altimeter setting. GPS or RNP-0.3 required. DME/DME RNP-0.3 NA

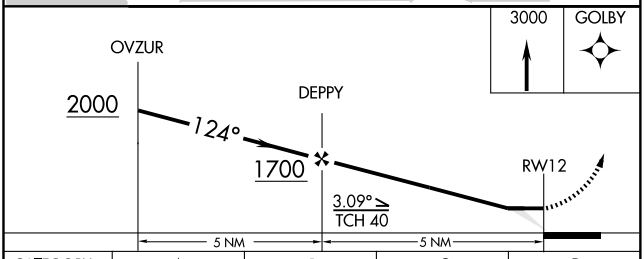
MISSED APPROACH: Climb to 3000 direct GOLBY WP and hold.

HOUSTON APP CON
134.45 281.4

CTAF
122.9 L



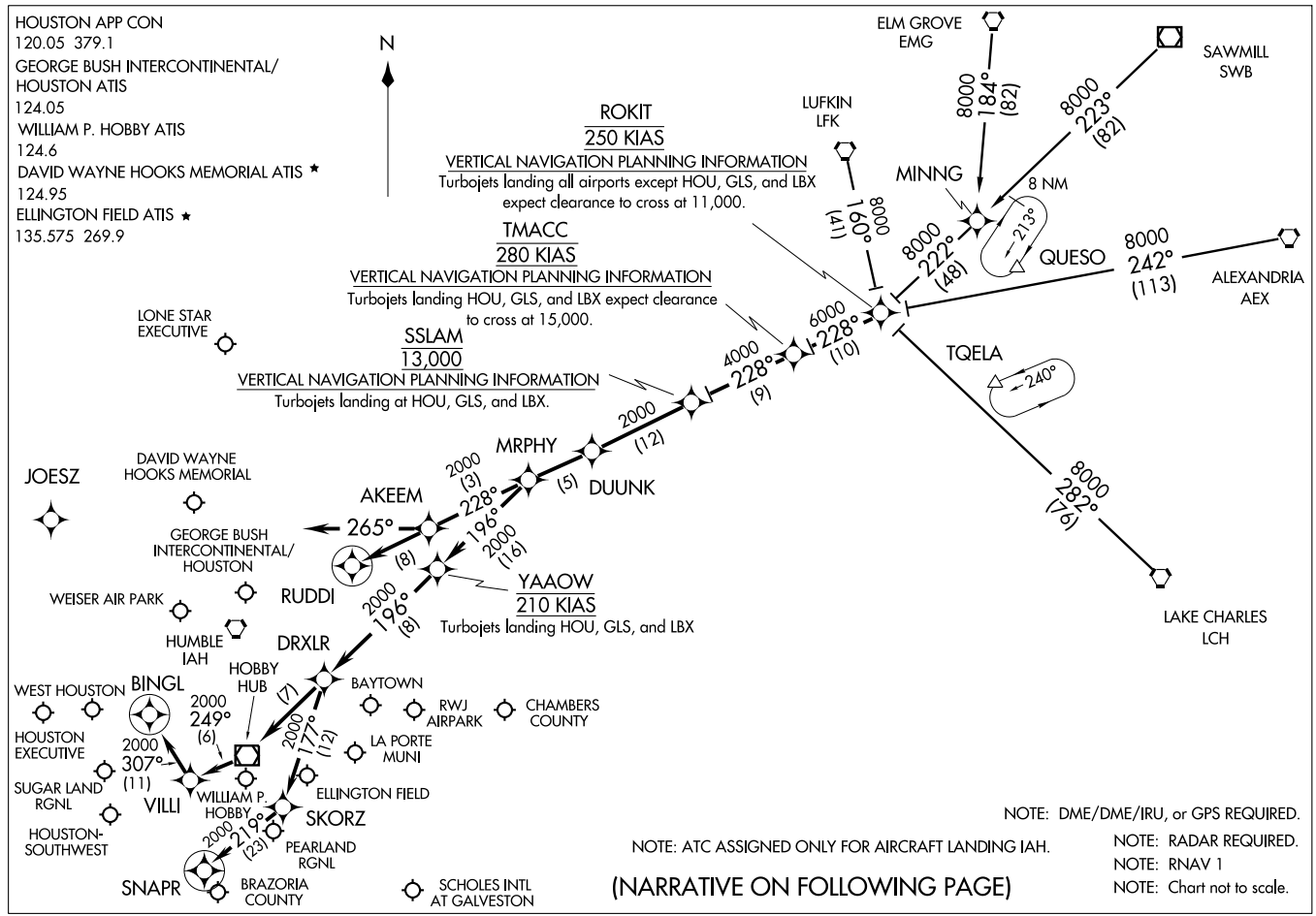




CATEGORY	A	B	C	D
LNAV MDA	560-1	539 (600-1)	560-1½ 539 (600-1½)	NA
CIRCLING	620-1	599 (600-1)	620-1½ 599 (600-1½)	NA

MIRL Rwy 12-30 L
LIRL Rwy 12-30

SC-5, 08 APR 2010 to 06 MAY 2010



(ROKIT.ROKIT1) 09127

ROKIT ONE ARRIVAL (RNAV)

ST-5461(FAA)

HOUSTON, TEXAS

ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.ROKIT1): For non-GPS equiped aircraft: LCH, AEX, LFK, and DAS must be operational.
ELM GROVE TRANSITION (EMG.ROKIT1): For non-GPS equiped aircraft: LFK, EMG, LCH, and DAS must be operational.
LAKE CHARLES TRANSITION (LCH.ROKIT1): For non-GPS equiped aircraft: BPT, LCH, DAS, and IAH must be operational.
LUFKIN TRANSITION (LFK.ROKIT1): For non-GPS equiped aircraft: IAH and DAS must be operational.
SAWMILL TRANSITION (SWB.ROKIT1): For non-GPS equiped aircraft: LFK and DAS must be operational.

From ROKIT via 228° track to TMACC, thence as depicted to MRPHY. Thence . . . .

FOR DAVID WAYNE HOOKS MEMORIAL (DWH) AND LONE STAR EXECUTIVE (CXO):
. . . . From MRPHY via 228° track to AKEEM, thence as depicted to RUDDI. Expect vectors to final approach course prior to RUDDI.

FOR WILLIAM P. HOBBY (HOU):
RUNWAY 4 . . . . From MRPHY via 196° track to YAAOW, thence as depicted to SNAPR. Expect vectors to final approach course prior to SNAPR, if not received by SNAPR fly present heading.

RUNWAY 12R . . . . From MRPHY via 196° track to YAAOW, thence as depicted to BINGL. Expect vectors to final approach course prior to BINGL, if not received by BINGL fly present heading.

ALL OTHER RUNWAYS . . . . From MRPHY via 196° track to YAAOW, thence as depicted to DRXLR. Expect vectors to final approach course prior to DRXLR.

FOR GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):
RUNWAYS 8 L/R and 9 . . . . From MRPHY via 228° track to AKEEM, then via 265° heading. Expect radar vectors.

ALL OTHER RUNWAYS . . . . From MRPHY via 228° track to AKEEM, thence as depicted to RUDDI. Expect vectors to final appraoch course prior to RUDDI.

FOR OTHER SATELLITE AIRPORTS:
. . . . From MRPHY via 196° track to YAAOW, thence as depicted to DRXLR. Expect vectors to final approach course prior to DRXLR.

SC-5, 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	5816
CH 65813	155°	TDZE	3174
W16A		Apt Elev	3174

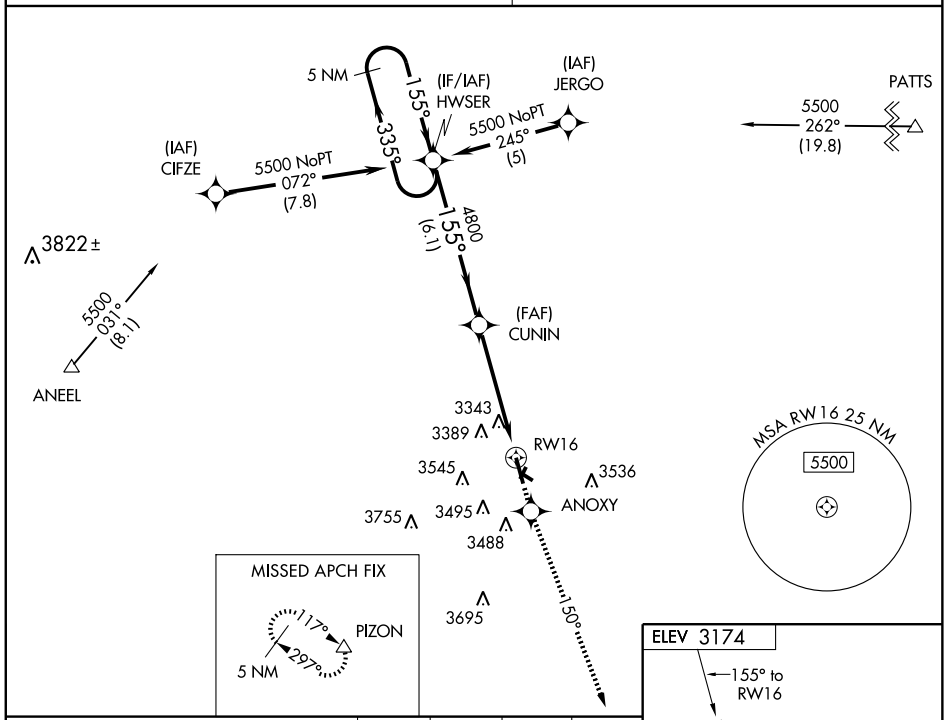
RNAV (GPS) RWY 16
ANDREWS COUNTY (E11)

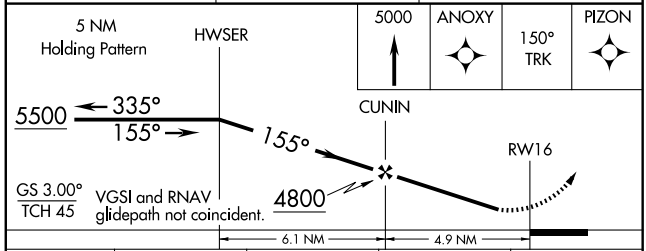
Circling NA west of rwy 16/34. Baro-VNAV NA. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Midland altimeter setting; when not received use Big Spring altimeter setting and increase all DA 95 feet, all MDA 100 feet, increase LPV and LNAV/VNAV all Cats, LNAV Cat C and circling Cat C visibility ¼ mile.

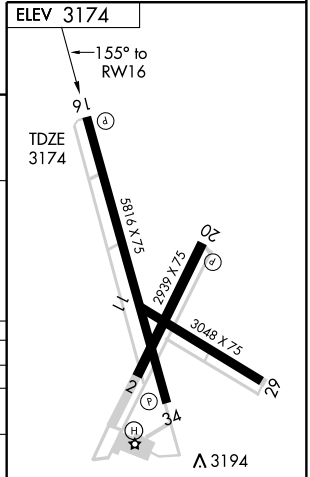
NA

MISSED APPROACH: Climb to 5000 direct ANOXY and via track 150° to PIZON and hold.

MIDLAND APP CON ★	UNICOM
121.1 290.4	122.8 (CTAF) L



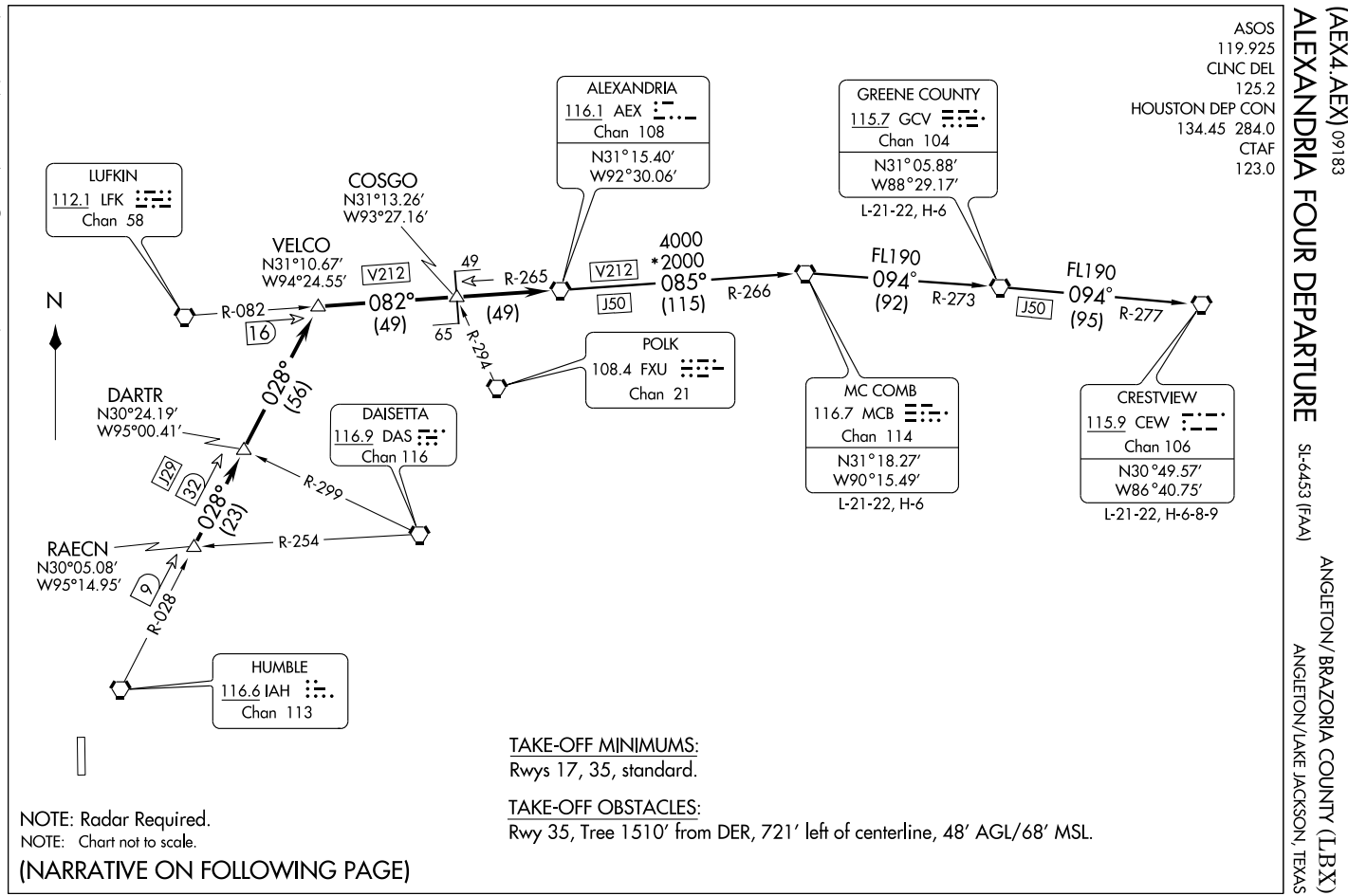




CATEGORY	A	B	C	D
LPV DA	3533-1¼ 359 (400-1¼)			NA
LNAV/VNAV DA	3802-2¼ 628 (700-2¼)			NA
LNAV MDA	3780-1 606 (700-1)		3780-1¾ 606 (700-1¾)	NA
CIRCLING	3780-1 606 (700-1)		3780-1¾ 606 (700-1¾)	NA

MIRL Rwys 2-20 and 16-34 L
REIL Rwys 16 and 34 L

SC-2, 08 APR 2010 to 06 MAY 2010



TAKE-OFF MINIMUMS:
Rwys 17, 35, standard.

TAKE-OFF OBSTACLES:
Rwy 35, Tree 1510′ from DER, 721′ left of centerline, 48′ AGL/68′ MSL.

NOTE: Radar Required.
NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to RAECN INT, maintain 4000', expect filed altitude 10 minutes after departure. Thence . . . .

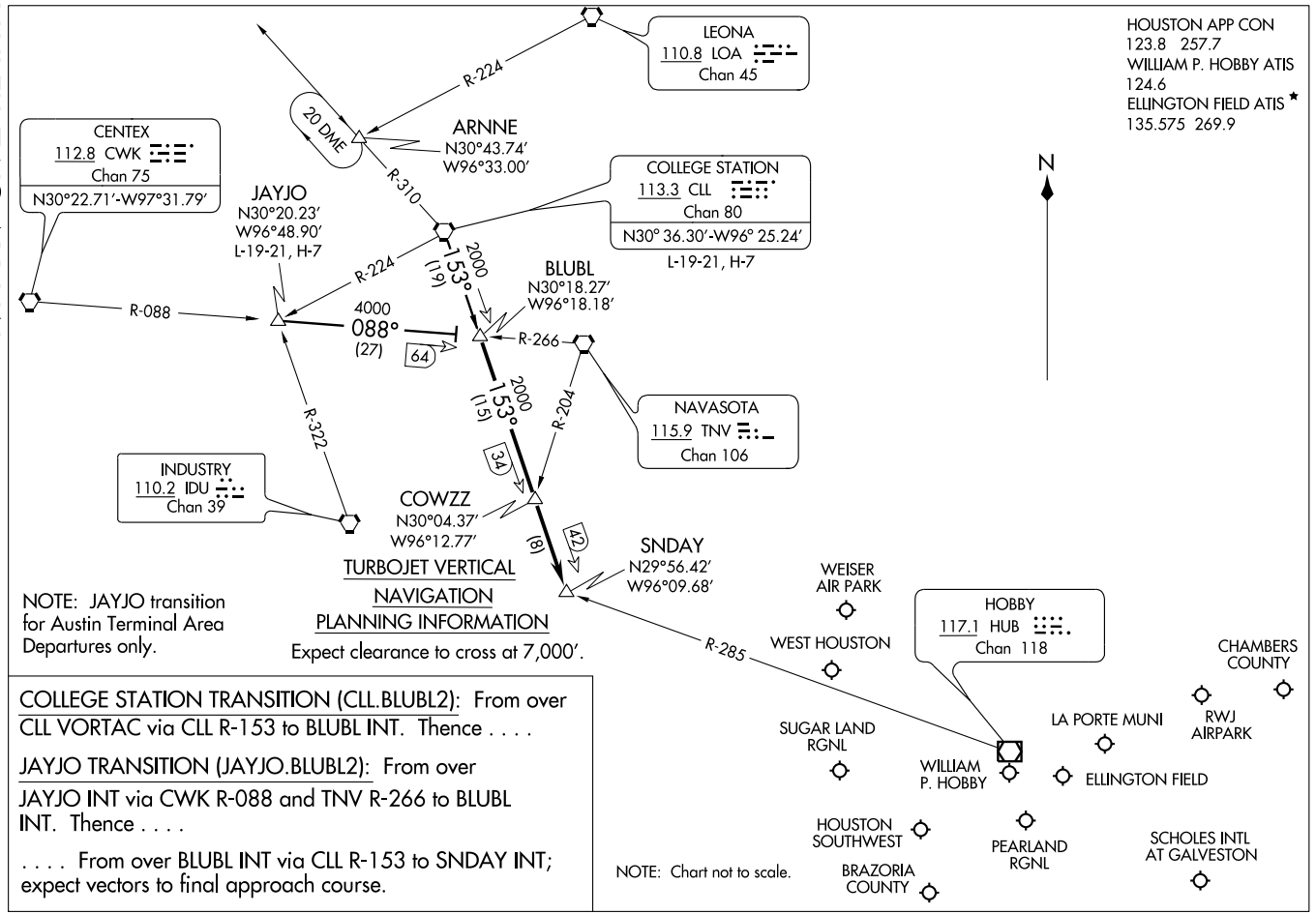
. . . . via IAH R-028 to VELCO INT, then right turn via LFK R-082 and AEX R-265 to AEX VORTAC.

THE FOLLOWING TRANSITIONS ARE ATC ASSIGNED ONLY DO NOT FILE:

CRESTVIEW TRANSITION (AEX4.CEW): (For aircraft being weather rerouted to join a jet route off CEW VORTAC or overflying CEW VORTAC to join a direct route). From over AEX VORTAC via AEX R-085 and MCB R-266 to MCB VORTAC, then via MCB R-094 and GCV R-273 to GCV VORTAC, then via GCV R-094 and CEW R-277 to CEW VORTAC.

GREENE COUNTY TRANSITION (AEX4.GCV): (For aircraft being weather rerouted to join a jet route off GCV VORTAC or overflying GCV VORTAC to join a direct route). From over AEX VORTAC via AEX R-085 and MCB R-266 to MCB VORTAC, then via MCB R-094 and GCV R-273 to GCV VORTAC.

MC COMB TRANSITION (AEX4.MCB): (For aircraft being weather rerouted to join a jet route off MCB VORTAC or overflying MCB VORTAC to join a direct route). From over AEX VORTAC via AEX R-085 and MCB R-266 to MCB VORTAC.



COLLEGE STATION TRANSITION (CLL.BLUBL2): From over CLL VORTAC via CLL R-153 to BLUBL INT. Thence . . . .

JAYJO TRANSITION (JAYJO.BLUBL2): From over JAYJO INT via CWK R-088 and TNV R-266 to BLUBL INT. Thence . . . .

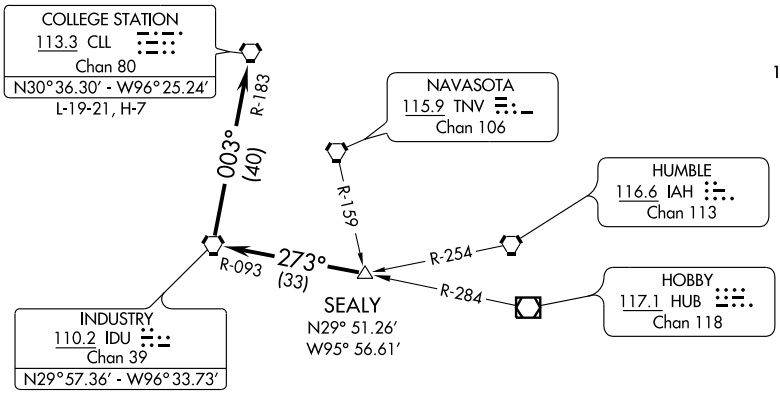
. . . . From over BLUBL INT via CLL R-153 to SNDAY INT; expect vectors to final approach course.

COLLEGE TWO DEPARTURE

SL-6453 (FAA)

ANGLETON/BRAZORIA COUNTY(LBX)
ANGLETON/LAKE JACKSON, TEXAS

CLNC DEL
125.2
HOUSTON DEP CON
134.45 284.0
CTAF
123.0
ASOS
119.925



TAKE-OFF MINIMUMS:
Rwys 17, 35 standard.

TAKE-OFF OBSTACLES:
Rwy 35, Tree 1510' from DER, 721' left of centerline, 48' AGL/68' MSL.

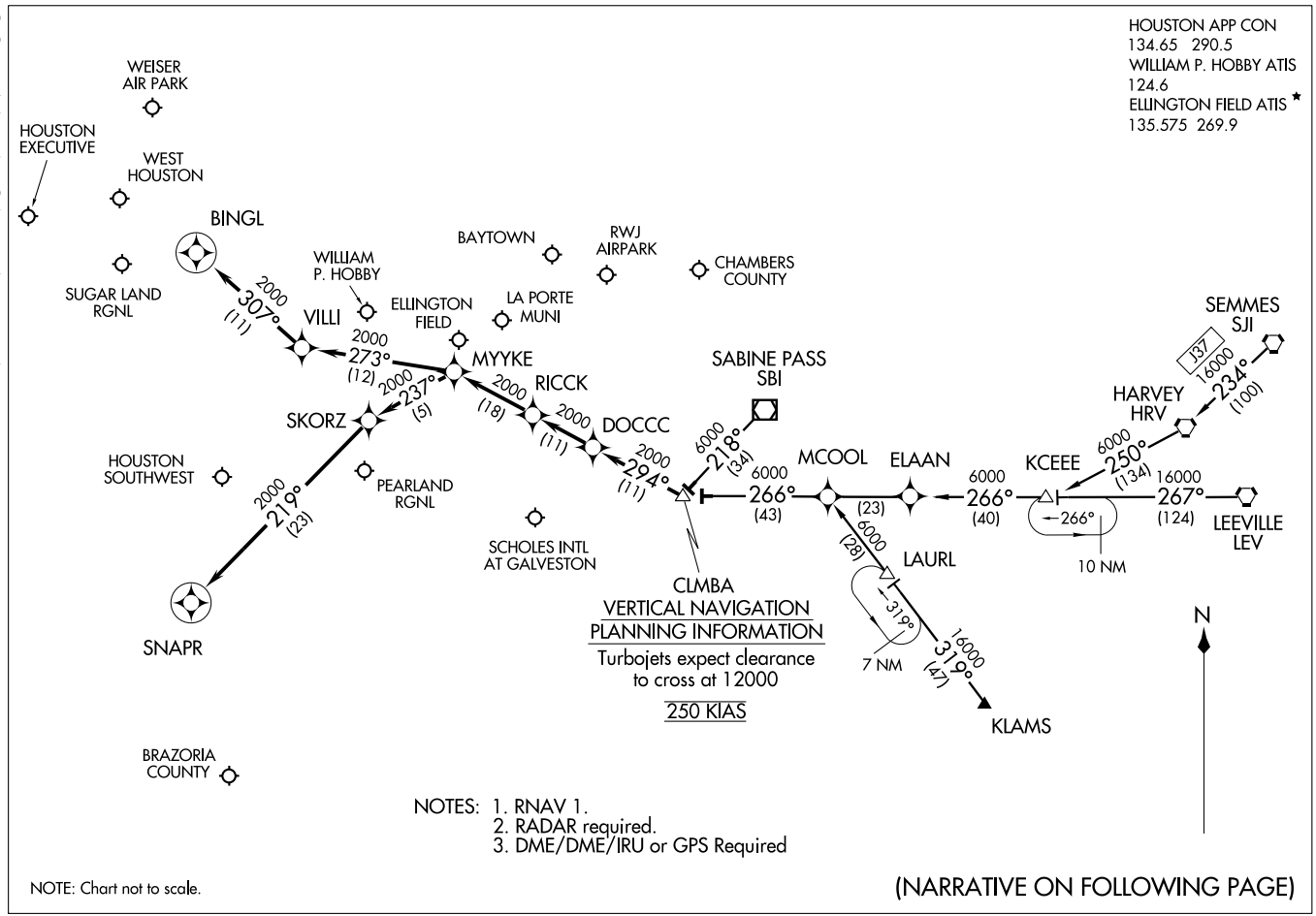
NOTE: Radar Required.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to SEALY INT, maintain 4000, expect filed altitude 10 minutes after departure, Thence . . . .

. . . . via IDU R-093 to IDU VORTAC, then right turn via IDU R-003 and CLL R-183 to CLL VORTAC.



COLUMBIA ONE ARRIVAL (RNAV)

(CLMBA.CLMBA1) 09239

ST-198 (FAA)

HOUSTON, TEXAS

ARRIVAL DESCRIPTION

HARVEY TRANSITION (HRV.CLMBA1): (For non-GPS equipped aircraft LEV, HRV, RQR, LLA, LCH, and DAS must be operational.)
KCEEE TRANSITION (KCEEE.CLMBA1): (For non-GPS equipped aircraft LLA, LCH, and DAS must be operational.)
KLAMS TRANSITION (KLAMS.CLMBA1): (For non-GPS equipped aircraft DAS, LCH, MHF, and VUH must be operational.)
LEEVILLE TRANSITION (LEV.CLMBA1): (For non-GPS equipped aircraft LCH, LLA, and DAS must be operational.)
SABINE PASS TRANSITION (SBI.CLMBA1):
SEMMES TRANSITION (SJI.CLMBA1): (For non-GPS equipped aircraft LEV, HRV, RQR, LLA, LCH, and DAS must be operational.)

From CLMBA WP via 294° track to DOCCC, thence as depicted to RICCK . . . .

WILLIAM P. HOBBY/HOUSTON (HOU):

LANDING RUNWAY 4: . . . . From RICCK via 294° track to MYYKE, thence as depicted to SNAPR. Expect vectors to final approach course prior to SNAPR, if not received by SNAPR fly present heading.

LANDING RUNWAY 12R: . . . . From RICCK via 294° track to MYYKE, thence as depicted to BINGL. Expect vectors to final approach course prior to BINGL, if not received by BINGL fly present heading.

FOR ALL OTHER RUNWAYS: From RICCK via 294° track to MYYKE. Expect vectors to final approach course prior to MYYKE.

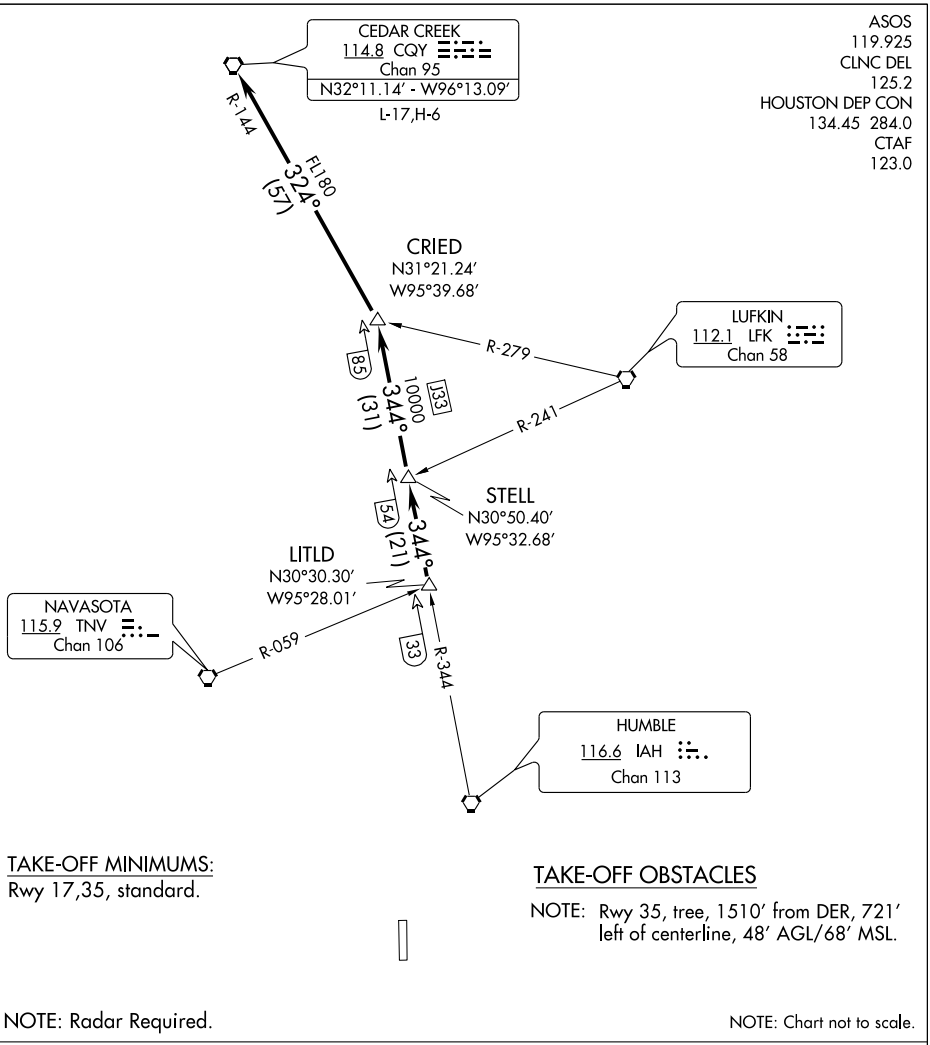
FOR ALL OTHER AIRPORTS: From RICCK via 294° track to MYYKE. Expect vectors to final approach course prior to MYYKE.

SC-5, 08 APR 2010 to 06 MAY 2010

CRIED THREE DEPARTURE

SL-6453 (FAA)

ANGLETON/BRAZORIA COUNTY (LBX)
ANGLETON/LAKE JACKSON, TEXAS



TAKE-OFF MINIMUMS:
Rwy 17,35, standard.

TAKE-OFF OBSTACLES

NOTE: Rwy 35, tree, 1510' from DER, 721' left of centerline, 48' AGL/68' MSL.

NOTE: Radar Required.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to LITLD INT, maintain 4000. Expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-344 to STELL INT, then via IAH R-344 to CRIED INT, then left turn via CQY R-144 to CQY VORTAC.

SC-5, 08 APR 2010 to 06 MAY 2010

DAISETTA EIGHT ARRIVAL (DAS.DAS8)

HOUSTON APP CON
120.05 379.1
GEORGE BUSH INTERCONTINENTAL/
HOUSTON ATIS 124.05
WILLIAM P. HOBBY ATIS
124.6
ELLINGTON FIELD ATIS *
135.575 269.9

NOTE: For all conventional navigation aircraft landing in the Houston terminal area. For all turboprops/pistons landing IAH. ATC assigned only for all others.

NOTE: For RNAV equipped aircraft landing IAH runways 8L/R and 9 from over DAETN INT direct JOESZ INT, expect vectors to final approach course prior to JOESZ INT, if not received by JOESZ INT fly present heading.

ELM GROVE
111.2 EMG
Chan 49
N32°24.01'-W93°35.71'
L-17, H-6

QUESO
N30°46.86'
W94°06.54'

BROWW
N30°54.22'
W93°52.20'

SAWMILL
113.75 SWB
Chan 84(Y)
N31°58.39' - W92°40.63'
L-22, H-6

LUFKIN
112.1 LFK
Chan 58
N31°09.74'
W94°43.02'
L-19-21, H-6

VIERA
N30°44.51'
W94°02.83'

TQELA
N30°32.39'
W93°46.23'

ALEXANDRIA
116.1 AEX
Chan 108
N31°15.40' -W92°30.06'
L-21-22, H-6

INDUSTRY
110.2 IDU
Chan 39

JOESZ
N30°06.40'
W95°46.72'

INNIS
N30°02.07'
W95°06.83'

REHAB
N29°59.59'
W95°14.25'

COMBS
N30°23.32'
W94°25.84'

DAETN
N30°06.31'
W94°54.07'

YAAOW
N29°53.12'
W95°10.69'

DRXLR
N29°45.59'
W95°13.92'

GEORGE BUSH
INTERCONTINENTAL/
HOUSTON

HUMBLE
116.6 IAH
Chan 113

HOBBY
117.1 HUB
Chan 118

DAISETTA
116.9 DAS
Chan 116
N30°11.38' -W94°38.70'

LAKE CHARLES
113.4 LCH
Chan 81
N30°08.49' -W93°06.33'
L-21-22, H-7

BEAUMONT
114.5 BPT
Chan 92
N29°56.76' -W94°00.97'

VERTICAL NAVIGATION
PLANNING INFORMATION
Turbojets: 280K IAS
Expect clearance
to cross at 13,000'

RADAR REQUIRED

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

WEISER AIRPARK
WEST HOUSTON
HOUSTON EXECUTIVE
SUGAR LAND RGNL
LA PORTE MUNI
CHAMBERS COUNTY
WILLIAM P. HOBBY
BAYTOWN
RWJ AIRPARK
PEARLAND RGNL
ELLINGTON FIELD
HOUSTON-SOUTHWEST
SCHOLES INTL AT GALVESTON
BRAZORIA COUNTY

DAISETTA EIGHT ARRIVAL (DAS.DAS8)

ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.DAS8): From over AEX VORTAC via AEX R-246 to VIERA INT, then via DAS R-038 to DAS VORTAC. Thence . . . .

ELM GROVE TRANSITION (EMG.DAS8): From over EMG VORTAC via EMG R-182 to BROWW INT, then via DAS R-038 to DAS VORTAC. Thence . . . .

LAKE CHARLES TRANSITION (LCH.DAS8): From over LCH VORTAC via LCH R-275 to COMBS INT, then via DAS R-038 to DAS VORTAC. Thence . . . .

LUFKIN TRANSITION (LFK.DAS8): From over LFK VORTAC via LFK R-157 to COMBS INT, then via DAS R-038 to DAS VORTAC Thence . . . .

SAWMILL TRANSITION (SWB.DAS8): From over SWB VOR/DME via SWB R-222 and DAS R-038 to BROWW INT, then via DAS R-038 to DAS VORTAC. Thence . . . .

GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):

. . . . From over DAS VORTAC via DAS R-244 to DAETN INT.

LANDING RUNWAYS 8L/R and 9:

. . . . From DAETN INT fly heading 265° for vectors to final approach course.

FOR ALL OTHER RUNWAYS: Expect vectors to final approach course at or prior to REHAB INT.

FOR ALL OTHER AIRPORTS:

. . . . From over DAS VORTAC via DAS R-244 to INNIS INT, thence via HUB R-015 to HUB VOR/DME, expect vectors to final approach course at or prior to HUB VOR/DME.

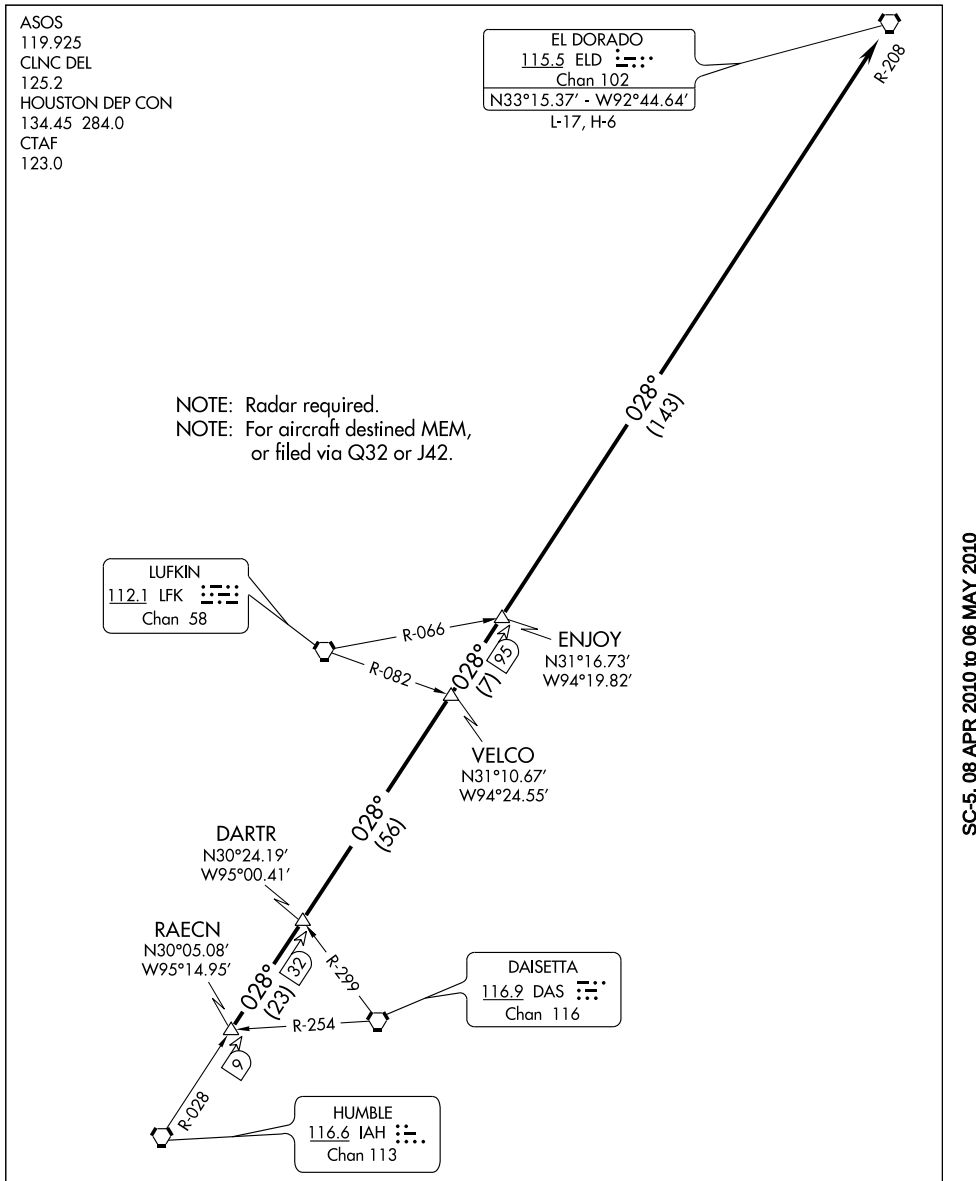
SC-5, 08 APR 2010 to 06 MAY 2010

EL DORADO ONE DEPARTURE

SL-6453 (FAA)

ANGLETON/BRAZORIA COUNTY (LBX)
ANGLETON/LAKE JACKSON, TEXAS

ASOS
119.925
CLNC DEL
125.2
HOUSTON DEP CON
134.45 284.0
CTAF
123.0



NOTE: Chart not to scale.

TAKE-OFF MINIMUMS:
Rwy 17, 35, standard.

(NARRATIVE ON FOLLOWING PAGE)

SC-5, 08 APR 2010 to 06 MAY 2010

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to RAECN INT, maintain 4000, expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-028 and the ELD R-208 to ELD VORTAC.

TAKE-OFF OBSTACLES

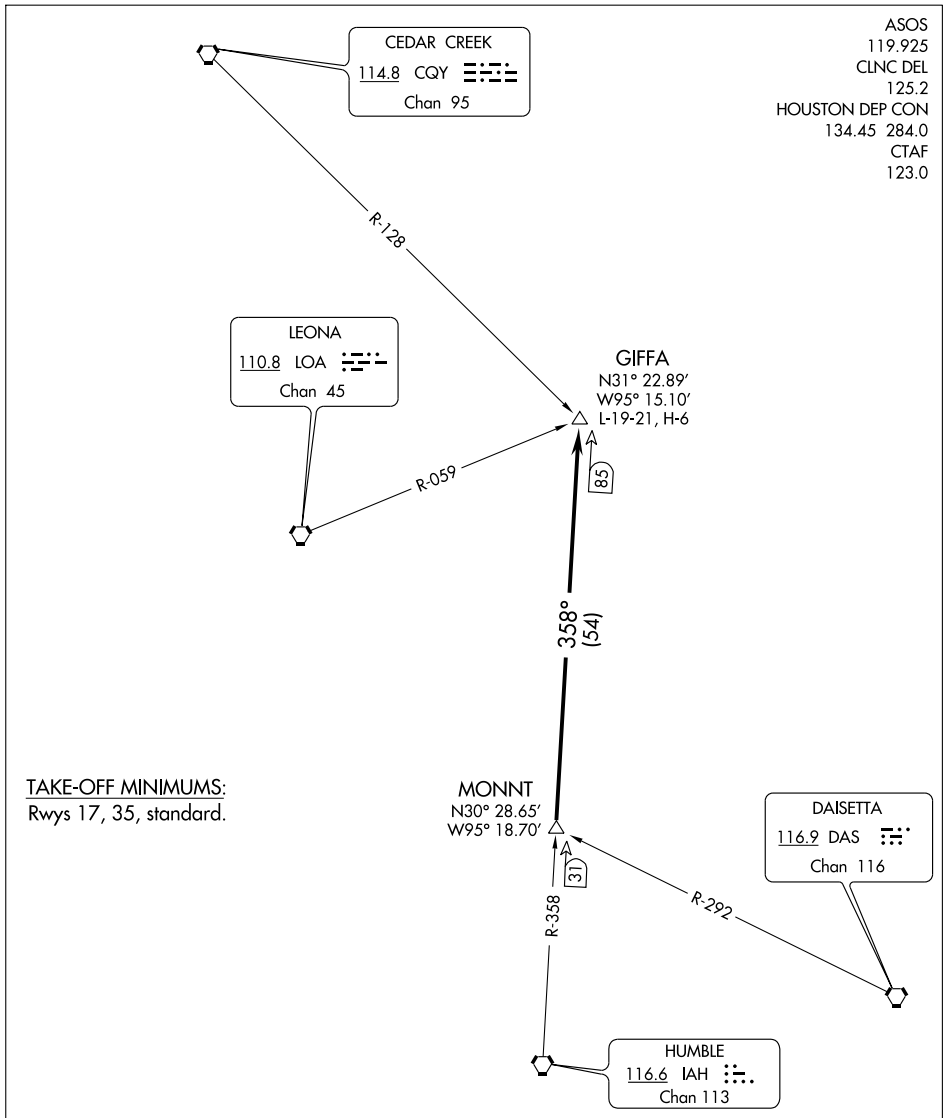
Rwy 35, Tree 1510′ from DER, 721′ left of centerline, 48′ AGL/68′ MSL.

SC-5, 08 APR 2010 to 06 MAY 2010

GIFFA THREE DEPARTURE

SL-6453 (FAA)

ANGLETON/ BRAZORIA COUNTY (LBX)
ANGLETON/LAKE JACKSON, TEXAS



TAKE-OFF MINIMUMS:
Rwys 17, 35, standard.

NOTE: Radar Required.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SC-5, 08 APR 2010 to 06 MAY 2010

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to MONNT INT, maintain 4000, expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-358 to GIFFA INT.

TAKE-OFF OBSTACLES:
Rwy 35, Tree 1510' from DER, 721' left of centerline, 48' AGL/68' MSL.

SC-5, 08 APR 2010 to 06 MAY 2010

LOC I-LBX	APP CRS	Rwy Idg	7000
109.1	175°	TDZE	25
		Apt Elev	25

ILS or LOC RWY 17

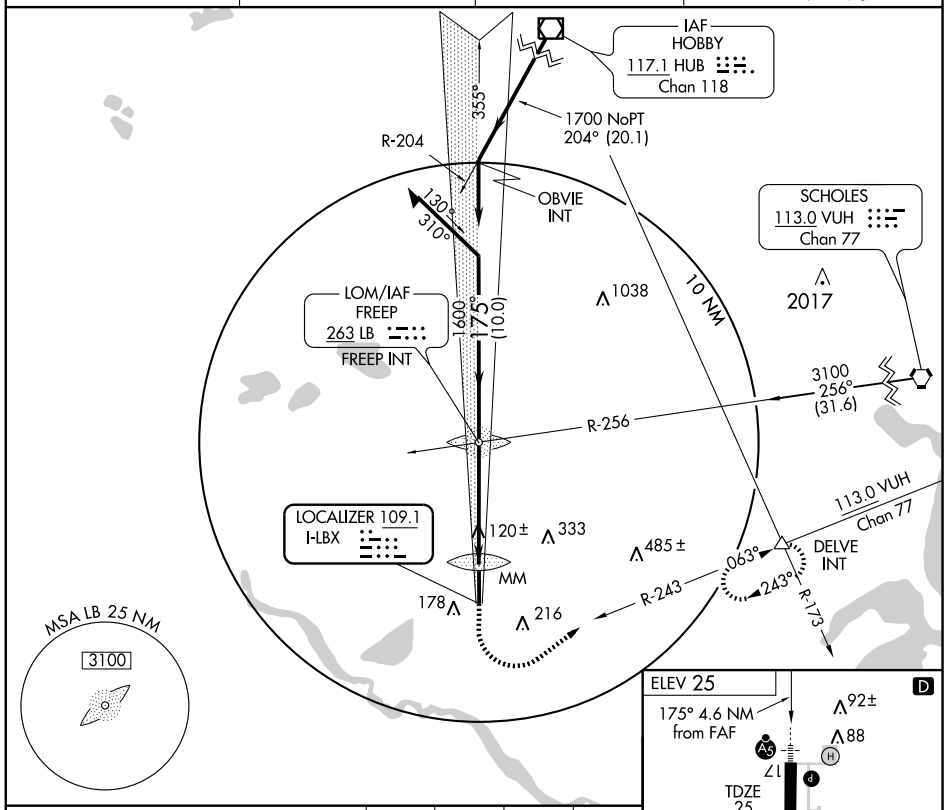
ANGLETON/ BRAZORIA COUNTY (LBX)

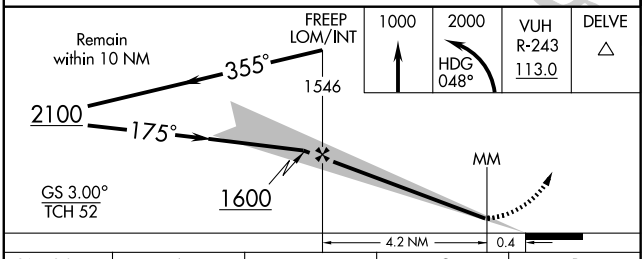
If local altimeter setting not received; use William P. Hobby altimeter setting and increase all DAs/MDAs 100 feet. Circling not authorized east of Rwy 17-35.

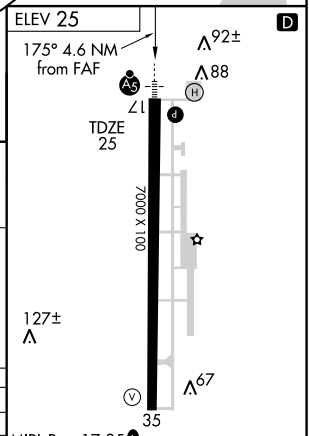
MALSR

MISSED APPROACH: Climb to 1000, then climbing left turn to 2000 via heading 048° and VUH VORTAC R-243 to DELVE Int and hold.

ASOS	HOUSTON APP CON	CLNC DEL	UNICOM
119.925	134.45 284.0	125.2	123.0 (CTAF)





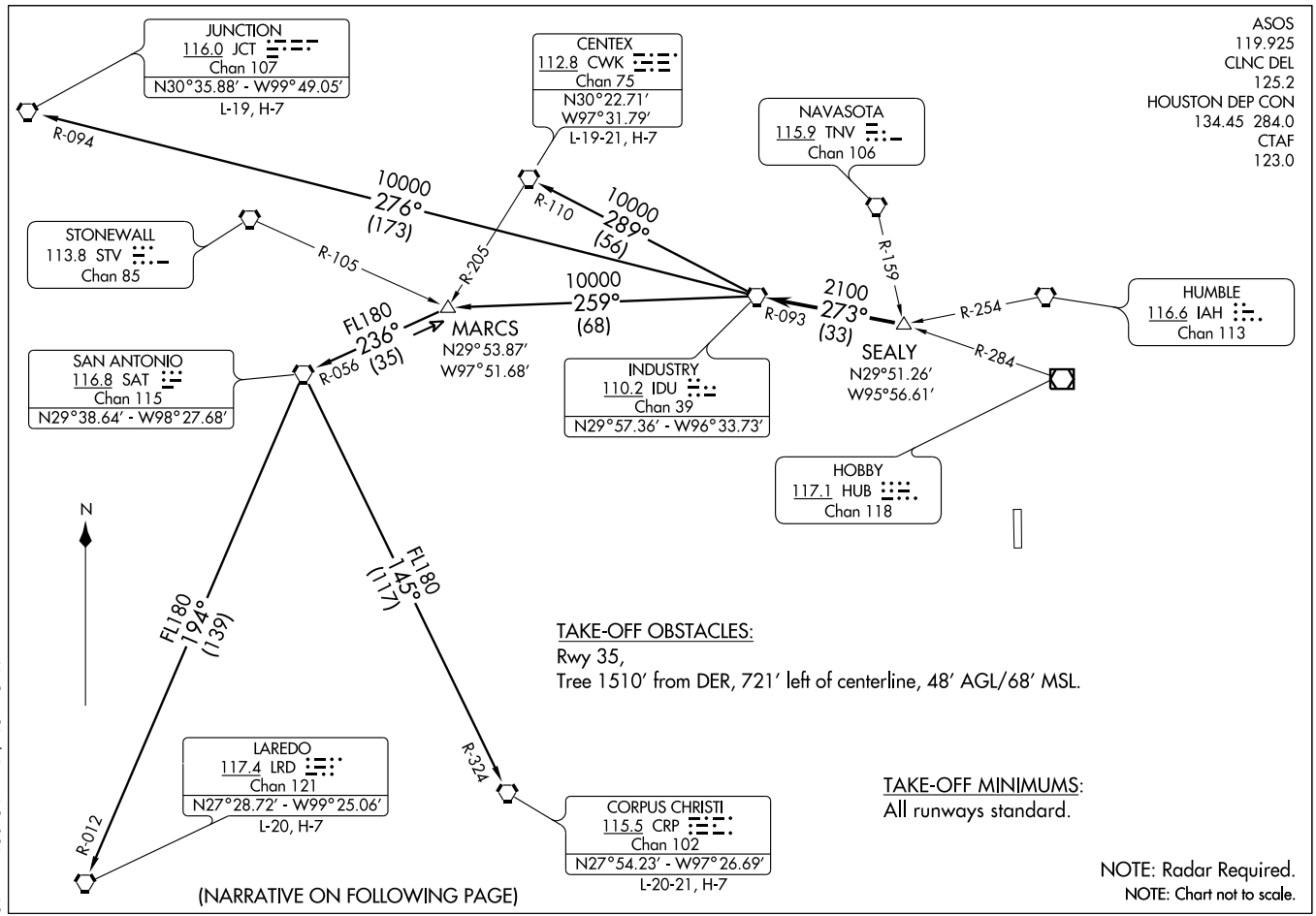


CATEGORY	A	B	C	D
S-ILS 17	225-½ 200 (200-½)			
S-LOC 17	420-½ 395 (400-½)			420-¾ 395 (400-¾)
CIRCLING	480-1 455 (500-1)		480-1½ 455 (500-1½)	580-2 555 (600-2)

FAF to MAP 4.6 NM

Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32

SC-5, 08 APR 2010 to 06 MAY 2010



(IDU3.IDU) 08157

INDUSTRY THREE DEPARTURE

SL-6453 (FAA)

ANGLETON/BRAZORIA COUNTY (LBX)

ANGLETON/LAKE JACKSON, TEXAS

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to SEALY INT. Maintain 4000'. Expect filed altitude 10 minutes after departure. Thence . . . .

. . . . VIA IDU R-093 to IDU VORTAC.

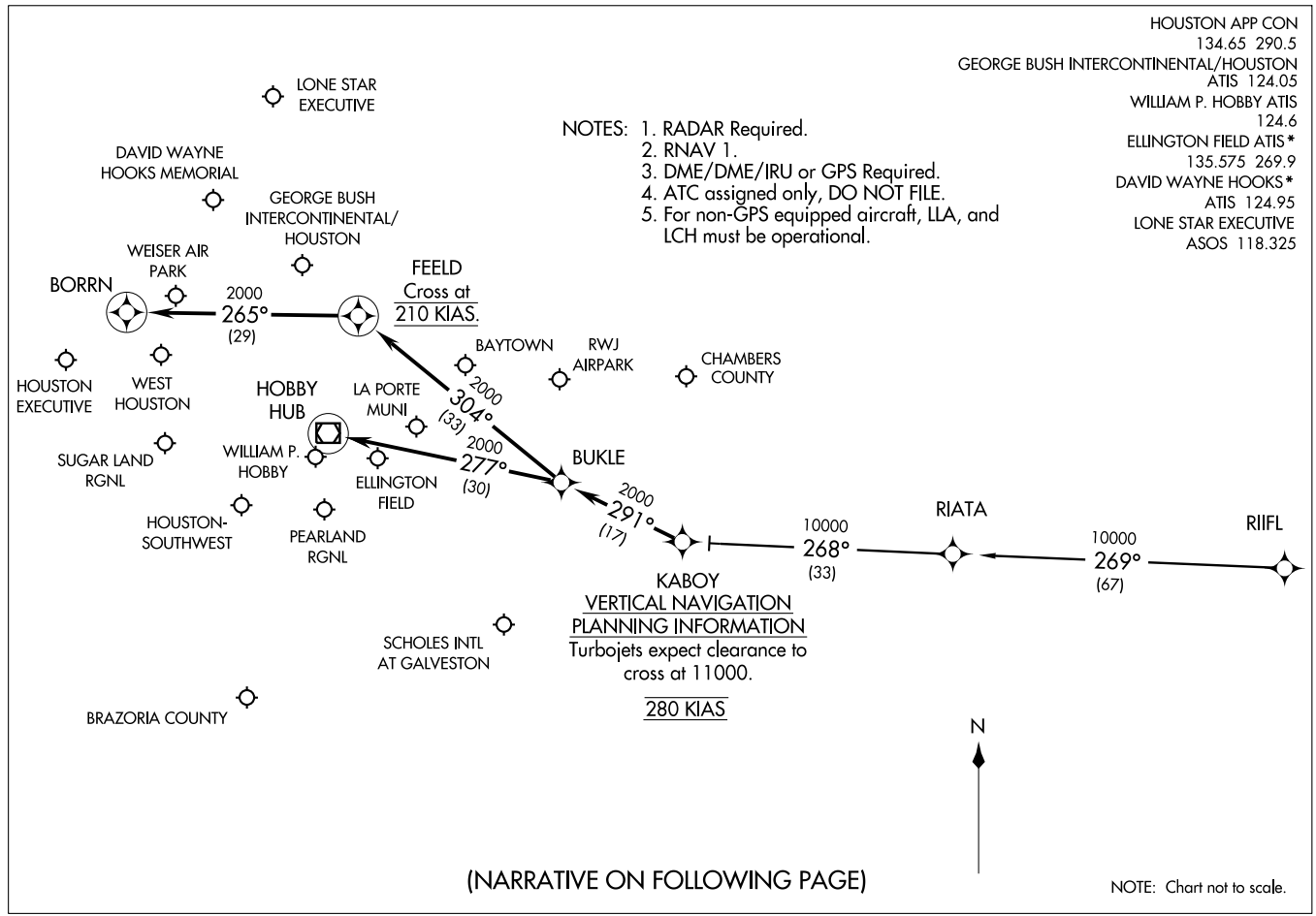
CENTEX TRANSITION (IDU3.CWK): (ATC assigned only. For aircraft inbound to the DFW Metroplex area that are being rerouted due to bad weather.) From over IDU VORTAC via IDU R-289 and CWK R-110 to CWK VORTAC.

CORPUS CHRISTI TRANSITION (IDU3.CRP): (ATC assigned only.) From over IDU VORTAC via IDU R-259 to MARCS INT, then via SAT R-056 to SAT VORTAC, then via SAT R-145 and CRP R-324 to CRP VORTAC.

JUNCTION TRANSITION (IDU3.JCT): (For aircraft overflying JCT VORTAC via J2, J15, or J86.) From over IDU VORTAC via IDU R-276 and JCT R-094 to JCT VORTAC.

LAREDO TRANSITION (IDU3.LRD): (ATC assigned only.) From over IDU VORTAC via IDU R-259 to MARCS INT, then via SAT R-056 to SAT VORTAC, then via SAT R-194 and LRD R-012 to LRD VORTAC.

SC-5, 08 APR 2010 to 06 MAY 2010


HOUSTON APP CON
134.65 290.5
GEORGE BUSH INTERCONTINENTAL/HOUSTON
ATIS 124.05
WILLIAM P. HOBBY ATIS
124.6
ELLINGTON FIELD ATIS*
135.575 269.9
DAVID WAYNE HOOKS*
ATIS 124.95
LONE STAR EXECUTIVE
ASOS 118.325
(KABOY.KABOY1) 09071
KABOY ONE ARRIVAL (RNAV)
ST-5461(FAA)
HOUSTON, TEXAS
NOTES: 1. RADAR Required.
2. RNAV 1.
3. DME/DME/IRU or GPS Required.
4. ATC assigned only, DO NOT FILE.
5. For non-GPS equipped aircraft, LLA, and LCH must be operational.
LONE STAR EXECUTIVE
DAVID WAYNE HOOKS MEMORIAL
GEORGE BUSH INTERCONTINENTAL/ HOUSTON
WEISER AIR PARK
BORRN
2000
265°
(29)
FEELD
Cross at
210 KIAS.
BAYTOWN
RWJ AIRPARK
CHAMBERS COUNTY
HOUSTON EXECUTIVE
WEST HOUSTON
HOBBY HUB
LA PORTE MUNI
2000
304°
(33)
SUGAR LAND RGNL
WILLIAM P. HOBBY
2000
277°
(30)
ELLINGTON FIELD
BUKLE
2000
291°
(17)
HOUSTON-SOUTHWEST
PEARLAND RGNL
10000
268°
(33)
RIATA
10000
269°
(67)
RIIFL
KABOY
VERTICAL NAVIGATION
PLANNING INFORMATION
Turbojets expect clearance to cross at 11000.
280 KIAS
SCHOLES INTL AT GALVESTON
BRAZORIA COUNTY
N
(NARRATIVE ON FOLLOWING PAGE)
NOTE: Chart not to scale.

ARRIVAL DESCRIPTION

RIIFL TRANSITION (RIIFL.KABOY1)

From KABOY via 291° track to BUKLE . . . .

GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):

LANDING RUNWAYS 8L/8R, OR 9: . . . . From BUKLE via 304° track to FEELD, thence as depicted to BORRN. Expect vectors to final approach course prior to BORRN, if not received by BORRN, fly present heading.

ALL OTHER RUNWAYS: . . . . From BUKLE via 304° track to FEELD. Expect vectors to final approach course prior to FEELD.

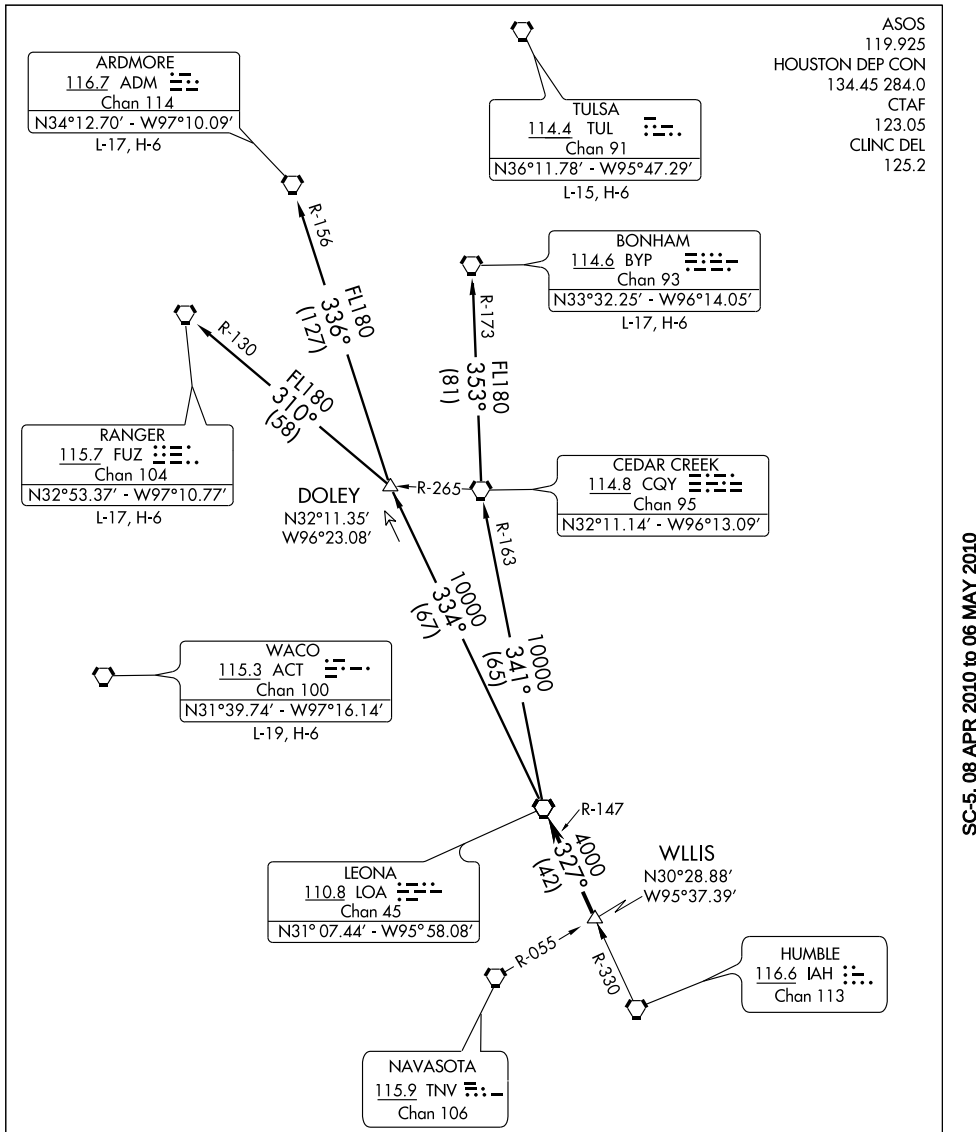
DAVID WAYNE HOOKS MEMORIAL (DWH) AND LONE STAR EXECUTIVE (CXO): . . . . From BUKLE via 304° track to FEELD. Expect vectors to final approach course prior to FEELD.

ALL OTHER AIRPORTS: . . . . From BUKLE via 277° track to HUB VOR/DME. Expect vectors to final approach course prior to HUB VOR/DME.

LEONA SIX DEPARTURE

SL-6453 (FAA)

ANGLETON/BRAZORIA COUNTY (LBX)
ANGLETON/LAKE JACKSON, TEXAS



TAKE-OFF MINIMUMS:
Rwy 17, 35 standard.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Radar required.

SC-5, 08 APR 2010 to 06 MAY 2010

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to WLLIS INT, maintain 4000, expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via LOA R-147 to LOA VORTAC.

ARDMORE TRANSITION (LOA6.ADM): (For aircraft overflying North/Northwest of the DFW terminal area FL240 and above.) From over LOA VORTAC via LOA R-334 to DOLEY INT, then via ADM R-156 to ADM VORTAC.

BONHAM TRANSITION (LOA6.BYP): (For aircraft overflying/landing TUL VORTAC FL240 and above.) From over LOA VORTAC via LOA R-341 and CQY R-163 to CQY VORTAC, then via CQY R-353 and BYP R-173 to BYP VORTAC.

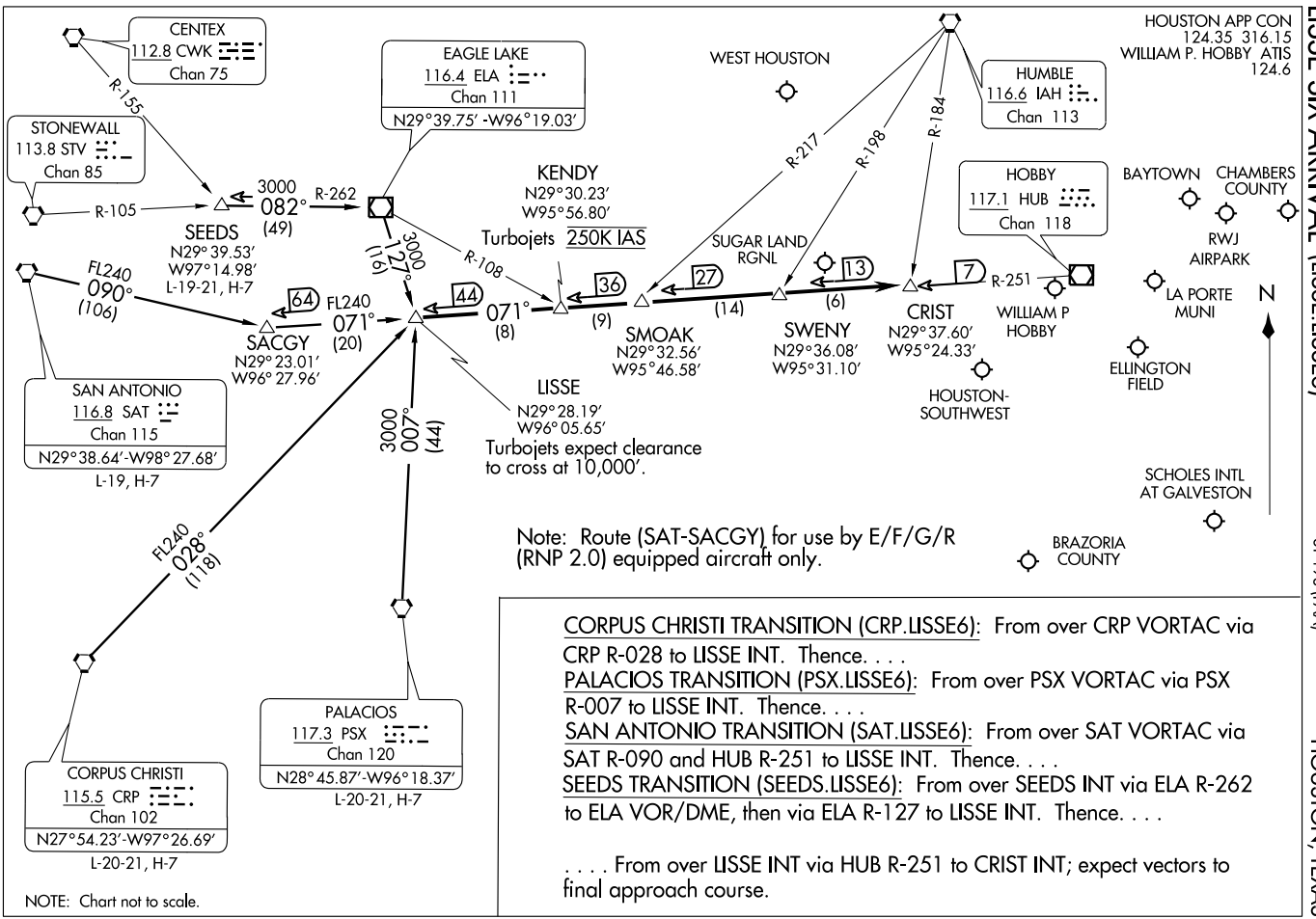
RANGER TRANSITION (LOA6.FUZ): (For aircraft overflying west/northwest of the DFW terminal area FL240 and above.) From over LOA VORTAC via LOA R-334 to DOLEY INT, then via FUZ R-130 to FUZ VORTAC.

TAKE-OFF OBSTACLES

Rwy 35, Tree 1510′ from DER, 721′ left of centerline, 48′ AGL/68′ MSL.

LISSE SIX ARRIVAL (LISSE.LISSE6)

HOUSTON, TEXAS



CORPUS CHRISTI TRANSITION (CRP.LISSE6): From over CRP VORTAC via CRP R-028 to LISSE INT. Thence. . . .

PALACIOS TRANSITION (PSX.LISSE6): From over PSX VORTAC via PSX R-007 to LISSE INT. Thence. . . .

SAN ANTONIO TRANSITION (SAT.LISSE6): From over SAT VORTAC via SAT R-090 and HUB R-251 to LISSE INT. Thence. . . .

SEEDS TRANSITION (SEEDS.LISSE6): From over SEEDS INT via ELA R-262 to ELA VOR/DME, then via ELA R-127 to LISSE INT. Thence. . . .

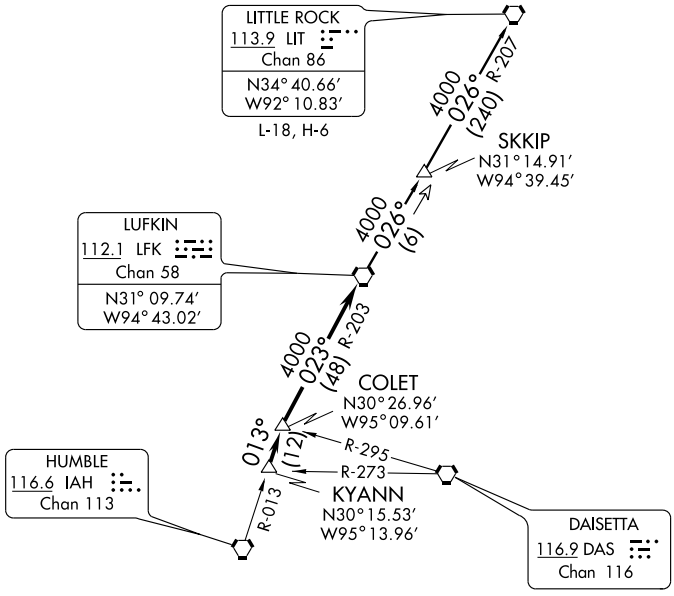
. . . . From over LISSE INT via HUB R-251 to CRIST INT; expect vectors to final approach course.

NOTE: Chart not to scale.

LUFKIN FIVE DEPARTURE

SL-6453 (FAA)

ASOS
119.925
CLNC DEL
125.2
HOUSTON DEP CON
134.45 284.0
CTAF
123.0



TAKE-OFF MINIMUMS:
Rwy 17, 35, standard.

NOTE: Radar Required.
NOTE: For aircraft destined LIT, or overflying LIT or PXV.

TAKE-OFF OBSTACLES:
Rwy 35, Tree 1510′ from DER, 721′ left of centerline, 48′ AGL/68′ MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to KYANN INT, maintain 4000′, expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-013 to COLET INT, then right turn via LFK R-203 to LFK VORTAC.

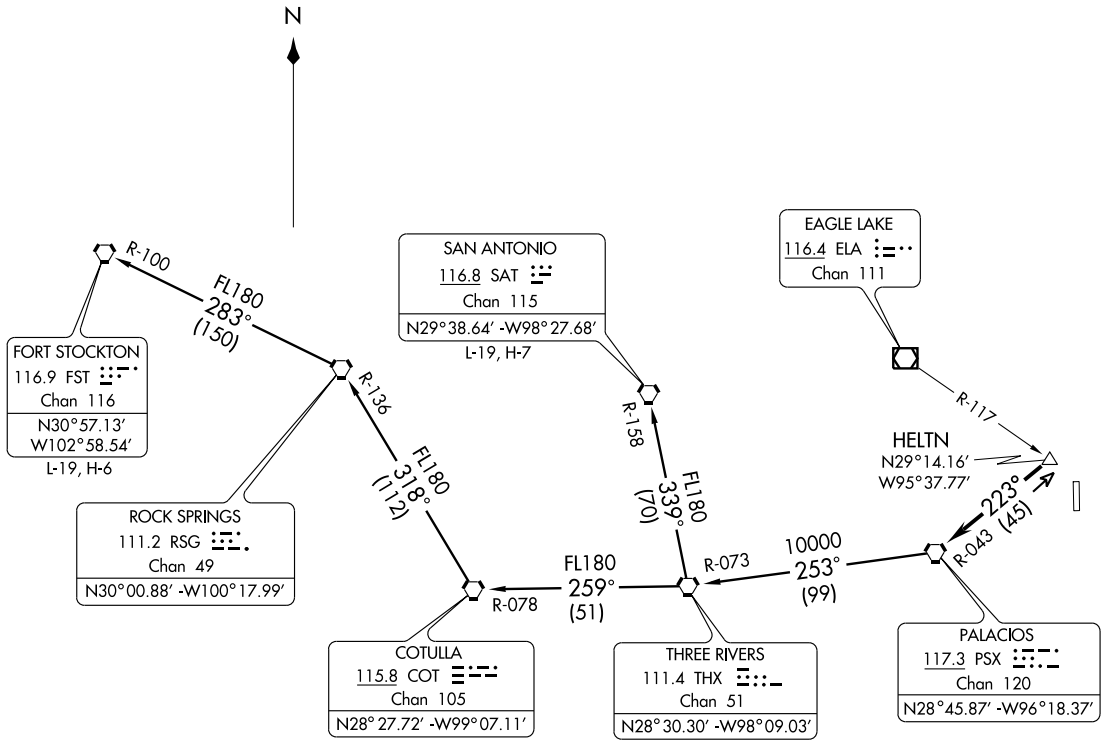
LITTLE ROCK TRANSITION (LFK5.LIT): From over LFK VORTAC via LFK R-026 to SKKIP INT, then via LIT R-207 to LIT VORTAC.

SC-5, 08 APR 2010 to 06 MAY 2010

PALACIOS THREE DEPARTURE (PSX3.PSX) 08157

ANGLETON/ BRAZORIA COUNTY (LBX) SL-6453 (FAA) ANGLETON/LAKE JACKSON, TEXAS

ASOS 119.925
CLNC DEL 125.2
HOUSTON DEP CON 134.45 284.0
CTAF 123.0



TAKE-OFF MINIMUMS:
Rwys 17, 35, standard.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Radar Required
NOTE: Chart not to scale

PALACIOS THREE DEPARTURE

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to HELTN INT, maintain 4000'. Expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via PSX R-043 to PSX VORTAC.

FORT STOCKTON TRANSITION (PSX3.FST): From over PSX VORTAC via PSX R-253 and THX R-073 to THX VORTAC, then via THX R-259 and COT R-078 to COT VORTAC, then via COT R-318 and RSG R-136 to RSG VORTAC, then via RSG R-283 and FST R-100 to FST VORTAC.

SAN ANTONIO TRANSITION (PSX3.SAT): From over PSX VORTAC via PSX R-253 and THX R-073 to THX VORTAC, then via THX R-339 and SAT R-158 to SAT VORTAC.

TAKE-OFF OBSTACLES:
Rwy 35, Tree 1510' from DER, 721' left of centerline, 48' AGL/68' MSL.

SC-5, 08 APR 2010 to 06 MAY 2010

WAAS Ch **70316** W17A	APP CRS **175°**	Rwy Idg **7000** TDZE **25** Apt Elev **25**

RNAV (GPS) RWY 17

ANGLETON/BRAZORIA COUNTY (LBX)

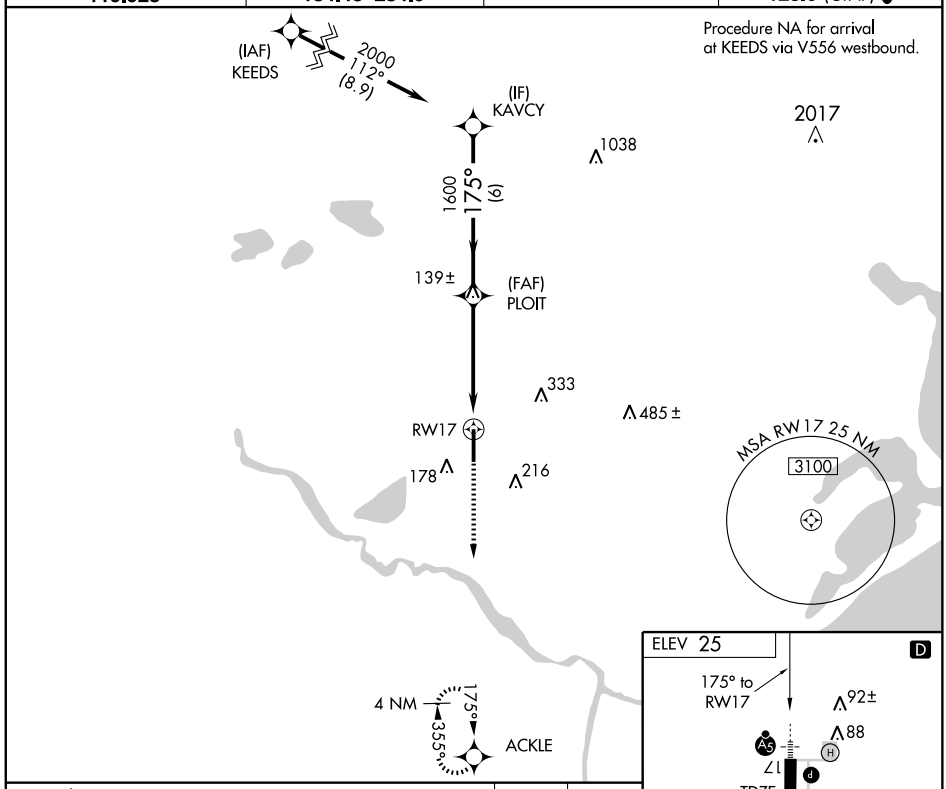
T DME/DME RNP-0.3 NA. Baro-VNAV NA below -16°C (4°F). If local altimeter setting not received, use William P. Hobby altimeter setting and increase all A DAs/MDAs 100 feet. Baro-VNAV and VDP NA when using William P. Hobby altimeter setting. Circling NA east of runway 17-35. For inoperative MALSR, increase LPV visibility to 1 mile all Cats, LNAV Cat D visibility to 1¼ mile.

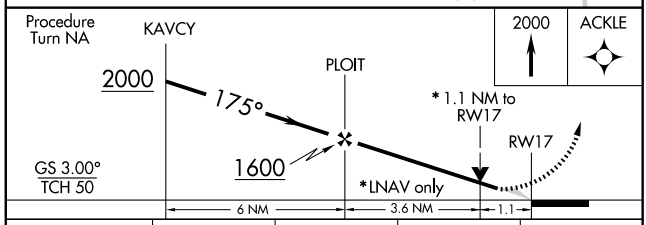
MALSR

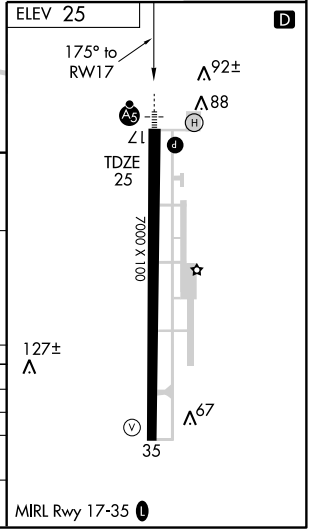
MISSED APPROACH: Climb to 2000 direct ACKLE and hold.

ASOS	HOUSTON APP CON	CLNC DEL	UNICOM
119.925	**134.45 284.0**	**125.2**	**123.0** (CTAF)

Procedure NA for arrival at KEEDS via V556 westbound.







CATEGORY	A	B	C	D
LPV DA	282-½ 257 (300-½)			
LNAV/VNAV DA	360-¾ 335 (400-¾)			
LNAV MDA	420-½ 395 (400-½)			420-1 395 (400-1)
CIRCLING	480-1¼ 455 (500-1¼)		480-1½ 455 (500-1½)	580-2 555 (600-2)

SC-5, 08 APR 2010 to 06 MAY 2010

WAAS Ch **77516** W35A	APP CRS **355°**	Rwy Idg **7000** TDZE **25** Apt Elev **25**

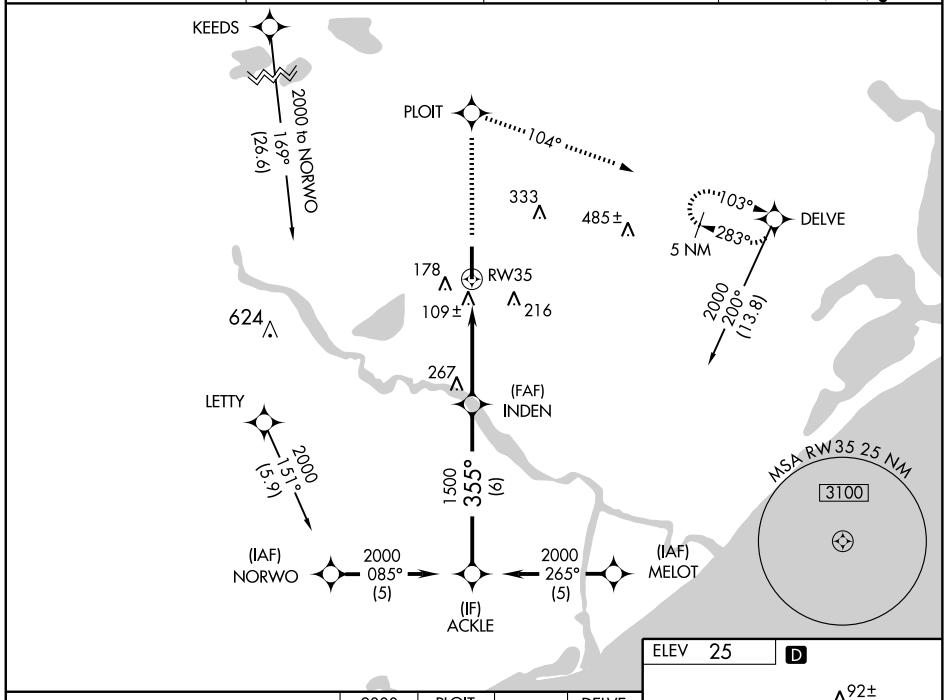
RNAV (GPS) RWY 35

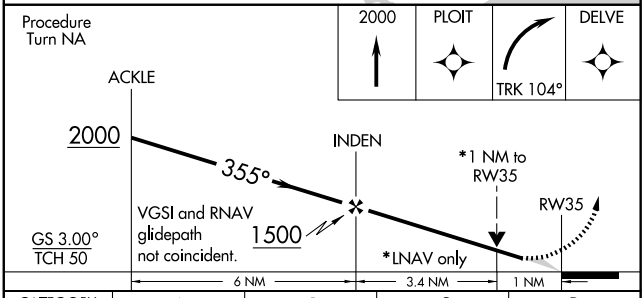
ANGLETON/BRAZORIA COUNTY (LBX)

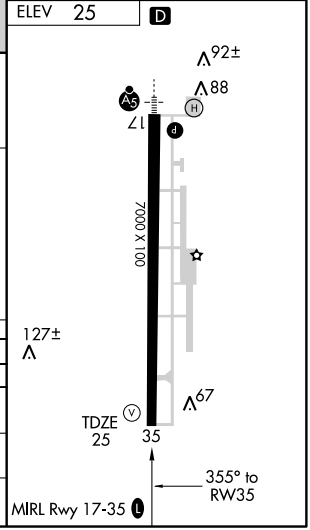
DME/DME RNP-0.3 NA. Baro-VNAV NA below -16°C (4°F). If local altimeter setting not received, use William P. Hobby altimeter setting and increase all DAs/MDAs 100 feet. Baro-VNAV and VDP NA when using William P. Hobby altimeter setting. Circling NA east of runway 17-35.

MISSED APPROACH: Climb to 2000 direct PLOIT and right turn via 104° track to DELVE and hold.

ASOS	HOUSTON APP CON	CLNC DEL	UNICOM
119.925	**134.45 284.0**	**125.2**	**123.0** (CTAF)

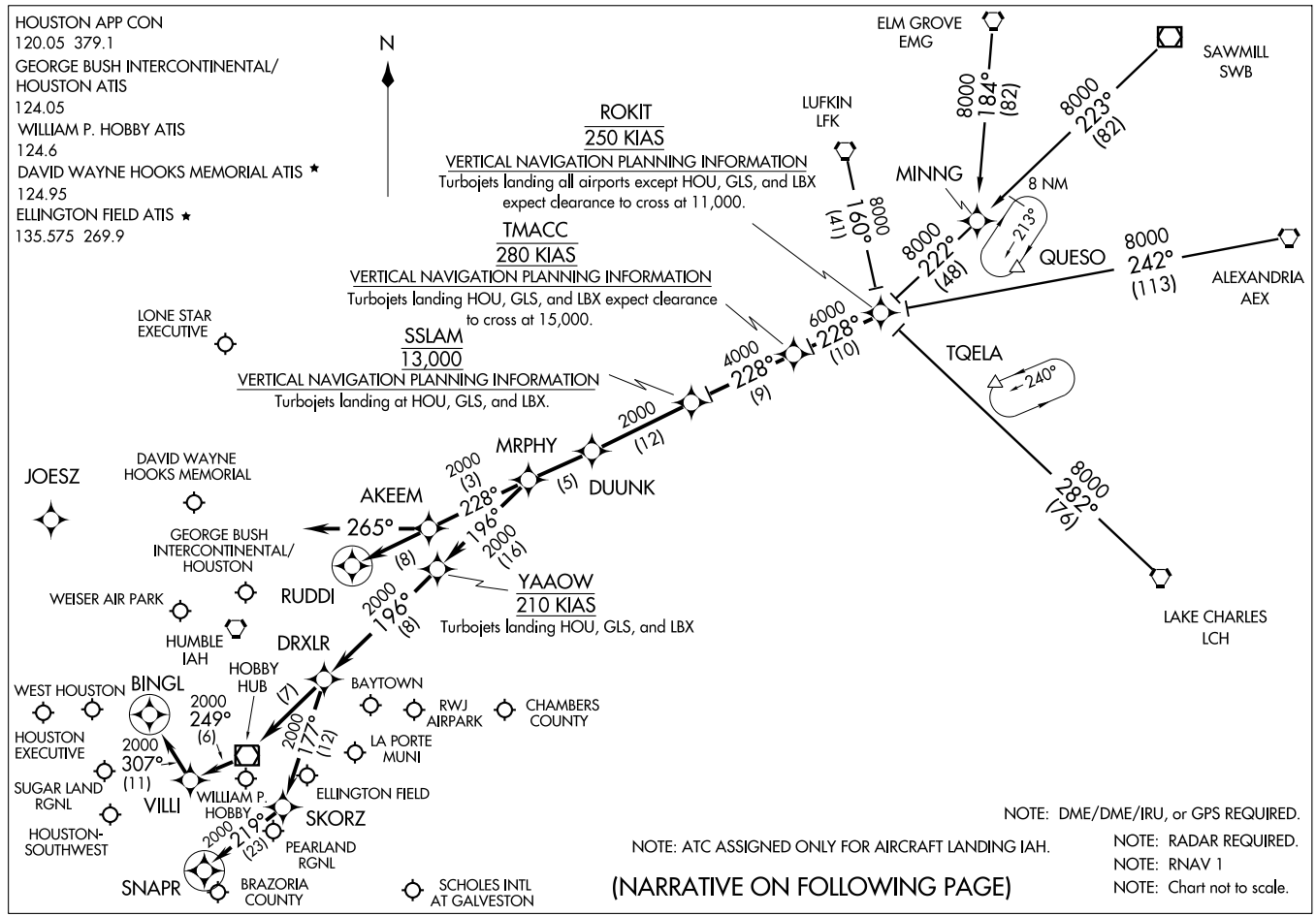






CATEGORY	A	B	C	D
LPV DA	275-¾	250 (300-¾)		
LNAV/VNAV DA	428-1½	403 (500-1½)		
LNAV MDA	420-1	395 (400-1)		420-1¼ 395 (400-1¼)
CIRCLING	480-1½	455 (500-1½)		580-2 555 (600-2)

SC-5, 08 APR 2010 to 06 MAY 2010



(ROKIT.ROKIT1) 09127

ROKIT ONE ARRIVAL (RNAV)

ST-5461(FAA)

HOUSTON, TEXAS

ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.ROKIT1): For non-GPS equiped aircraft: LCH, AEX, LFK, and DAS must be operational.
ELM GROVE TRANSITION (EMG.ROKIT1): For non-GPS equiped aircraft: LFK, EMG, LCH, and DAS must be operational.
LAKE CHARLES TRANSITION (LCH.ROKIT1): For non-GPS equiped aircraft: BPT, LCH, DAS, and IAH must be operational.
LUFKIN TRANSITION (LFK.ROKIT1): For non-GPS equiped aircraft: IAH and DAS must be operational.
SAWMILL TRANSITION (SWB.ROKIT1): For non-GPS equiped aircraft: LFK and DAS must be operational.

From ROKIT via 228° track to TMACC, thence as depicted to MRPHY. Thence . . . .

FOR DAVID WAYNE HOOKS MEMORIAL (DWH) AND LONE STAR EXECUTIVE (CXO):
. . . . From MRPHY via 228° track to AKEEM, thence as depicted to RUDDI. Expect vectors to final approach course prior to RUDDI.

FOR WILLIAM P. HOBBY (HOU):
RUNWAY 4 . . . . From MRPHY via 196° track to YAAOW, thence as depicted to SNAPR. Expect vectors to final approach course prior to SNAPR, if not received by SNAPR fly present heading.

RUNWAY 12R . . . . From MRPHY via 196° track to YAAOW, thence as depicted to BINGL. Expect vectors to final approach course prior to BINGL, if not received by BINGL fly present heading.

ALL OTHER RUNWAYS . . . . From MRPHY via 196° track to YAAOW, thence as depicted to DRXLR. Expect vectors to final approach course prior to DRXLR.

FOR GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):
RUNWAYS 8 L/R and 9 . . . . From MRPHY via 228° track to AKEEM, then via 265° heading. Expect radar vectors.

ALL OTHER RUNWAYS . . . . From MRPHY via 228° track to AKEEM, thence as depicted to RUDDI. Expect vectors to final appraoch course prior to RUDDI.

FOR OTHER SATELLITE AIRPORTS:
. . . . From MRPHY via 196° track to YAAOW, thence as depicted to DRXLR. Expect vectors to final approach course prior to DRXLR.

SC-5, 08 APR 2010 to 06 MAY 2010

SABINE PASS ONE DEPARTURE (RNAV) (SBI1.SBI) 09071

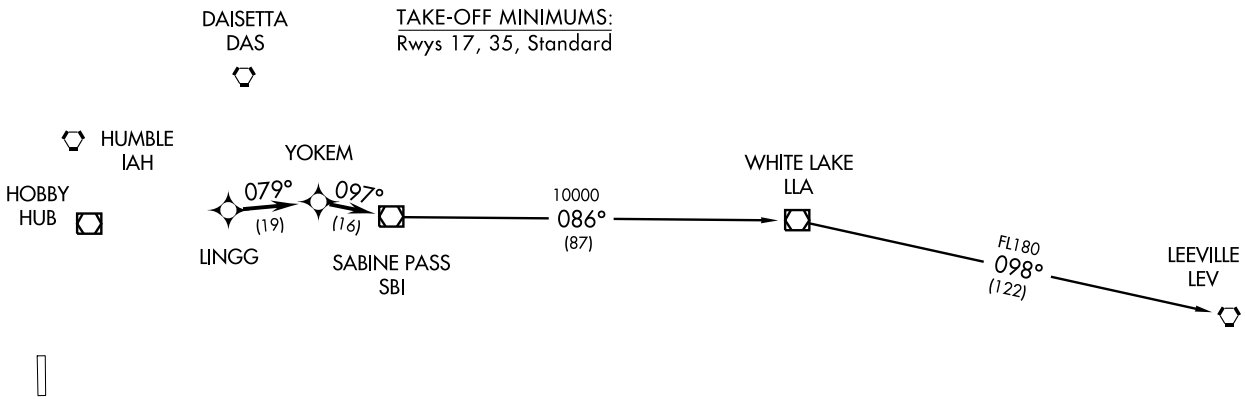
SL-6453 (FAA)

ANGLETON/BRAZORIA COUNTY (LBX)
ANGLETON/LAKE JACKSON, TEXAS

Note: RADAR Required.
Note: RNAV 1.
Note: DME/DME/IRU or GPS Required.
Note: For non-GPS equipped aircraft, BPT and LCH must be operational.

ASOS
119.925
CLNC DEL
125.2
HOUSTON DEP CON
134.45 284.0
CTAF
123.0

TAKE-OFF MINIMUMS:
Rwys 17, 35, Standard



DEPARTURE ROUTE DESCRIPTION

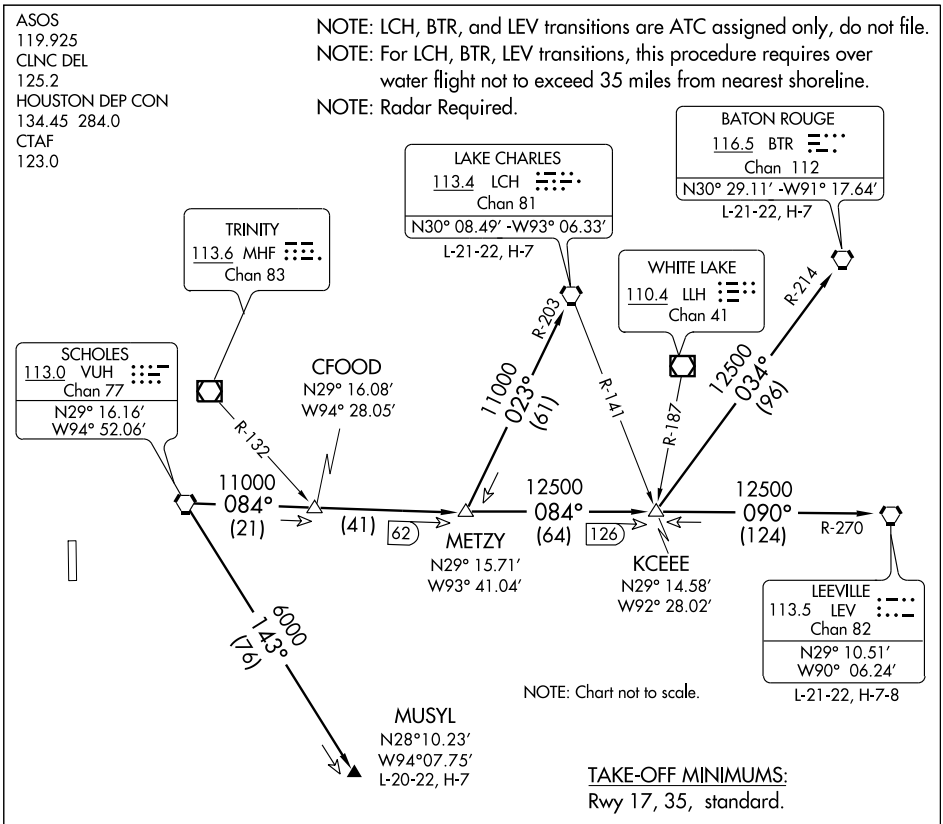
When entering controlled airspace, fly assigned heading for vectors to LINGG, maintain 4000, then via depicted route to SBI VOR/DME, thence. . . .

. . . .via (transition). Expect clearance to filed altitude/flight level 10 minutes after departure.

LEEVILLE TRANSITION: (SBI1.LEV)
WHITE LAKE TRANSITION: (SBI1.LLA)

TAKE-OFF OBSTACLES:
Rwy 35, Tree 1510' from DER, 721' left of centerline, 48' AGL/68' MSL.

NOTE: Chart not to scale.



TAKE-OFF OBSTACLES:
Rwy 35, Tree 1510′ from DER, 721′ left of centerline, 48′ AGL/68′ MSL.

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to VUH VORTAC, maintain 4000′, expect filed altitude 10 minutes after departure.

BATON ROUGE TRANSITION (VUH3.BTR): From over VUH VORTAC via VUH R-084 to KCEEE INT, then via BTR R-214 to BTR VORTAC.

LAKE CHARLES TRANSITION (VUH3.LCH): From over VUH VORTAC via VUH R-084 to METZY INT, then via LCH R-203 to LCH VORTAC.

LEEVILLE TRANSITION (VUH3.LEV): From over VUH VORTAC via VUH R-084 to KCEEE INT, then via LEV R-270 to LEV VORTAC.

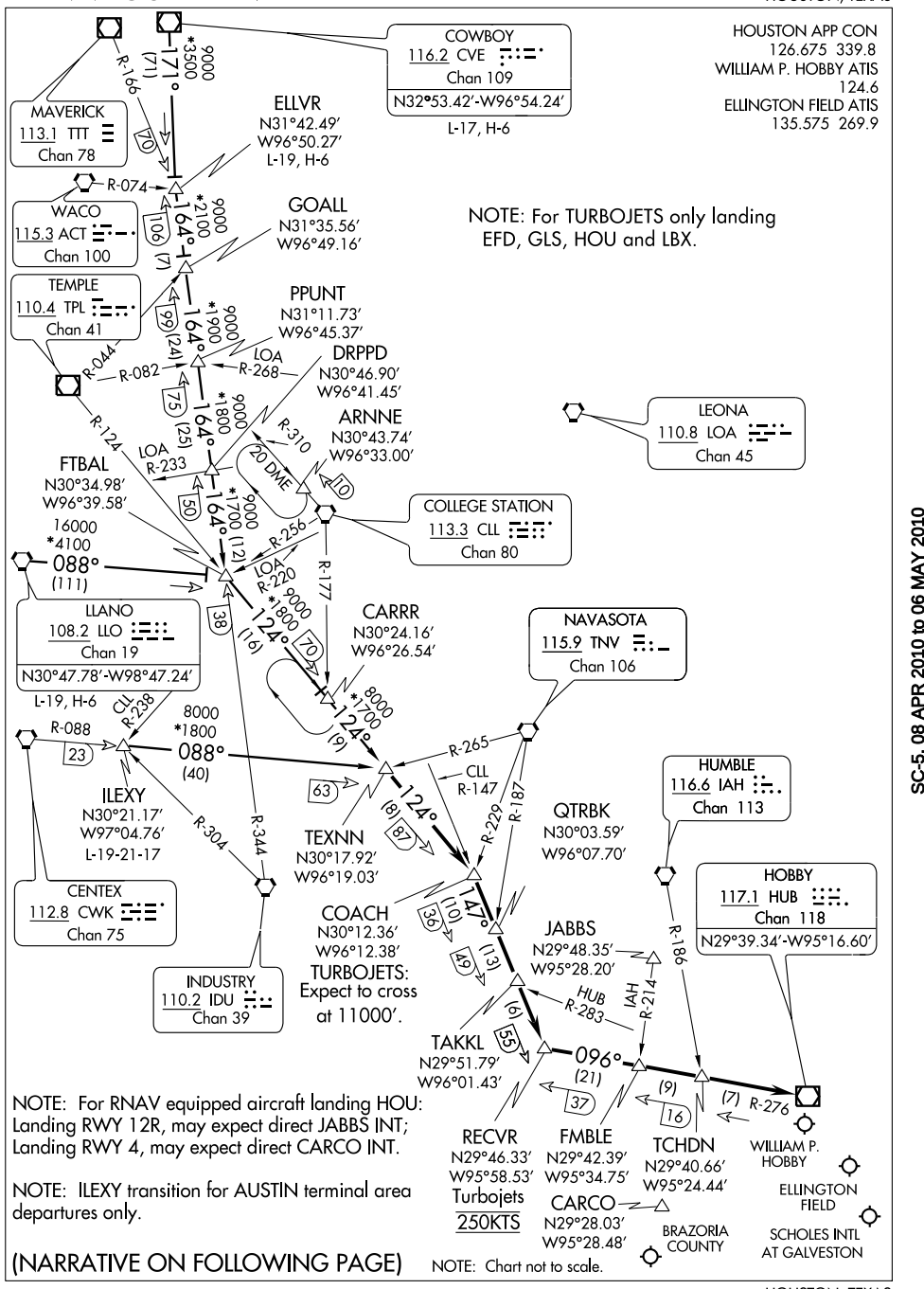
MUSYL TRANSITION (VUH3.MUSYL): From over VUH VORTAC via VUH R-143 to MUSYL.

SC-5, 08 APR 2010 to 06 MAY 2010

(TEXNN.TEXNN4) 10098 ST-198 (FAA)

TEXNN FOUR ARRIVAL

WILLIAM P. HOBBY
HOUSTON, TEXAS



SC-5, 08 APR 2010 to 06 MAY 2010

TEXNN FOUR ARRIVAL (TEXNN.TEXNN4)

ARRIVAL DESCRIPTION

COWBOY TRANSITION (CVE.TEXNN4): From over CVE VOR/DME via CVE R-171 to ELLVR INT, then via IDU R-344 to FTBAL INT, then via TPL R-124 to TEXNN INT. Thence . . . .

ELLVR TRANSITION (ELLVR.TEXNN4): From over ELLVR INT via IDU R-344 to FTBAL INT, then via TPL R-124 to TEXNN INT. Thence . . . .

ILEXY TRANSITION (ILEXY.TEXNN4): From over ILEXY INT via CWK R-088 to TEXNN INT. Thence . . . .

LLANO TRANSITION (LLO.TEXNN4): From over LLO VORTAC via LLO R-088 to FTBAL INT, then via TPL R-124 to CARRR INT, then to TEXNN INT. Thence . . . .

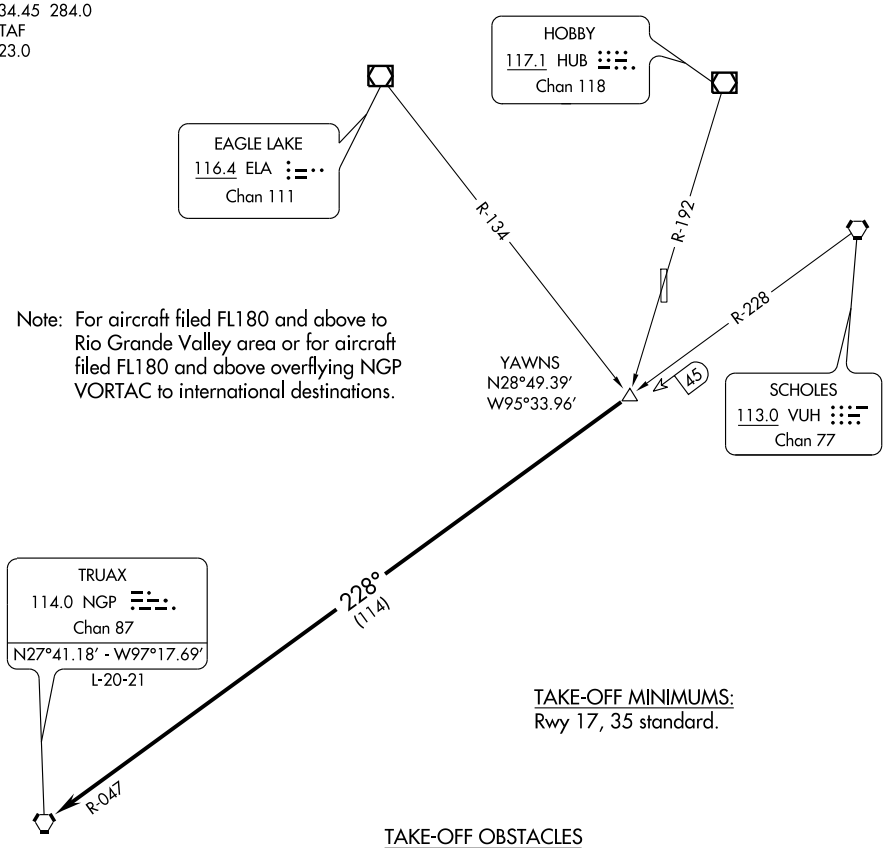
. . . . From over TEXNN INT via TPL R-124 to COACH INT/87 DME, then via CLL R-147 to RECVR INT/55 DME, then via HUB R-276 to TCHDN INT, then via HUB R-276 to HUB VOR. Expect vectors to final approach course at or prior to TCHDN INT.

. . . . LANDING RWY 22: Expect vectors to final approach course at or prior to HUB VOR.

SC-5, 08 APR 2010 to 06 MAY 2010

TRUAX TWO DEPARTURE

ASOS
119.925
CLNC DEL
125.2
HOUSTON DEP CON
134.45 284.0
CTAF
123.0



Note: For aircraft filed FL180 and above to Rio Grande Valley area or for aircraft filed FL180 and above overflying NGP VORTAC to international destinations.

TAKE-OFF MINIMUMS:
Rwy 17, 35 standard.

TAKE-OFF OBSTACLES
Rwy 35, Tree 1510' from DER, 721' left of centerline, 48' AGL/ 68' MSL.

NOTE: Chart not to scale.

NOTE: Radar Required.

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to YAWNS INT, maintain 4000', expect filed altitude 10 minutes after departure. Thence. . . .

. . . . via VUH R-228 and NGP R-047 to NGP VORTAC.

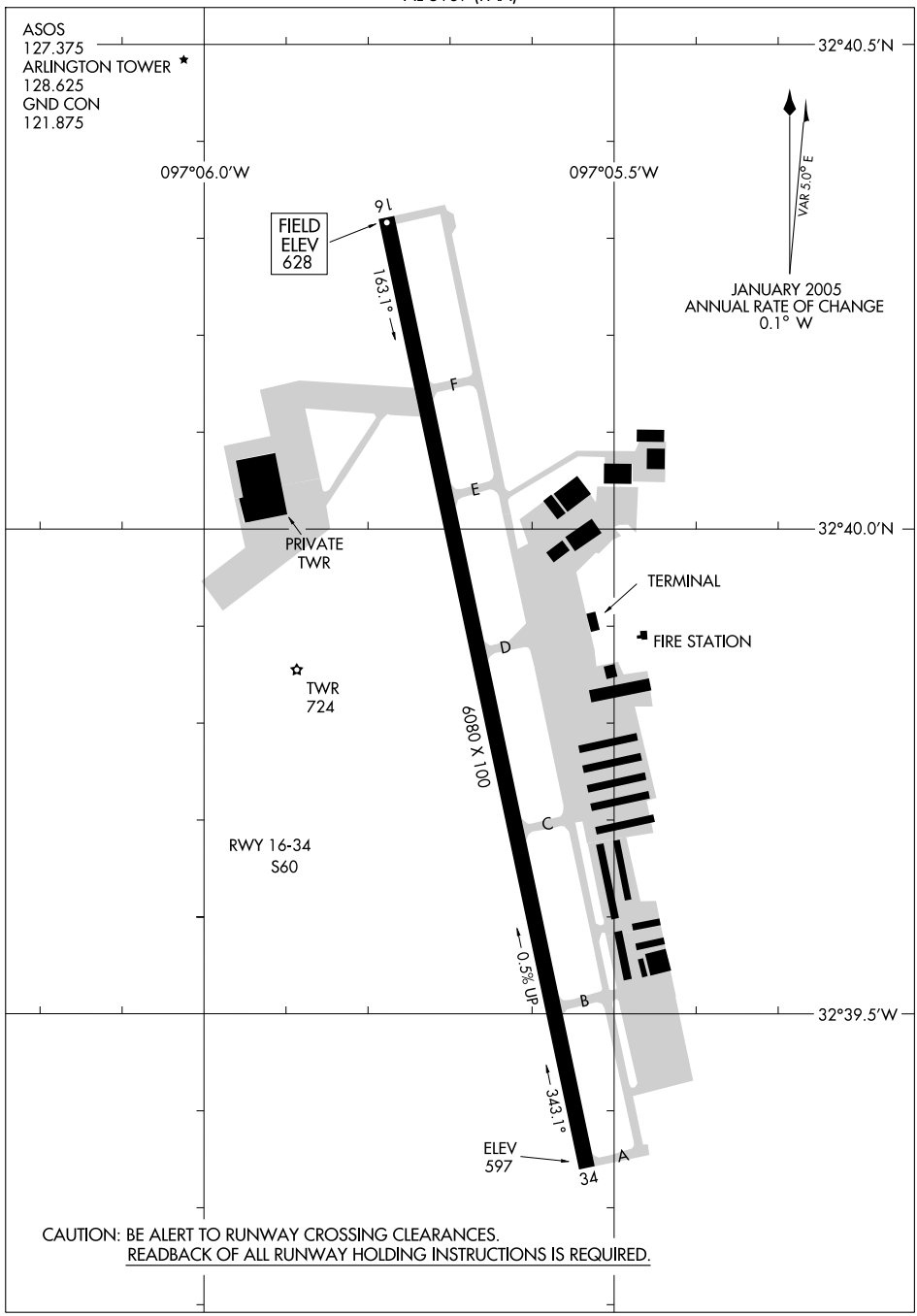
09239

AIRPORT DIAGRAM

AL-5189 (FAA)

ARLINGTON MUNI (GKY)

ARLINGTON, TEXAS



CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

SC-2, 08 APR 2010 to 06 MAY 2010

DALLAS NINE DEPARTURE

CLNC DEL (When tower closed)
118.85
REGIONAL DEP CON
135.975 379.9 (SOUTH)
CTAF 128.625

TAKE-OFF MINIMUMS:
Rwys 16,34: Standard.

NOTE: For Jets requesting FL180 and above.

LITTLE ROCK
113.9 LIT
Chan 86
N34°40.66′-W92°10.83′
L-18, H-6

TEXARKANA
116.3 TXK
Chan 110
N33°30.83′-W94°04.39′
L-17, H-6

SIDON
114.7 SQS
Chan 94
N33°27.83′-W90°16.64′
L-18, H-6

EL DORADO
115.5 ELD
Chan 102
N33°15.37′-W92°44.64′
L-17, H-6

SULPHUR SPRINGS
109.0 SLR
Chan 27

BONHAM
114.6 BYP
Chan 93

QUITMAN
114.0 UIM
Chan 87
N32°52.82′-W95°22.01′
L-17, H-6

MERIDIAN
117.0 MEI
Chan 117
N32°22.71′-W88°48.26
L-18, H-6

BELCHER
117.4 EIC
Chan 121
N32°46.28′-W93°48.60′
L-17, H-6

SAWMILL
113.75 SWB
Chan 84
N31°58.39′
W92°40.63′
L-22, H-6

GREGG COUNTY
112.3 GGG
Chan 70

MAVERICK
113.1 TTT
Chan 78
N32°52.15′
W97°02.43′

ORTRO
N33°41.47′
W94°12.75′

COBUG
N33°17.38′
W95°37.68′

NOBLY
N33°04.94′
W96°19.96′

TRISS
N32°58.20′
W96°19.94′

SHERO
N33°04.49′
W95°33.78′

SOLDO
N32°51.92′
W96°19.94′
L-17

SHRLY
N32°44.60′
W94°18.17′

CLARE
N32°45.66′
W96°19.93′

POTEN
N32°39.33′
W95°40.03′

TEKBE
N32°42.80′
W94°47.73′

055° (117) R-235
FL230 064° (75) R-320
6500 064° (79) R-244
5000 (38) 76 R-324
5000 (39) 76 R-312
14000 072° (134) R-254
FL200 077° (125) R-262
FL200 097° (206) R-281
064° (38) R-184
074° (36) R-182
084° (36) R-181
094° (36) R-180
5000 081° (49) R-261
6000 (34) R-183
10000 079° (44) R-259
(25) (25) R-187
14000 111° (116) R-291
R-346
151
94
71

NOTE: Chart not to scale

(NARRATIVE ON FOLLOWING PAGE)

N

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading and altitude to appropriate route.

JETS

Jets requesting 17,000 and below expect GARLAND Departure.

BELCHER TRANSITION (DALL9.EIC): (For aircraft inbound to the JAN, MLU and SHV terminal areas only.) From over TTT VOR/DME via TTT R-094 to POTEN INT, then via EIC R-259 to EIC VORTAC.

EL DORADO TRANSITION (DALL9.ELD): (For aircraft inbound to the Memphis Terminal area. Aircraft should file and/or expect appropriate STAR.) From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC.

LITTLE ROCK TRANSITION (DALL9.LIT): From over TTT VOR/DME via TTT R-064 to ORTRO INT, then via LIT R-235 to LIT VORTAC.

MERIDIAN TRANSITION (DALL9.MEI): (For aircraft inbound to the Atlanta Terminal area.) From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC, then via ELD R-097 and MEI R-281 to MEI VORTAC.

QUITMAN TRANSITION (DALL9.UIM): (For aircraft inbound to Shreveport Terminal area.) From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME.

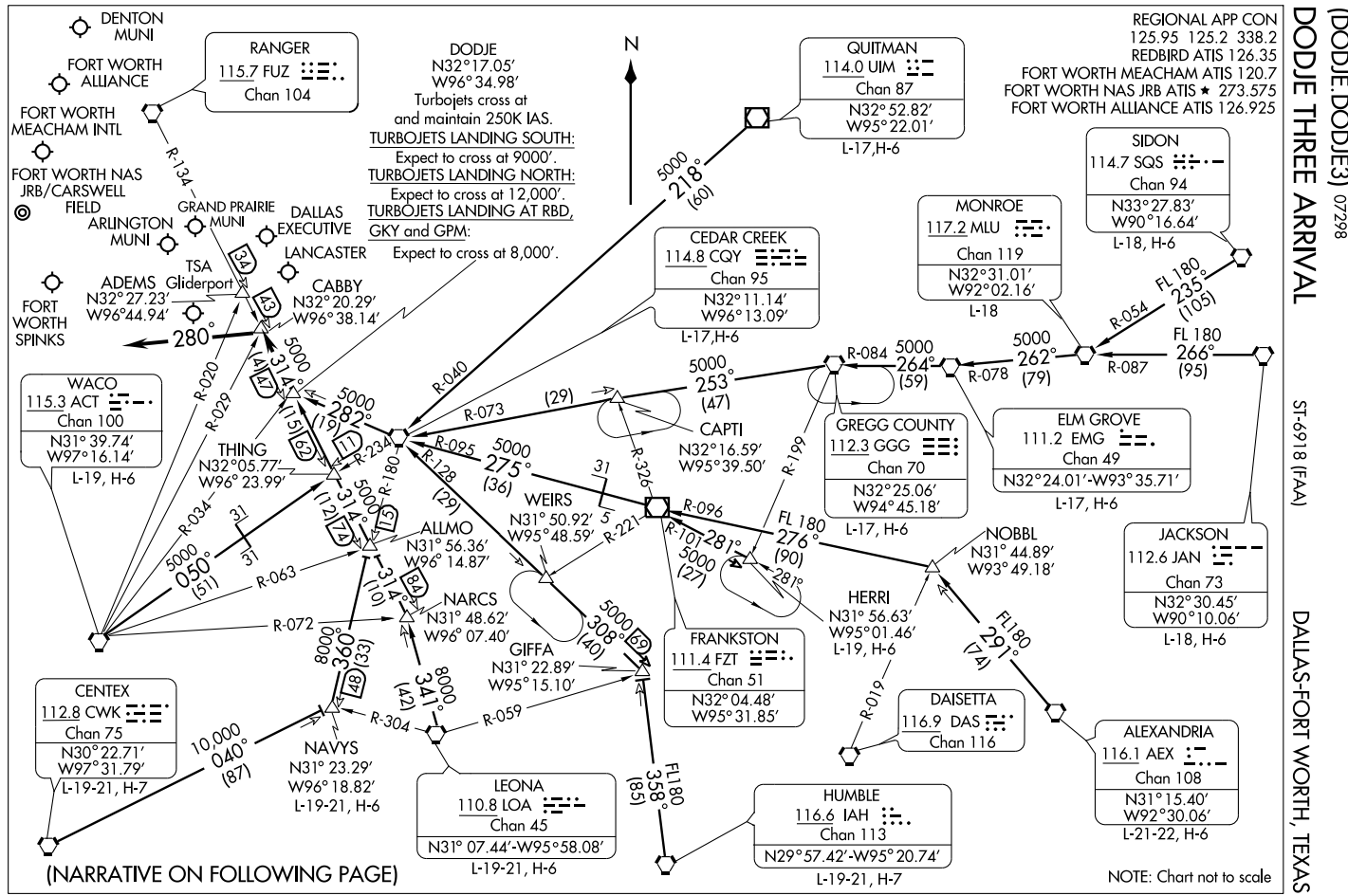
SAWMILL TRANSITION (DALL9.SWB): From over TTT VOR/DME via TTT R-094 to POTEN INT, then via EIC R-259 to TEKBE INT, then via SWB R-291 to SWB VOR/DME.

SIDON TRANSITION (DALL9.SQS): From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC, then via ELD R-077 and SQS R-262 to SQS VORTAC.

SOLDO TRANSITION (DALL9.SOLDO): From over TTT VOR/DME via TTT R-084 to SOLDO INT.

TEXARKANA TRANSITION (DALL9.TXK): From over TTT VOR/DME via TTT R-074 to SHERO INT, then via TXK R-244 to TXK VORTAC.

SC-2, 08 APR 2010 to 06 MAY 2010


DODGE THREE ARRIVAL
(DODJE.DODJE3) 07298
ST-6918 (FAA)
DALLAS-FORT WORTH, TEXAS
REGIONAL APP CON
125.95 125.2 338.2
REDBIRD ATIS 126.35
FORT WORTH MEACHAM ATIS 120.7
FORT WORTH NAS JRB ATIS ★ 273.575
FORT WORTH ALLIANCE ATIS 126.925
DENTON MUNI
FORT WORTH ALLIANCE
FORT WORTH MEACHAM INTL
FORT WORTH NAS JRB/CARSWELL FIELD
ARLINGTON MUNI
GRAND PRAIRIE MUNI
DALLAS EXECUTIVE
LANCASTER
TSA
ADEMS Gliderport
N32°27.23′
W96°44.94′
CABBY
N32°20.29′
W96°38.14′
FORT WORTH SPINKS
RANGER
115.7 FUZ
Chan 104
R-134
DODJE
N32°17.05′
W96°34.98′
Turbojets cross at and maintain 250K IAS.
TURBOJETS LANDING SOUTH:
Expect to cross at 9000′.
TURBOJETS LANDING NORTH:
Expect to cross at 12,000′.
TURBOJETS LANDING AT RBD, GKY and GPM:
Expect to cross at 8,000′.
N
QUITMAN
114.0 UIM
Chan 87
N32°52.82′
W95°22.01′
L-17,H-6
5000
218°
(60)
CEDAR CREEK
114.8 CQY
Chan 95
N32°11.14′
W96°13.09′
L-17,H-6
MONROE
117.2 MLU
Chan 119
N32°31.01′
W92°02.16′
L-18
SIDON
114.7 SQS
Chan 94
N33°27.83′
W90°16.64′
L-18, H-6
FL 180
235°
(105)
R-054
R-087
5000
262°
(79)
R-078
R-084
5000
264°
(59)
FL 180
266°
(95)
WACO
115.3 ACT
Chan 100
N31° 39.74′
W97°16.14′
L-19, H-6
THING
N32°05.77′
W96° 23.99′
CAPTI
N32°16.59′
W95°39.50′
GREGG COUNTY
112.3 GGG
Chan 70
N32°25.06′
W94°45.18′
L-17, H-6
ELM GROVE
111.2 EMG
Chan 49
N32°24.01′-W93°35.71′
L-17, H-6
JACKSON
112.6 JAN
Chan 73
N32°30.45′
W90°10.06′
L-18, H-6
WEIRS
N31° 50.92′
W95° 48.59′
ALLMO
N31° 56.36′
W96° 14.87′
NARCS
N31° 48.62′
W96° 07.40′
GIFFA
N31° 22.89′
W95° 15.10′
NOBBL
N31° 44.89′
W93° 49.18′
HERRI
N31° 56.63′
W95° 01.46′
L-19, H-6
FRANKSTON
111.4 FZT
Chan 51
N32° 04.48′
W95° 31.85′
DAISETTA
116.9 DAS
Chan 116
CENTEX
112.8 CWK
Chan 75
N30° 22.71′
W97° 31.79′
L-19-21, H-7
NAVYS
N31° 23.29′
W96° 18.82′
L-19-21, H-6
LEONA
110.8 LOA
Chan 45
N31° 07.44′-W95° 58.08′
L-19-21, H-6
HUMBLE
116.6 IAH
Chan 113
N29° 57.42′-W95° 20.74′
L-19-21, H-7
ALEXANDRIA
116.1 AEX
Chan 108
N31° 15.40′
W92° 30.06′
L-21-22, H-6
(NARRATIVE ON FOLLOWING PAGE)
NOTE: Chart not to scale

DODJE THREE ARRIVAL (DODJE.DODJE3)

ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.DODJE3): From over AEX VORTAC via AEX R-291 to NOBBL INT, then via FZT R-096 to FZT VOR/DME, then via FZT R-275 and CQY R-095 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

CEDAR CREEK TRANSITION (CQY.DODJE3): From over CQY VORTAC via CQY R-282 to DODJE INT. Thence. . . .

CENTEX TRANSITION (CWK.DODJE3): From over CWK VORTAC via CWK R-040 to NAVYS INT, then via CQY R-180 to ALLMO INT, then via FUZ R-134 to DODJE INT. Thence. . . .

ELM GROVE TRANSITION (EMG.DODJE3): From over EMG VORTAC via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

GREGG COUNTY TRANSITION (GGG.DODJE3): From over GGG VORTAC via GGG R-253 and CQY R-073 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

HERRI TRANSITION (HERRI.DODJE3): (Assigned by ATC) From over HERRI INT via FZT R-101 to FZT VOR/DME, then via FZT R-275 and CQY R-095 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

HUMBLE TRANSITION (IAH.DODJE3): From over IAH VORTAC via IAH R-355 to GIFFA INT, then via CQY R-128 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

JACKSON TRANSITION (JAN.DODJE3): From over JAN VORTAC via JAN R-266 and MLU R-087 to MLU VORTAC, then via MLU R-262 and EMG R-078 to EMG VORTAC, then via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

LEONA TRANSITION (LOA.DODJE3): From over LOA VORTAC via LOA R-341 to NARCS INT, then via FUZ R-134 to DODJE INT. Thence. . . .

MONROE TRANSITION (MLU.DODJE3): From over MLU VORTAC via MLU R-262 and EMG R-078 to EMG VORTAC, then via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

NAVYS TRANSITION (NAVYS.DODJE3): From over NAVYS INT via CQY R-180 to ALLMO INT, then via FUZ R-134 to DODJE INT. Thence. . . .

QUITMAN TRANSITION (UIM.DODJE3): From over UIM VOR/DME via UIM R-218 and CQY R-040 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

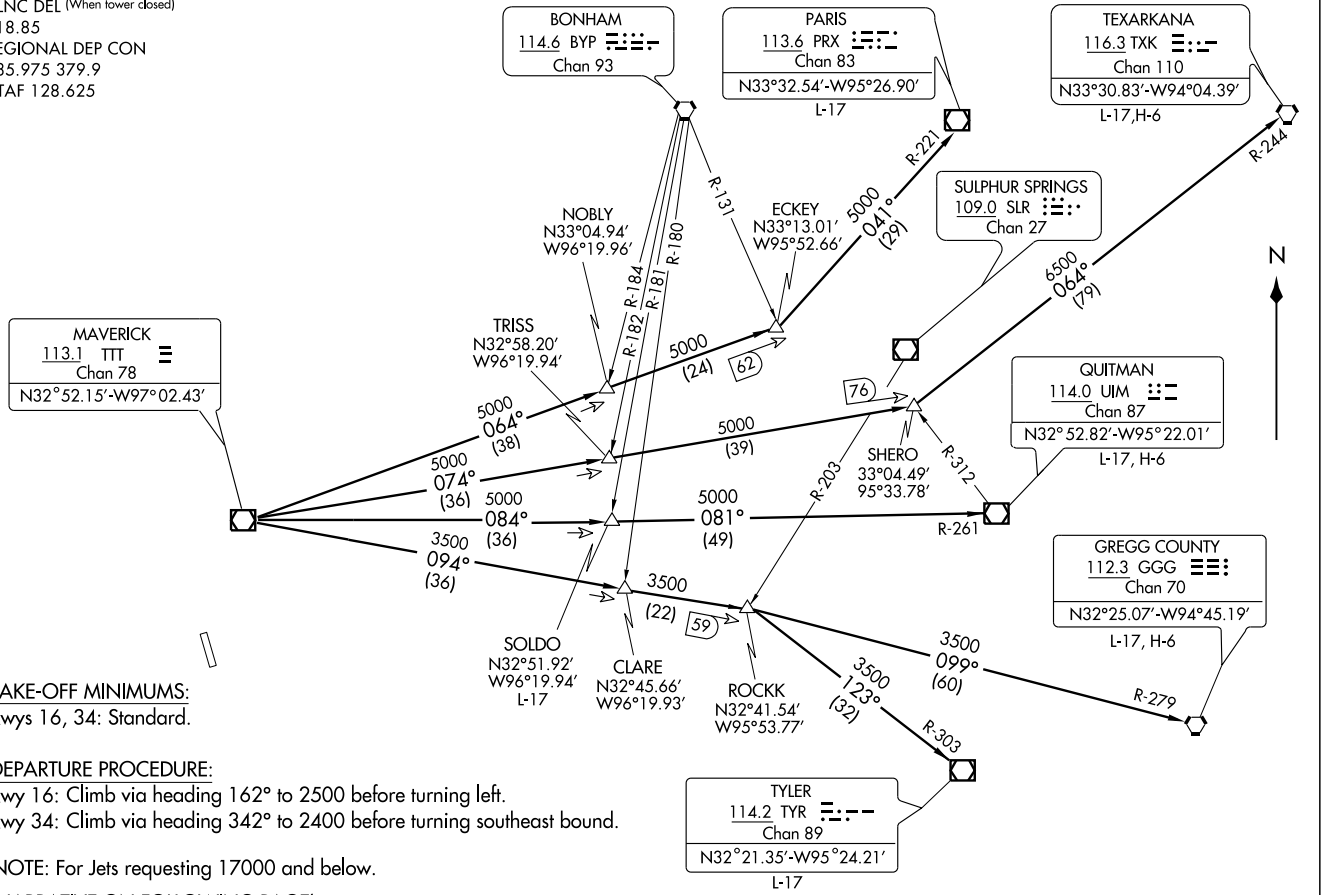
SIDON TRANSITION (SQS.DODJE3): From over SQS VORTAC via SQS R-235 and MLU R-054 to MLU VORTAC, then via MLU R-262 and EMG R-078 to EMG VORTAC, then via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

WACO TRANSITION (ACT.DODJE3): From over ACT VORTAC via ACT R-050 and CQY R-234 to THING INT, then via FUZ R-134 to DODJE INT. Thence. . . .

. . . .From over DODJE INT via FUZ R-134 to CABBY INT or ADEMS INT (when directed by ATC). Depart CABBY INT heading 280°. Expect radar vectors to final approach course.

SC-2, 08 APR 2010 to 06 MAY 2010

CLNC DEL (When tower closed)
118.85
REGIONAL DEP CON
135.975 379.9
CTAF 128.625



TAKE-OFF MINIMUMS:
Rwys 16, 34: Standard.

DEPARTURE PROCEDURE:
Rwy 16: Climb via heading 162° to 2500 before turning left.
Rwy 34: Climb via heading 342° to 2400 before turning southeast bound.

NOTE: For Jets requesting 17000 and below.
(NARRATIVE ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading to appropriate route.

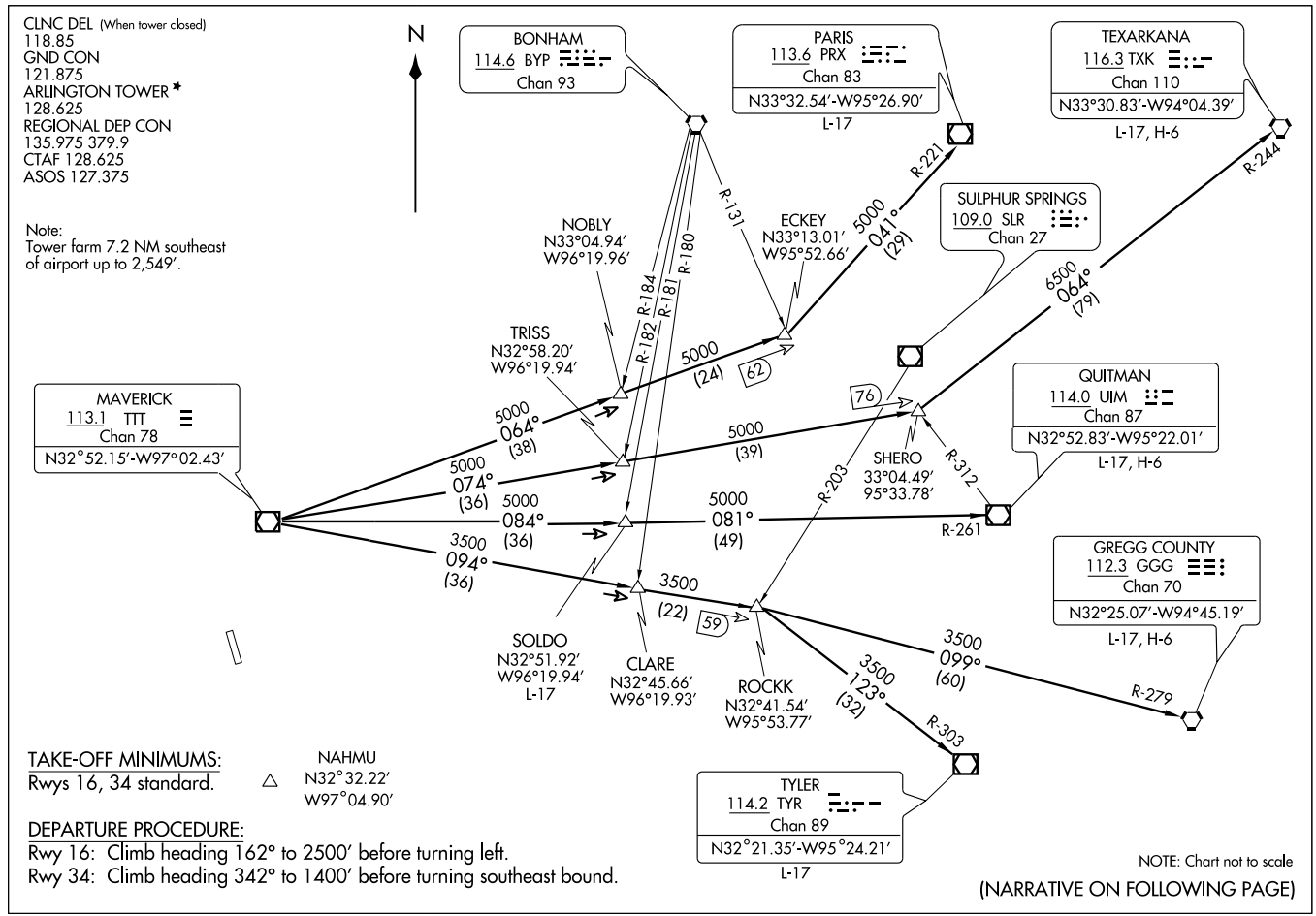
LONGVIEW TRANSITION (GARL3.GGG): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via GGG R-279 to GGG VORTAC.
PARIS TRANSITION (GARL3.PRX): From over TTT VOR/DME via TTT R-064 to ECKEY INT, then via PRX R-221 to PRX VOR/DME.
QUITMAN TRANSITION (GARL3.UIM): From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME.
SOLDO TRANSITION (GARL3.SOLDO): (ATC assigned) From over TTT VOR/DME via TTT R-084 to SOLDO INT.
TEXARKANA TRANSITION (GARL3.TXK): From over TTT VOR/DME via TTT R-074 to SHERO INT, then via TXK R-244 to TXK VORTAC.
TYLER TRANSITION (GARL3.TYR): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via TYR R-303 to TYR VOR/DME.

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HUBBARD SIX DEPARTURE

SI-5189 (FAA)

ARLINGTON MUNI (GKY)
ARLINGTON, TEXAS



DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading and altitude to appropriate route.

LONGVIEW TRANSITION (HUBB6.GGG): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via GGG R-279 to GGG VORTAC.
PARIS TRANSITION (HUBB6.PRX): From over TTT VOR/DME via TTT R-064 to ECKEY INT, then via PRX R-221 to PRX VOR/DME.
QUITMAN TRANSITION (HUBB6.UIM): From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME.
SOLDO TRANSITION (HUBB6.SOLDO): (ATC assigned.) From over TTT VOR/DME via TTT R-084 to SOLDO INT.
TEXARKANA TRANSITION (HUBB6.TXK): From over TTT VOR/DME via TTT R-074 to SHERO INT, then via TXK R-244 to TXK VORTAC.
TYLER TRANSITION (HUBB6.TYR): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via TYR R-303 to TYR VOR/DME.

TAKE-OFF OBSTACLES:
Rwy 16:
Multiple REILS beginning 77′ from departure end of runway, 127′ right of centerline, 7′ AGL/601′ MSL. Multiple REILS beginning 74′ from departure end of runway, 126′ left of centerline, 7′ AGL/603′ MSL. Tree 590′ from departure end of runway, 480′ right of centerline, 16′ AGL/614′ MSL.
Rwy 34:
Tree 1,083′ from departure end of runway, 710′ right of centerline, 35′ AGL/670′ MSL. Tree 705′ from departure end of runway, 403′ left of centerline, 38′ AGL/654′ MSL′. Tree 231′ from departure end of runway, 464′ left of centerline, 35′ AGL/642′ MSL. Multiple trees beginning 1.093′ from departure end of runway, 415′ right of centerline, up to 39′ AGL/663′ MSL.

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LOC/DME I-GKY	APP CRS	Rwy Idg 6080
111.55	342°	TDZE 620
Chan 52(Y)		Apt Elev 628

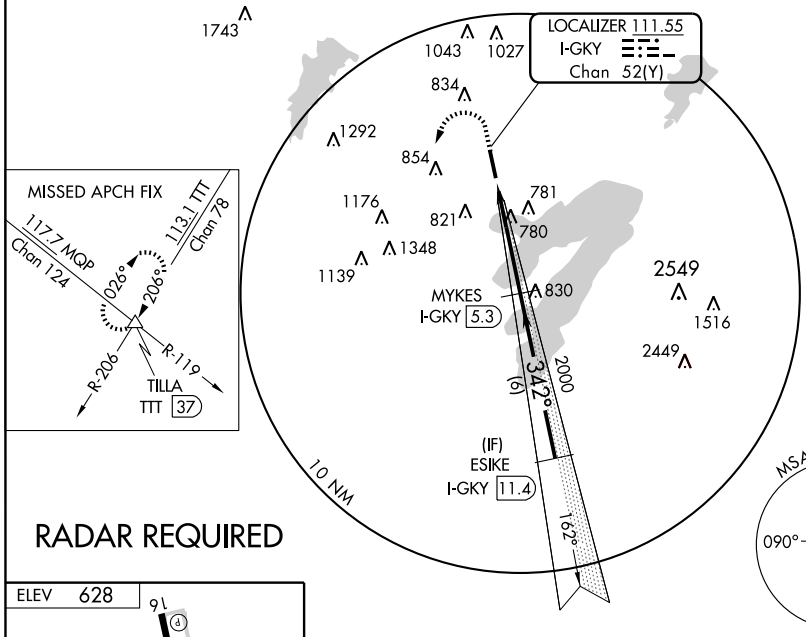
ILS or LOC/DME RWY 34

ARLINGTON MUNI (GKY)

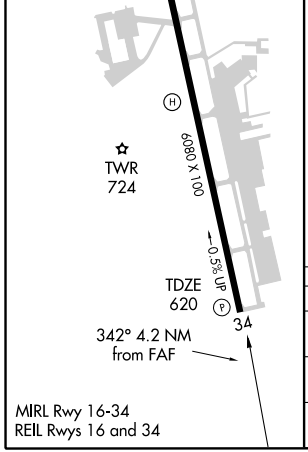
If local altimeter setting not received, use Grand Prairie Muni altimeter setting.

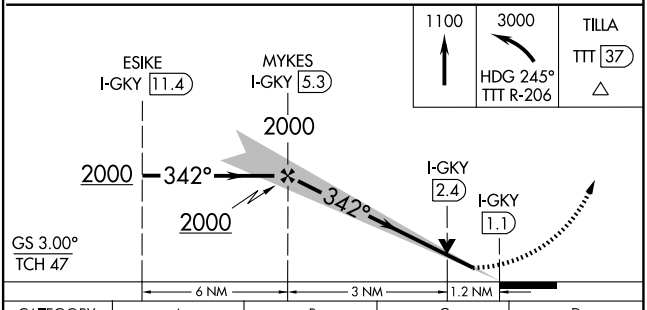
MISSED APPROACH: Climb to 1100 then climbing left turn to 3000 via heading 245° and TTT VOR/DME R-206 to TILLA Int/37 DME and hold.

ASOS	REGIONAL APP CON	ARLINGTON TOWER ★	GND CON	CLNC DEL	CTAF
127.375	135.975 379.9	128.625	121.875	118.85 (When tower closed)	128.625 L



RADAR REQUIRED





CATEGORY	A	B	C	D
S-ILS 34	820-¾ 200 (200-¾)			NA
S-LOC 34	1040-1 420 (500-1)		1040-1¼ 420 (500-1¼)	NA
CIRCLING	1080-1 452 (500-1)		1080-1½ 452 (500-1½)	NA

SC-2, 08 APR 2010 to 06 MAY 2010

(JPOOL4.TTT) 09351

JOE POOL FOUR DEPARTURE

SL-5189 (FAA)

ARLINGTON MUNI (GKY)
ARLINGTON, TEXAS

CLNC DEL (When tower closed)
118.85
GND CON
121.875
ARLINGTON TOWER ★
128.625
REGIONAL DEP CON
135.975 379.9
CTAF 128.625
ASOS 127.375

MAVERICK
113.1 TTT
Chan 78
N32°52.15'-W97°02.43'

TAKE-OFF MINIMUMS:
Rwys 16, 34 standard.

DEPARTURE PROCEDURE:
Rwy 16: Climb via heading 162° to 2500 before turning left.
Rwy 34: Climb via heading 342° to 1400 before turning southeast bound.

186° (36)
156° (37)
166° (35)
176° (35)
V369
TSA Gliderport

NELYN
N32°17.10'
W97°11.15'

DARTZ
N32°17.07'
W96°48.93'

CEDAR CREEK
114.8 CQY
Chan 95

R-072
R-074
R-273
R-275

JASPA
N32°17.10'
W97°03.54'
L-17

ARDIA
N32°17.10'
W96°56.27'
L-17

156° (25)
62

GLEN ROSE
115.0 JEN
Chan 97

BRDEN
N31°53.06'
W96°39.80'

4000
177° (38)
7000 (35)
8000 (45)
6000 (23)

R-357
70
ELLVR
N31°42.49'
W96°50.27'
L-19, H-6

TNV
R-334
11 NM
154°
85

TORNN
N31°31.22'
W96°30.88'
H-6

WACO
115.3 ACT
Chan 100
N31°39.74'-W97°16.14'
L-19, H-6

R-074
R-093
R-120
80

LEONA
110.8 LOA
Chan 45

6000
156° (22)
187

WINDU
N31°31.83'
W97°04.95'
L-19, H-6

R-268

12000
193° (70)
7000
154° (69)

BILEE
N31°09.75'
W96°23.31'
L-19-21, H-6

R-334

COLLEGE STATION
113.3 CLL
Chan 80
N30°36.30'-W96°25.24'
L-19-21,H-7

HOARY
N30°34.63'
W97°46.52'
L-19-21, H-7

R-012

NAVASOTA
115.9 TNV
Chan 106

R-307

CENTEX
112.8 CWK
Chan 75

12000
204° (66)

SAN ANTONIO
116.8 SAT
Chan 115
N29°38.64'
W98°27.68'
L-19,H-7

R-024

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale

SC-2, 08 APR 2010 to 06 MAY 2010

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading and altitude, expect vector to appropriate route.

ARDIA TRANSITION (JPOOL4.ARDIA): (ATC assigned.) From over TTT VOR/DME via TTT R-166 to ARDIA INT.

BILEE TRANSITION (JPOOL4.BILEE): (For aircraft overflying the BILEE intersection, thence via the appropriate STAR to George Bush Intercontinental or East Houston terminal area airports, or via J-87 to overfly the TNV VORTAC.) From over TTT VOR/DME via TTT R-156 to BILEE INT.

BRDEN TRANSITION (JPOOL4.BRDEN): From over TTT VOR/DME via TTT R-156 to BRDEN INT.

COLLEGE STATION TRANSITION (JPOOL4.CLL): (For piston aircraft inbound to Houston Hobby and all aircraft inbound to West Houston terminal area airports.) From over TTT VOR/DME via TTT R-166 to ELLVR INT, then via CLL R-334 to CLL VORTAC.

ELLVR TRANSITION (JPOOL4.ELLVR): (For turboprop and turbojet aircraft inbound to Houston Hobby and turbojet aircraft inbound to EFD, GLS, and LBX.) From over TTT VOR/DME via TTT R-166 to ELLVR INT.

HOARY TRANSITION (JPOOL4.HOARY): (For E/F suffixed aircraft.) From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC, then via ACT R-193 to HOARY INT.

JASPA TRANSITION (JPOOL4.JASPA): (ATC assigned.) From over TTT VOR/DME via TTT R-176 to JASPA INT.

SAN ANTONIO TRANSITION (JPOOL4.SAT): (For aircraft overflying Centex and San Antonio.) From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC, then via ACT R-193 to HOARY INT, then via SAT R-024 to SAT VORTAC.

TORNN TRANSITION (JPOOL4.TORNN): (For aircraft landing at Lafayette, Lake Charles or Beaumont/Port Arthur airports.) From over TTT VOR/DME via TTT R-156 to TORNN INT.

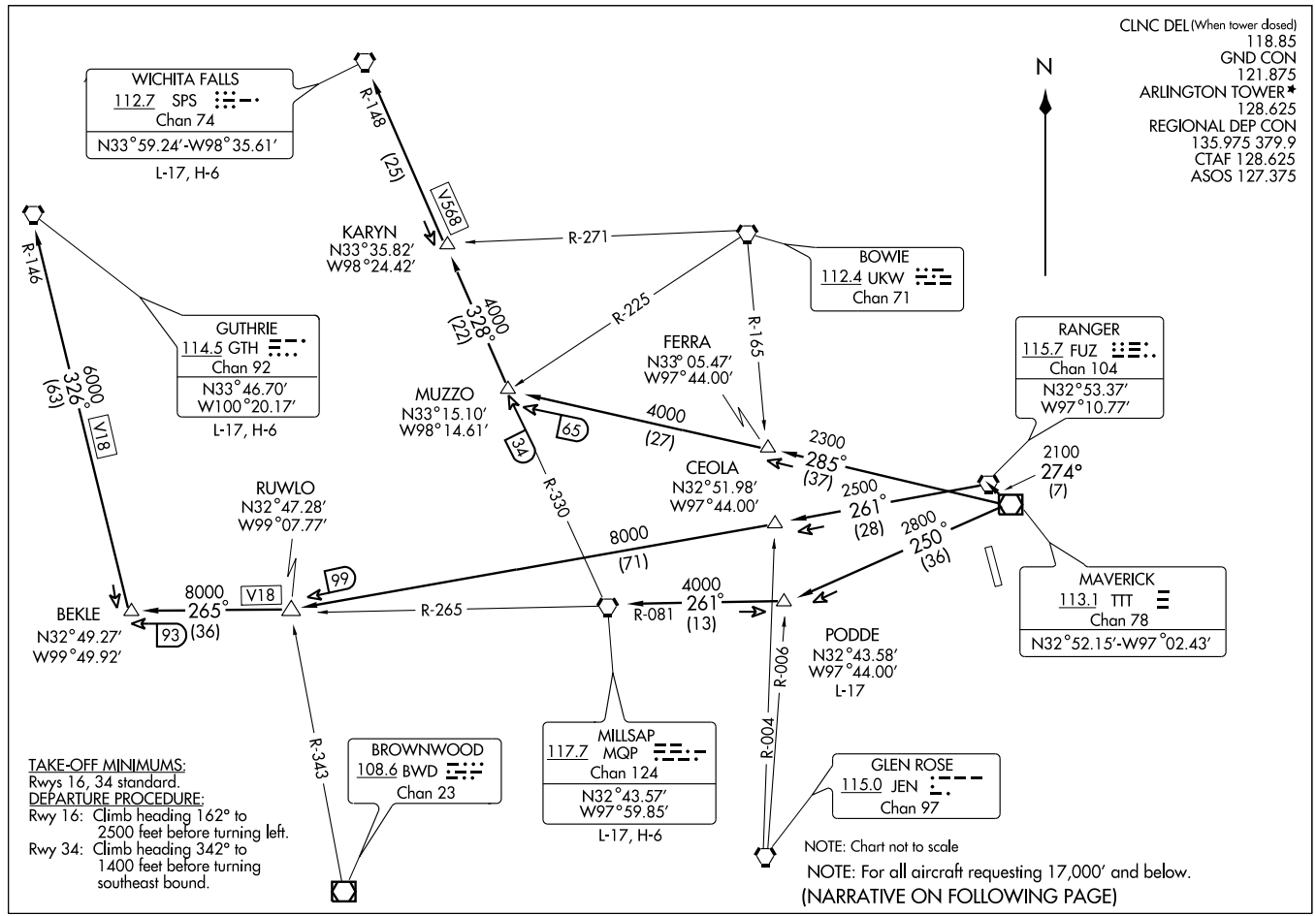
WACO TRANSITION (JPOOL4.ACT): (For aircraft inbound to Waco or Gray terminal area airports.) From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC.

WINDU TRANSITION (JPOOL4.WINDU): (For aircraft inbound to Austin or San Antonio terminal airports, aircraft should file and/or expect the BLEWE or MARCS arrival at WINDU.) From over TTT VOR/DME via TTT R-176 to WINDU INT.

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KINGDOM SEVEN DEPARTURE

SI-5189 (FAA)



TAKE-OFF MINIMUMS:
Rwys 16, 34 standard.

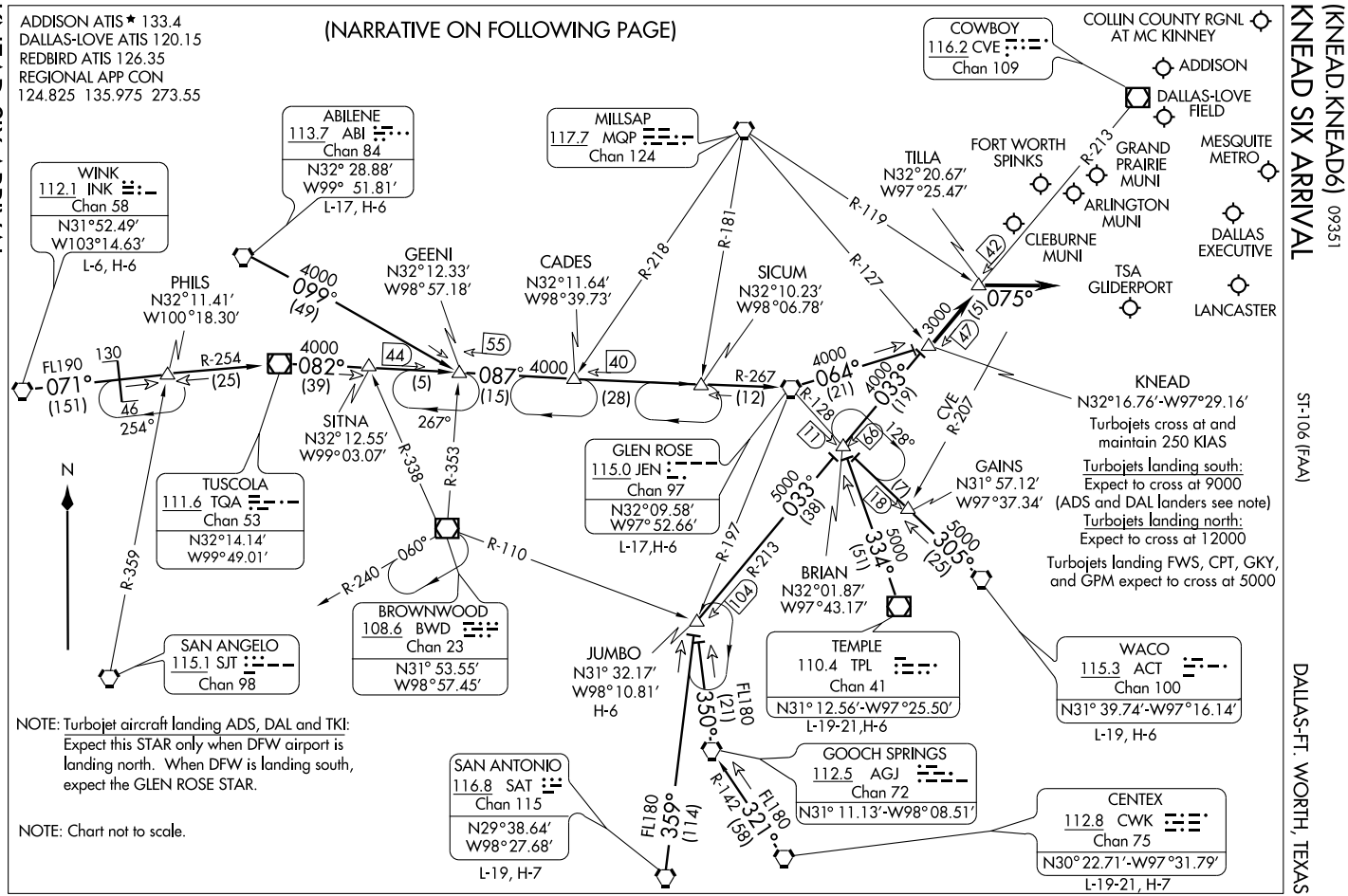
DEPARTURE PROCEDURE:
Rwy 16: Climb heading 162° to 2500 feet before turning left.
Rwy 34: Climb heading 342° to 1400 feet before turning southeast bound.

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace fly assigned heading and altitude to appropriate route.

GUTHRIE TRANSITION (KING7.GTH): (For all aircraft landing within Lubbock terminal area or proceeding westbound via V-18 to GTH VORTAC). From over TTT VOR/DME via TTT R-274 to FUZ VORTAC, then via FUZ R-261 to RUWLO INT, then via MQP R-265 to BEKLE INT, then via GTH R-146 to GTH VORTAC.
MILLSAP TRANSITION (KING7.MQP): (For all aircraft overflying the MQP VORTAC westbound via V-18 or direct). From over TTT VOR/DME via TTT R-250 to PODDE INT, then via MQP R-081 to MQP VORTAC.
PODDE TRANSITION (KING7.PODDE): (ATC assigned.) From over TTT VOR/DME via TTT R-250 to PODDE INT.
WICHITA FALLS TRANSITION (KING7.SPS): (For all aircraft landing within the Wichita Falls terminal area or overflying the SPS VORTAC). From over TTT VOR/DME via TTT R-285 to MUZZO INT, then via SPS R-148 to SPS VORTAC.

TAKE-OFF OBSTACLES:
Note: Rwy 16, Multiple REILS beginning 77′ from DER, 127′ right of centerline, 7′ AGL/601′ MSL. Multiple REILS beginning 74′ from DER, 126′ left of centerline, 7′ AGL/603′ MSL. Tree 590′ from DER, 480′ right of centerline, 16′ AGL/614′ MSL.
Note: Rwy 34, Tree 1,083′ from DER, 710′ right of centerline, 35′ AGL/670′ MSL. Tree 705′ from DER, 403′ left of centerline, 38′ AGL/654′ MSL. Tree 231′ from DER, 464′ left of centerline, 35′ AGL/642′ MSL. Multiple trees beginning 1093′ from DER, 415′ right of centerline, up to 39′ AGL/663′ MSL.



(KNEAD.KNEAD6) 09351

KNEAD SIX ARRIVAL

ST-106 (FAA)

DALLAS-FT. WORTH, TEXAS

ARRIVAL DESCRIPTION

ABILENE TRANSITION (ABI.KNEAD6): From over ABI VORTAC via ABI R-099 to GEENI INT, then via JEN R-267 to JEN VORTAC, then via JEN R-064 to KNEAD INT. Thence . . . .

CENTEX TRANSITION (CWK.KNEAD6): From over CWK VORTAC via CWK R-321 and AGJ R-142 to AGJ VORTAC, then via AGJ R-350 to JUMBO INT, then via CVE R-213 to KNEAD INT. Thence . . . .

GLEN ROSE TRANSITION (JEN.KNEAD6): From over JEN VORTAC via JEN R-064 to KNEAD INT. Thence . . . .

JUMBO TRANSITION (JUMBO.KNEAD6): From over JUMBO INT via CVE R-213 to KNEAD INT. Thence . . . .

SAN ANTONIO TRANSITION (SAT.KNEAD6): From over SAT VORTAC via SAT R-359 to JUMBO INT, then via CVE R-213 to KNEAD INT. Thence . . . .

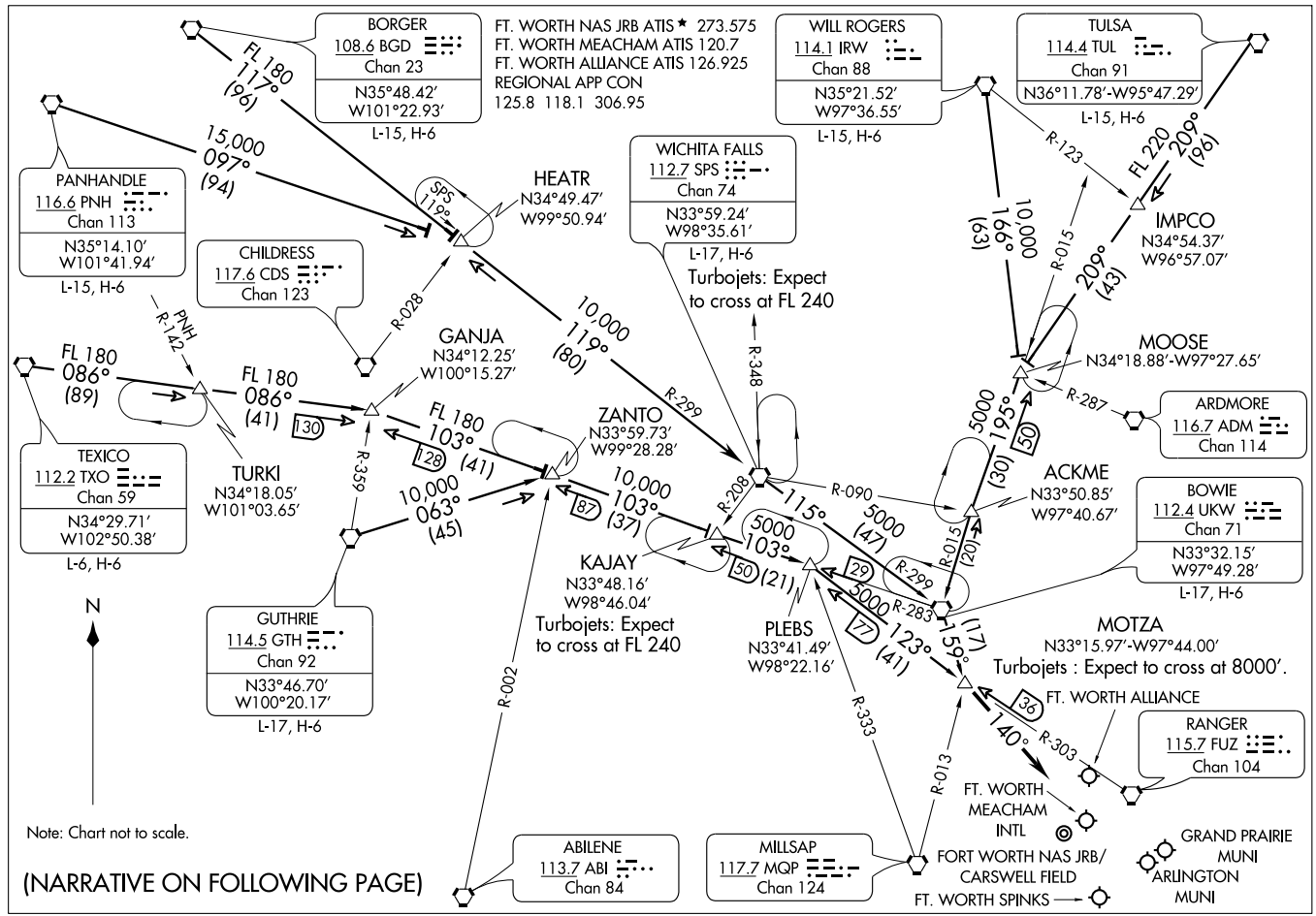
TEMPLE TRANSITION (TPL.KNEAD6): From over TPL VOR/DME via TPL R-334 to BRIAN INT, then via CVE R-213 to KNEAD INT. Thence . . . .

WACO TRANSITION (ACT.KNEAD6): From over ACT VORTAC via ACT R-305 to BRIAN INT, then via CVE R-213 to KNEAD INT. Thence . . . .

WINK TRANSITION (INK.KNEAD6): From over INK VORTAC via INK R-071 and TQA R-254 to TQA VOR/DME, then via TQA R-082 to GEENI INT, then via JEN R-267 to JEN VORTAC, then via JEN R-064 to KNEAD INT. Thence . . . .

. . . . From over KNEAD INT via CVE R-213 to TILLA INT, thence via heading 075° for vectors to final approach course.

SC-2, 08 APR 2010 to 06 MAY 2010


MOTZA SIX ARRIVAL
(MOTZA.MOTZA6) 07298
ST-6918 (FAA)
DALLAS-FT. WORTH, TEXAS
FT. WORTH NAS JRB ATIS ★ 273.575
FT. WORTH MEACHAM ATIS 120.7
FT. WORTH ALLIANCE ATIS 126.925
REGIONAL APP CON
125.8 118.1 306.95
BORGER
108.6 BGD
Chan 23
N35°48.42′
W101°22.93′
L-15, H-6
WILL ROGERS
114.1 IRW
Chan 88
N35°21.52′
W97°36.55′
L-15, H-6
TULSA
114.4 TUL
Chan 91
N36°11.78′-W95°47.29′
L-15, H-6
PANHANDLE
116.6 PNH
Chan 113
N35°14.10′
W101°41.94′
L-15, H-6
CHILDRESS
117.6 CDS
Chan 123
WICHITA FALLS
112.7 SPS
Chan 74
N33°59.24′
W98°35.61′
L-17, H-6
HEATR
N34°49.47′
W99°50.94′
IMPCO
N34°54.37′
W96°57.07′
GANJA
N34°12.25′
W100°15.27′
MOOSE
N34°18.88′-W97°27.65′
ARDMORE
116.7 ADM
Chan 114
TEXICO
112.2 TXO
Chan 59
N34°29.71′
W102°50.38′
L-6, H-6
TURKI
N34°18.05′
W101°03.65′
ZANTO
N33°59.73′
W99°28.28′
ACKME
N33°50.85′
W97°40.67′
BOWIE
112.4 UKW
Chan 71
N33°32.15′
W97°49.28′
L-17, H-6
KAJAY
N33°48.16′
W98°46.04′
PLEBS
N33°41.49′
W98°22.16′
MOTZA
N33°15.97′-W97°44.00′
GUTHRIE
114.5 GTH
Chan 92
N33°46.70′
W100°20.17′
L-17, H-6
RANGER
115.7 FUZ
Chan 104
ABILENE
113.7 ABI
Chan 84
MILLSAP
117.7 MQP
Chan 124
FORT WORTH NAS JRB/
CARSWELL FIELD
FT. WORTH SPINKS
FT. WORTH
MEACHAM
INTL
GRAND PRAIRIE
MUNI
ARLINGTON
MUNI
FT. WORTH ALLIANCE
Turbojets: Expect
to cross at FL 240
Turbojets: Expect
to cross at FL 240
Turbojets : Expect to cross at 8000′.
FL 180
117°
(96)
15,000
097°
(94)
SPS
119°
10,000
119°
(80)
FL 180
086°
(89)
FL 180
086°
(41)
FL 180
103°
(41)
10,000
063°
(45)
10,000
103°
(37)
5000
103°
(21)
5000
115°
(47)
5000
123°
(41)
5000
159°
(17)
10,000
166°
(63)
5000
195°
(30)
FL 220
209°
(96)
209°
(43)
140°
R-123
R-015
R-348
R-299
R-208
R-090
R-287
R-359
R-028
PNH
R-142
R-002
R-333
R-013
R-303
130
128
87
50
29
27
36
N
Note: Chart not to scale.
(NARRATIVE ON FOLLOWING PAGE)

MOTZA SIX ARRIVAL

ARRIVAL DESCRIPTION

BORGER TRANSITION (BGD.MOTZA6): From over BGD VORTAC via BGD R-117 to HEATR INT, then via SPS R-299 to SPS VORTAC, then via SPS R-115 and UKW R-299 to UKW VORTAC, then via UKW R-159 to MOTZA INT. Thence . . . .

BOWIE TRANSITION (UKW.MOTZA6): From over UKW VORTAC via UKW R-159 to MOTZA INT. Thence . . . .

GUTHRIE TRANSITION (GTH.MOTZA6): From over GTH VORTAC via GTH R-063 to ZANTO INT, then via UKW R-283 to PLEBS INT, then via FUZ R-303 to MOTZA INT. Thence . . . .

PANHANDLE TRANSITION (PNH.MOTZA6): From over PNH VORTAC via PNH R-097 to HEATR INT, then via SPS R-299 to SPS VORTAC, then via SPS R-115 and UKW R-299 to UKW VORTAC, then via UKW R-159 to MOTZA INT. Thence . . . .

TEXICO TRANSITION (TXO.MOTZA6): From over TXO VORTAC via TXO R-086 to GANJA INT, then via UKW R-283 to PLEBS INT, then via FUZ R-303 to MOTZA INT. Thence . . . .

TULSA TRANSITION (TUL.MOTZA6): From over TUL VORTAC via TUL R-209 to MOOSE INT, then via UKW R-015 to UKW VORTAC, then via UKW R-159 to MOTZA INT. Thence . . . .

WICHITA FALLS TRANSITION (SPS.MOTZA6): From over SPS VORTAC via SPS R-115 and UKW R-299 to UKW VORTAC, then via UKW R-159 to MOTZA INT. Thence . . . .

WILL ROGERS TRANSITION (IRW.MOTZA6): From over IRW VORTAC via IRW R-166 to MOOSE INT, then via UKW R-015 to UKW VORTAC, then via UKW R-159 to MOTZA INT. Thence . . . .

. . . . From over MOTZA INT, thence via heading 140° for vectors to final approach course.

SC-2, 08 APR 2010 to 06 MAY 2010

ARLINGTON, TEXAS

AL-5189 (FAA)

RNAV (GPS) RWY 34

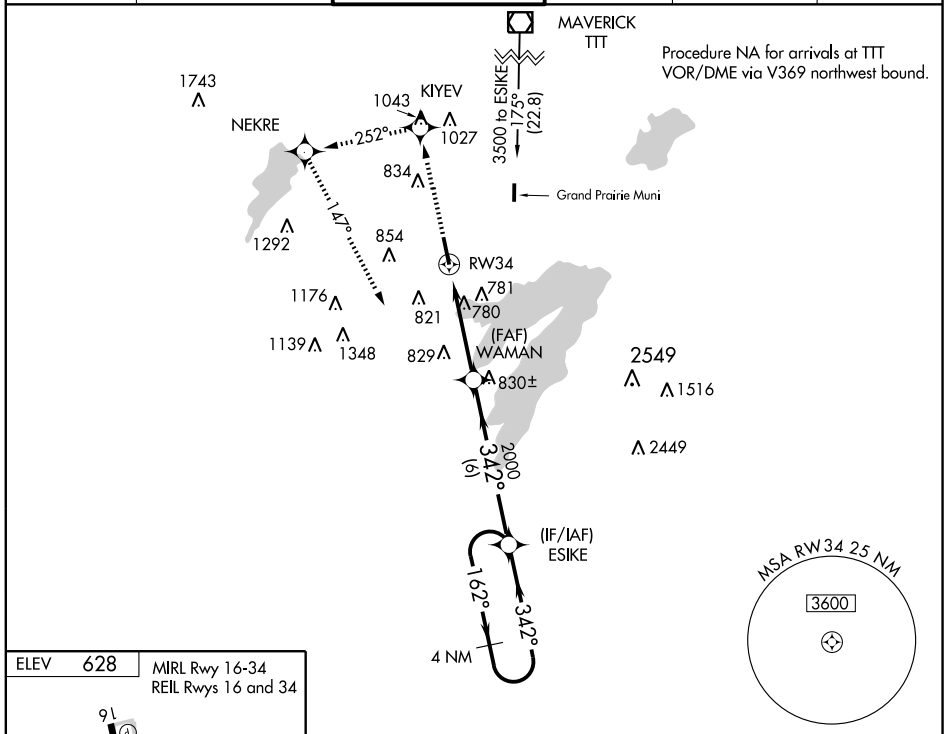
ARLINGTON MUNI (GKY)

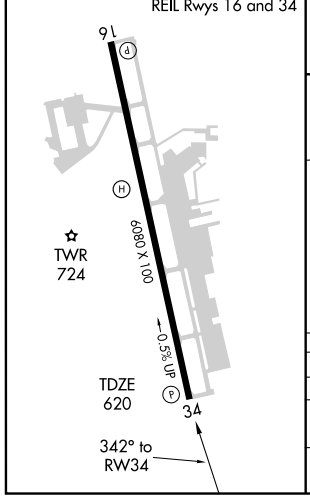
WAAS	APP CRS	Rwy Idg	6080
CH 56227	342°	TDZE	620
W34A		Apt Elev	628

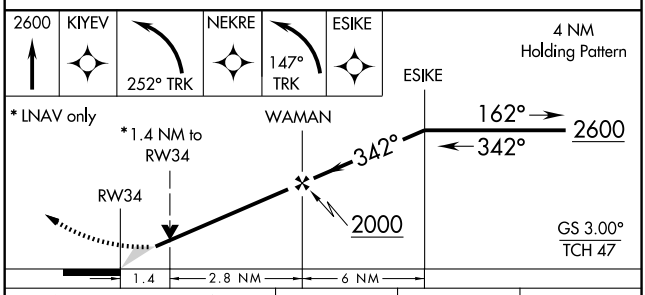
DME/DME RNP-0.3 NA. When local altimeter setting not received, use Grand Prairie Muni altimeter setting.

MISSED APPROACH: Climb to 2600 direct KIYEV and left turn via 252° track to NEKRE and left turn via 147° track to ESIKE and hold.

ASOS	REGIONAL APP CON	ARLINGTON TOWER ★	GND CON	CLNC DEL	CTAF
127.375	135.975 379.9	128.625	121.875	118.85 (When tower closed)	128.625 L

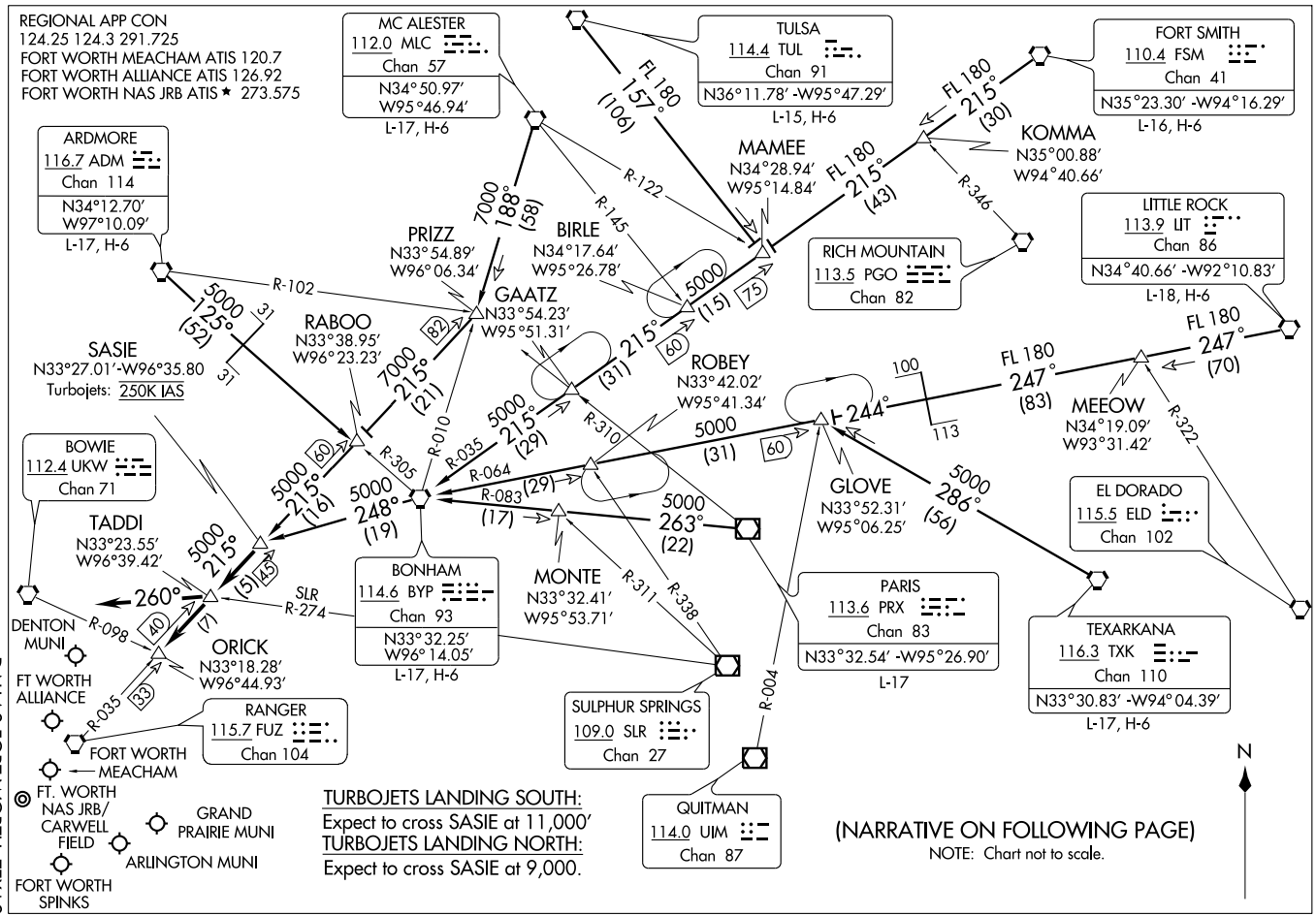






CATEGORY	A	B	C	D
LPV DA	957-1¼ 337 (400-1¼)			NA
LNAV MDA	1080-1 460 (500-1)		1080-1¼ 460 (500-1¼)	NA
CIRCLING	1100-1 472 (500-1)		1100-1½ 472 (500-1½)	NA

SC-2, 08 APR 2010 to 06 MAY 2010



SASIE TWO ARRIVAL

(SASIE.SASIE2) 09351

ST-6918 (FAA)

DALLAS-FORT WORTH, TEXAS

ARRIVAL DESCRIPTION

ARDMORE TRANSITION (ADM.SASIE2): From over ADM VORTAC via ADM R-125 and BYP R-305 to RABOO INT, then via FUZ R-035 to SASIE INT. Thence. . . .
BONHAM TRANSITION (BYP.SASIE2): From over BYP VORTAC via BYP R-248 to SASIE INT. Thence. . . .
FORT SMITH TRANSITION (FSM.SASIE2): From over FSM VORTAC via FSM R-215 to MAMEE INT, then via BYP R-035 to BYP VORTAC, then via BYP R-248 to SASIE INT. Thence. . . .
LITTLE ROCK TRANSITION (LIT.SASIE2): From over LIT VORTAC via LIT R-247 and BYP R-064 to GLOVE INT, then via BYP R-064 to BYP VORTAC, then via BYP R-248 to SASIE INT. Thence. . . .
MC ALESTER TRANSITION (MLC.SASIE2): From over MLC VORTAC via MLC R-188 to PRIZZ INT, then via FUZ R-035 to SASIE INT. Thence. . . .
PARIS TRANSITION (PRX.SASIE2): From over PRX VOR/DME via PRX R-263 and BYP R-083 to BYP VORTAC, then via BYP VORTAC R-248 to SASIE INT. Thence. . . .
TEXARKANA TRANSITION (TXK.SASIE2): From over TXK VORTAC via TXK R-286 to GLOVE INT, then via BYP R-064 to BYP VORTAC, then via BYP R-248 to SASIE INT. Thence. . . .
TULSA TRANSITION (TUL.SASIE2): From over TUL VORTAC via TUL R-157 to MAMEE INT, then via BYP R-035 to BYP VORTAC, the via BYP R-248 to SASIE INT. Thence. . . .
. . . . From over SASIE INT via FUZ R-035 to TADDI INT or ORICK INT (when directed by ATC). Depart TADDI INT heading 260° for vectors to final approach course.

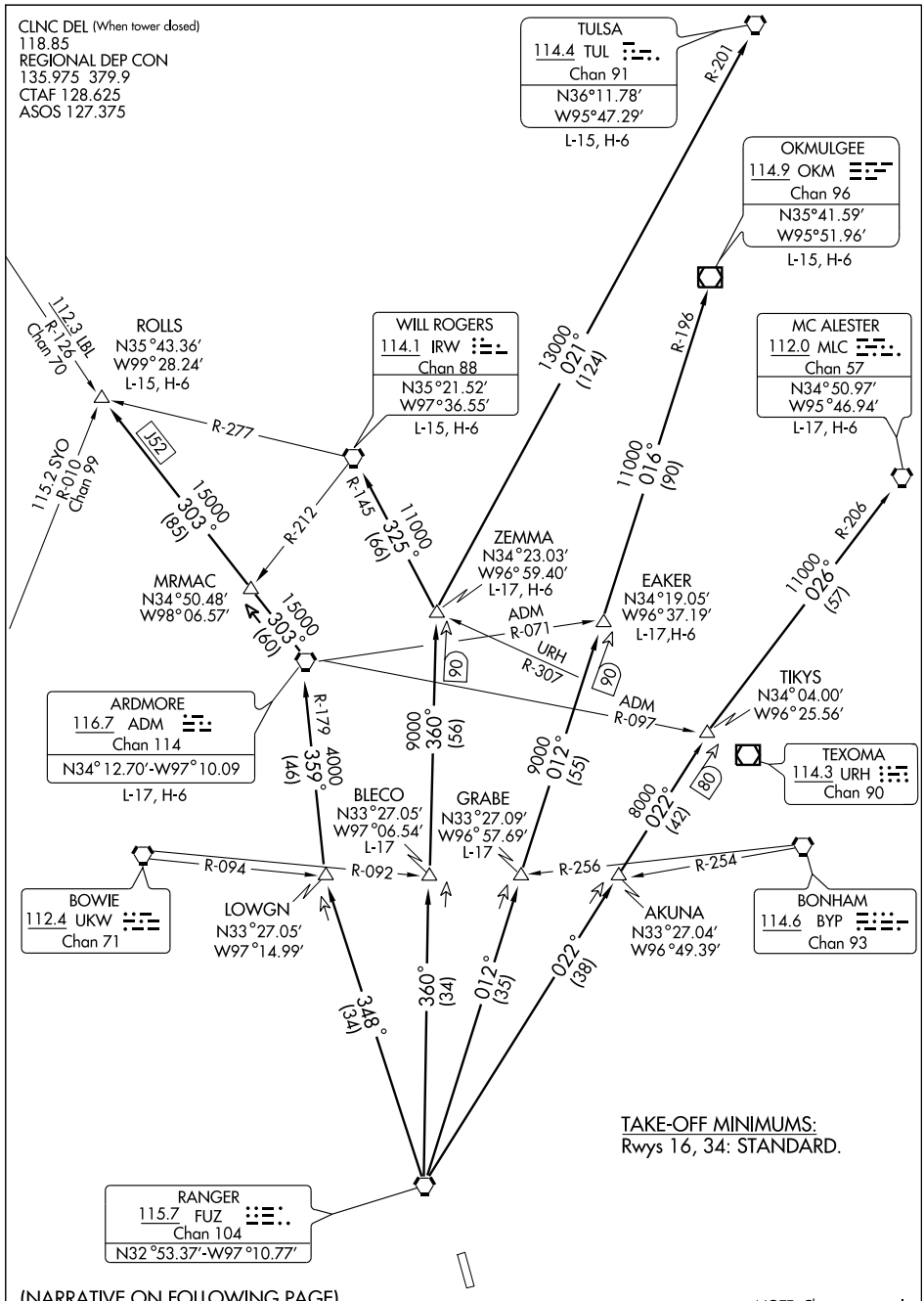
SC-2, 08 APR 2010 to 06 MAY 2010

TEXOMA ONE DEPARTURE

SL-5189 (FAA)

ARLINGTON, TEXAS

CLNC DEL (When tower closed)
118.85
REGIONAL DEP CON
135.975 379.9
CTAF 128.625
ASOS 127.375



TAKE-OFF MINIMUMS:
Rwys 16, 34: STANDARD.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale

SC-2, 08 APR 2010 to 06 MAY 2010

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace fly assigned heading and altitude to appropriate route.

ARDMORE TRANSITION (TEX1.ADM): From over FUZ VORTAC via FUZ R-348 to LOWGN INT, then via ADM R-179 to ADM VORTAC.

BLECO TRANSITION (TEX1.BLECO): (ATC assigned.) From over FUZ VORTAC via FUZ R-360 to BLECO INT.

EAKER TRANSITION (TEX1.EAKER): (For aircraft inbound to the Tulsa terminal area.) From over FUZ VORTAC via FUZ R-012 to EAKER INT.

GRABE TRANSITION (TEX1.GRABE): (ATC assigned.) From over FUZ VORTAC via FUZ R-012 to GRABE INT.

MCALESTER TRANSITION (TEX1.MLC): (For all aircraft overflying the MLC VORTAC or intercepting J105.) From over FUZ VORTAC via FUZ R-022 to TIKYS INT, then via MLC R-206 to MLC VORTAC.

OKMULGEE TRANSITION (TEX1.OKM): (For all aircraft overflying OKM VOR/DME proceeding via J181 to BDF to destinations in the Chicago terminal area and north.) From over FUZ VORTAC via FUZ R-012 to EAKER INT, then via OKM R-196 to OKM VOR/DME.

ROLLS TRANSITION (TEX1.ROLLS): (For all aircraft proceeding northwestbound via J52.) From over FUZ VORTAC via FUZ R-348 to LOWGN INT, then via ADM R-179 to ADM VORTAC, then via ADM R-303 to ROLLS INT.

TULSA TRANSITION (TEX1.TUL): (For all aircraft overflying TUL VORTAC.) From over FUZ VORTAC via FUZ R-360 to ZEMMA INT, then via TUL R-201 to TUL VORTAC.

WILL ROGERS TRANSITION (TEX1.IRW): (For all aircraft inbound to the Oklahoma City area or overflying IRW VORTAC.) From over FUZ VORTAC via FUZ R-360 to ZEMMA INT, then via IRW R-145 to IRW VORTAC.

ZEMMA TRANSITION (TEX1.ZEMMA): (ATC assigned.) From over FUZ VORTAC via FUZ R-360 to ZEMMA INT.

SC-2, 08 APR 2010 to 06 MAY 2010

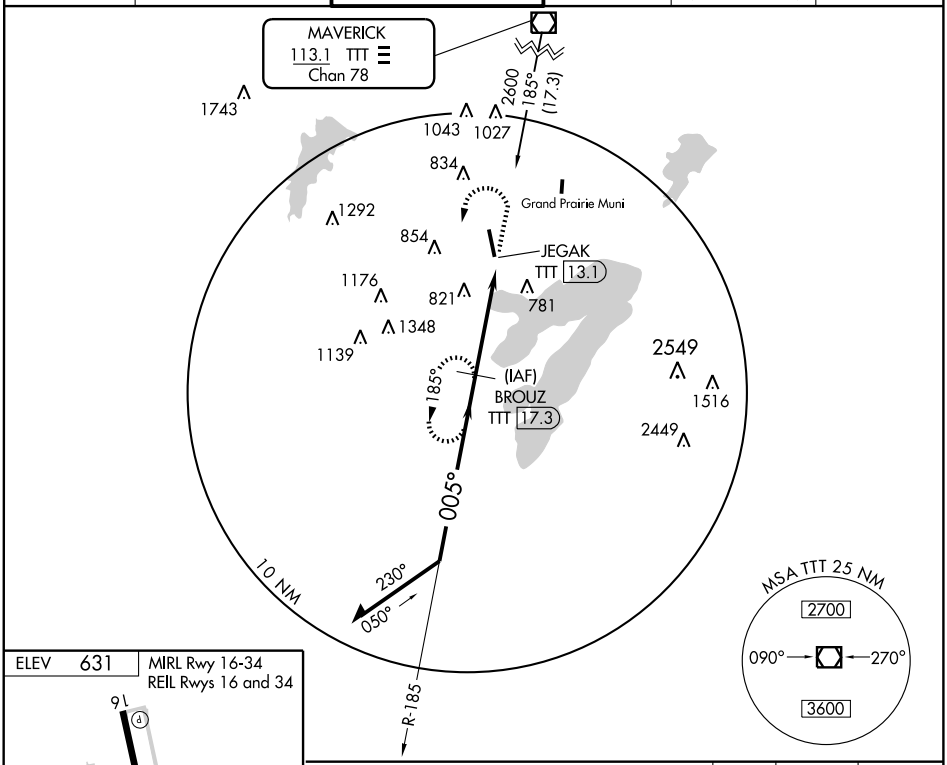
VOR/DME TTT	APP CRS	Rwy Idg	6080
113.1	005°	TDZE	619
Chan 78		Apt Elev	631

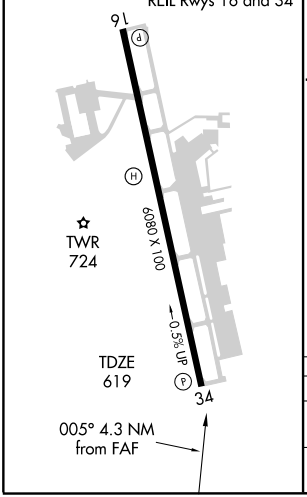
VOR/DME RWY 34
ARLINGTON MUNI (GKY)

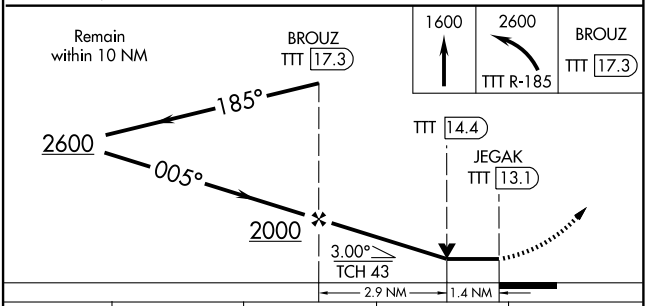
If local altimeter setting not received, use Grand Prairie Muni altimeter setting.

MISSED APPROACH: Climb to 1600 then climbing left turn to 2600 via TTT R-185 to BROUZ/17.3 DME and hold.

ASOS	REGIONAL APP CON	ARLINGTON TOWER★	GND CON	CLNC DEL	CTAF
127.375	135.975 379.9	128.625	121.875	118.85 (When tower closed)	128.625 L

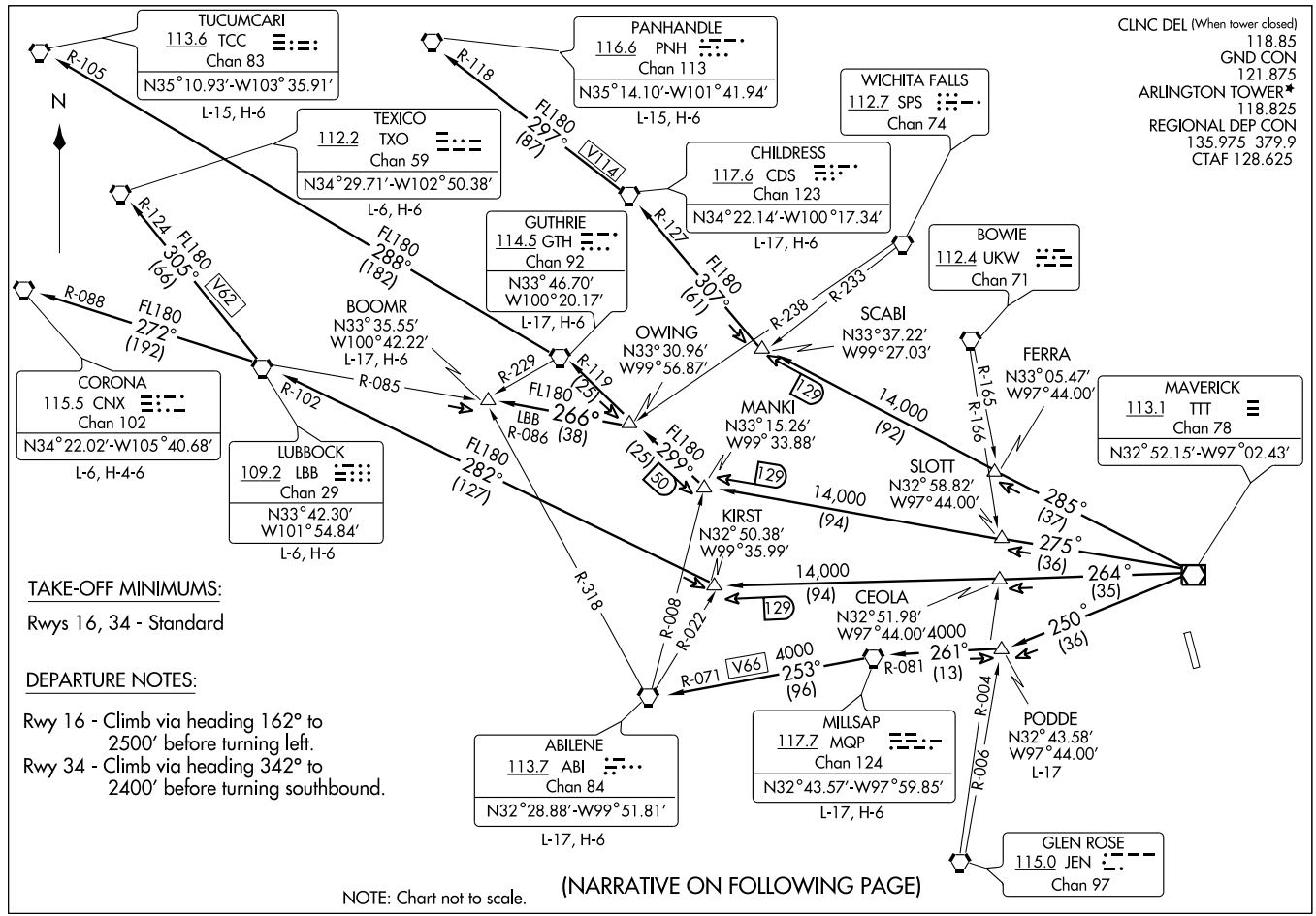






CATEGORY	A	B	C	D
S-34	1080-1 461 (500-1)		1080-1¼ 461 (500-1¼)	NA
CIRCLING	1080-1 449 (500-1)	1100-1 469 (500-1)	1100-1½ 469 (500-1½)	NA

SC-2, 08 APR 2010 to 06 MAY 2010


CLNC DEL (When tower closed)
118.85
GND CON
121.875
ARLINGTON TOWER*
118.825
REGIONAL DEP CON
135.975 379.9
CTAF 128.625
TUCUMCARI
113.6 TCC
Chan 83
N35°10.93'-W103°35.91'
L-15, H-6
PANHANDLE
116.6 PNH
Chan 113
N35°14.10'-W101°41.94'
L-15, H-6
WICHITA FALLS
112.7 SPS
Chan 74
TEXICO
112.2 TXO
Chan 59
N34°29.71'-W102°50.38'
L-6, H-6
CHILDRESS
117.6 CDS
Chan 123
N34°22.14'-W100°17.34'
L-17, H-6
GUTHRIE
114.5 GTH
Chan 92
N33°46.70'
W100°20.17'
L-17, H-6
BOWIE
112.4 UKW
Chan 71
BOOMR
N33°35.55'
W100°42.22'
L-17, H-6
OWING
N33°30.96'
W99°56.87'
SCABI
N33°37.22'
W99°27.03'
FERRA
N33°05.47'
W97°44.00'
CORONA
115.5 CNX
Chan 102
N34°22.02'-W105°40.68'
L-6, H-4-6
LUBBOCK
109.2 LBB
Chan 29
N33°42.30'
W101°54.84'
L-6, H-6
MANKI
N33°15.26'
W99°33.88'
MAVERICK
113.1 TTT
Chan 78
N32°52.15'-W97°02.43'
SLOTT
N32°58.82'
W97°44.00'
KIRST
N32°50.38'
W99°35.99'
CEOLA
N32°51.98'
W97°44.00'
ABILENE
113.7 ABI
Chan 84
N32°28.88'-W99°51.81'
L-17, H-6
MILLSAP
117.7 MQP
Chan 124
N32°43.57'-W97°59.85'
L-17, H-6
PODDE
N32°43.58'
W97°44.00'
L-17
GLEN ROSE
115.0 JEN
Chan 97
R-105
R-118
FL180 297° (87)
V114
R-124
FL180 305° (66)
V62
FL180 288° (182)
R-127
FL180 307° (61)
R-088
FL180 272° (192)
R-102
R-085
R-229
R-119
FL180 (25) 266° (38)
LBB R-086
R-238
R-233
14,000 (92)
R-165
R-166
FL180 (25) 299°
50
129
14,000 (94)
285° (37)
275° (36)
264° (35)
250° (36)
FL180 282° (127)
R-318
R-008
R-022
14,000 (94)
129
4000
261° (13)
R-081
R-071
V66
4000
253° (96)
R-004
R-006
N
TAKE-OFF MINIMUMS:
Rwys 16, 34 - Standard
DEPARTURE NOTES:
Rwy 16 - Climb via heading 162° to 2500' before turning left.
Rwy 34 - Climb via heading 342° to 2400' before turning southbound.
NOTE: Chart not to scale.
(NARRATIVE ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading and altitude to appropriate route.

ABILENE TRANSITION (WORTH5.ABI): From over TTT VOR/DME via TTT R-250 to PODDE INT, then via MQP R-081 to MQP VORTAC, then via MQP R-253 and ABI R-071 to ABI VORTAC.

BOOMR TRANSITION (WORTH5.BOOMR): From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to OWING INT, then via LBB R-086 to BOOMR INT.

CHILDRESS TRANSITION (WORTH5.CDS): From over TTT VOR/DME via TTT R-285 to SCABI INT, then via CDS R-127 to CDS VORTAC.

CORONA TRANSITION (WORTH5.CNX): From over TTT VOR/DME via TTT R-264 to KIRST INT, then via LBB R-102 to LBB VORTAC, then via LBB R-272 and CNX R-088 to CNX VORTAC.

GUTHRIE TRANSITION (WORTH5.GTH): From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to GTH VORTAC.

LUBBOCK TRANSITION (WORTH5.LBB): From over TTT VOR/DME via TTT R-264 to KIRST INT, then via LBB R-102 to LBB VORTAC.

MILLSAP TRANSITION (WORTH5.MQP): From over TTT VOR/DME via TTT R-250 to PODDE INT, then via MQP R-081 to MQP VORTAC.

PANHANDLE TRANSITION (WORTH5.PNH): From over TTT VOR/DME via TTT R-285 to SCABI INT, then via CDS R-127 to CDS VORTAC, then via CDS R-297 and PNH R-118 to PNH VORTAC.

PODDE TRANSITION (WORTH5.PODDE): (ATC Assigned) From over TTT VOR/DME via TTT R-250 to PODDE INT.

TEXICO TRANSITION (WORTH5.TXO): From over TTT VOR/DME via TTT R-264 to KIRST INT, then via LBB R-102 to LBB VORTAC, then via LBB R-305 and TXO R-124 to TXO VORTAC.

TUCUMCARI TRANSITION (WORTH5.TCC): From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to GTH VORTAC, then via GTH R-288 and TCC R-105 to TCC VORTAC.

SC-2, 08 APR 2010 to 06 MAY 2010

CLNC DEL (When tower closed)
118.85
GND CON
121.875
ARLINGTON TOWER ★
128.625
REGIONAL DEP CON
135.975 379.9 (SOUTH)
CTAF 128.625

NOTE: Tower farm 7.2 NM southeast of airport up to 2549′ MSL.

LITTLE ROCK
113.9 LIT
Chan 86
N34°40.66′-W92°10.83′
L-18, H-6

TEXARKANA
116.3 TXK
Chan 110
N33°30.83′-W94°04.40′
L-17, H-6

EL DORADO
115.5 ELD
Chan 102
N33°15.37′-W92°44.64′
L-17, H-6

SIDON
114.7 SQS
Chan 94
N33°27.83′-W90°16.64′
L-18, H-6

QUITMAN
114.0 UIM
Chan 87
N32°52.83′-W95°22.01′
L-17, H-6

MERIDIAN
117.0 MEI
Chan 117
N32°22.71′-W88°48.26′
L-18, H-6

BELCHER
117.4 EIC
Chan 121
N32°46.28′-W93°48.60′
L-17, H-6

SAWMILL
113.75 SWB
Chan 84 (Y)
N31°58.39′-W92°40.63′
L-22, H-6

SULPHUR SPRINGS
109.0 SLR
Chan 27

BONHAM
114.6 BYP
Chan 93

MAVERICK
113.1 TTT
Chan 78
N32°52.15′-W97°02.43′

GREGG COUNTY
112.3 GGG
Chan 70

ORTRO
N33°41.47′
W94°12.75′

COBUG
N33°17.38′
W95°37.68′

SHERO
N33°04.49′
W95°33.78′

NOBLY
N33°04.94′
W96°19.96′

TRISS
N32°58.20′
W96°19.94′

SOLDO
N32°51.92′
W96°19.94′
L-17

SHRLY
N32°44.60′
W94°18.17′

CLARE
N32°45.66′
W96°19.93′

POTEN
N32°39.33′
W95°40.03′

TEKBE
N32°42.80′
W94°47.73′

FL230 055° (117) R-235
R-320
(151)
FL230 (75)
R-244
6500 064° (79)
R-187
5000 (38) (76)
R-324
R-184
R-182
R-181
5000 064° (38)
5000 074° (36)
5000 084° (36)
5000 094° (36)
5000 (39) (76)
R-312
14,000 072° (134) R-254
FL200 077° (125) R-262
FL200 097° (206)
R-281
5000 081° (49)
R-261
R-180
5000 (34)
R-183
(94)
9000 079° (44)
(71)
(50)
(25) (25)
R-259
14,000 111° (116)
R-346
R-291

N

TAKE-OFF MINIMUMS:
Rwys 16,34: Standard.

DEPARTURE PROCEDURE:
Rwy 16: Climb via heading 162° to 2500 before turning left.
Rwy 34: Climb via heading 342° to 1400 before turning southeast bound.

NOTE: For Props requesting FL240 and above.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale

(WYLIE5.TTT) 07298
WYLIE FIVE DEPARTURE
SL-5189 (FAA)
ARLINGTON MUNI (GKY)
ARLINGTON, TEXAS

WYLIE FIVE DEPARTURE

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading and altitiude to appropriate route.

BELCHER TRANSITION (WYLIE5.EIC): (For aircraft inbound to Jackson, Monroe, and Shreveport terminal area.) From over TTT VOR/DME via TTT R-094 to POTEN, then via EIC R-259 to EIC VORTAC.

EL DORADO TRANSITION (WYLIE5.ELD): (For aircraft inbound to the Memphis Terminal area. Aircraft should file and/or expect appropriate STAR.) From over TTT VOR/DME via TTT R-084 to SOLDO, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC.

LITTLE ROCK TRANSITION (WYLIE5.LIT): From over TTT VOR/DME via TTT R-064 to ORTRO, then via LIT R-235 to LIT VORTAC.

MERIDIAN TRANSITION (WYLIE5.MEI): (For aircraft inbound to the Atlanta Terminal area.) From over TTT VOR/DME via TTT R-084 to SOLDO, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC, then via ELD R-097 and MEI R-281 to MEI VORTAC.

QUITMAN TRANSITION (WYLIE5.UIM): (For aircraft inbound to Shreveport Terminal area.) From over TTT VOR/DME via TTT R-084 to SOLDO, then via UIM R-261 to UIM VOR/DME.

SAWMILL TRANSITION (WYLIE5.SWB): From over TTT VOR/DME via TTT R-094 to POTEN, then via EIC R-259 to TEKBE, then via SWB R-291 to SWB VOR/DME.

SIDON TRANSITION (WYLIE5.SQS): From over TTT VOR/DME via TTT R-084 to SOLDO, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC, then via ELD R-077 and SQS R-262 to SQS VORTAC.

SOLDO TRANSITION (WYLIE5.SOLDO): (ATC assigned.) From over TTT VOR/DME via TTT R-084 to SOLDO.

TEXARKANA TRANSITION (WYLIE5.TXK): From over TTT VOR/DME via TTT R-074 to SHERO, then via TXK R-244 to TXK VORTAC.

TAKE-OFF OBSTACLES:

Rwy 16, multiple Reils beginning 77′ from departure end of runway, 127′ right of centerline, 7′ AGL/601′ MSL. Multiple Reils beginning 74′ from departure end of runway, 126′ left of centerline, 7′ AGL/603′ MSL. Tree 590′ from departure end of runway, 480′ right of centerline, 16′ AGL/614′ MSL.

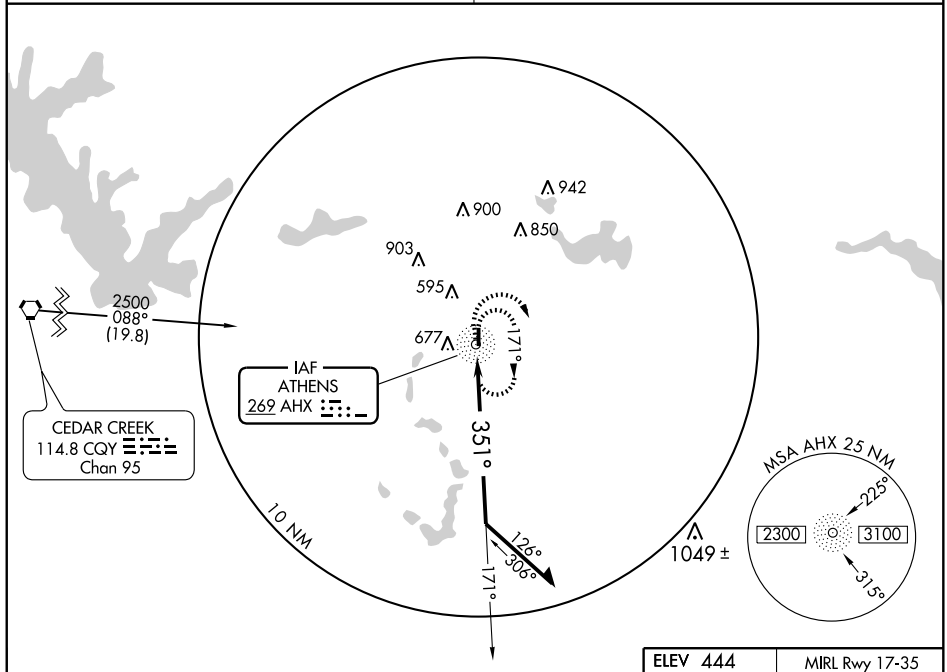
Rwy 34, tree 1083′ from departure end of runway, 710′ right of centerline, 35′ AGL/670′ MSL. Tree 705′ from departure end of runway, 403′ left of centerline, 38′ AGL/654′ MSL. Tree 231′ from departure end of runway, 464′ left of centerline, 35′ AGL/642′ MSL. Multiple trees 1093′ from departure end of runway, 415′ to 576′ right of centerline, up to 39′ AGL/663′ MSL.

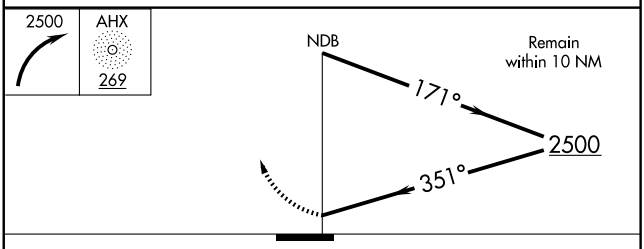
SC-2, 08 APR 2010 to 06 MAY 2010

NDB AHX 269	APP CRS 351°	Rwy Idg 3988 TDZE 444 Apt Elev 444

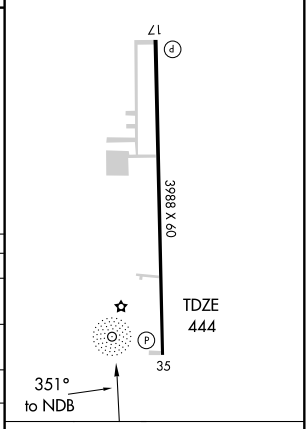
NDB RWY 35
ATHENS MUNI (F44)

⚠ NA — Use Tyler Pounds altimeter setting. If not received, use East Texas Rgnl altimeter setting. When neither received, procedure not authorized.	MISSED APPROACH: Climbing right turn to 2500 in AHX NDB holding pattern.
FORT WORTH CENTER **135.25 265.1**	UNICOM **123.0** (CTAF)





CATEGORY	A	B	C	D
S-35	1140-1 696 (700-1)		1140-2 696 (700-2)	NA
CIRCLING	1140-1 696 (700-1)		1140-2 696 (700-2)	NA
EAST TEXAS RGNL ALTIMETER SETTING MINIMUMS				
S-35	1200-1 756 (800-1)	1200-1¼ 756 (800-1¼)	1200-2¼ 756 (800-2¼)	NA
CIRCLING	1200-1 756 (800-1)	1200-1¼ 756 (800-1¼)	1200-2¼ 756 (800-2¼)	NA



Knots	60	90	120	150	180
Min:Sec					

SC-2, 08 APR 2010 to 06 MAY 2010

NDB ATA	APP CRS		
347	053°	Rwy Idg	3800
		TDZE	280
		Apt Elev	280

NDB RWY 5

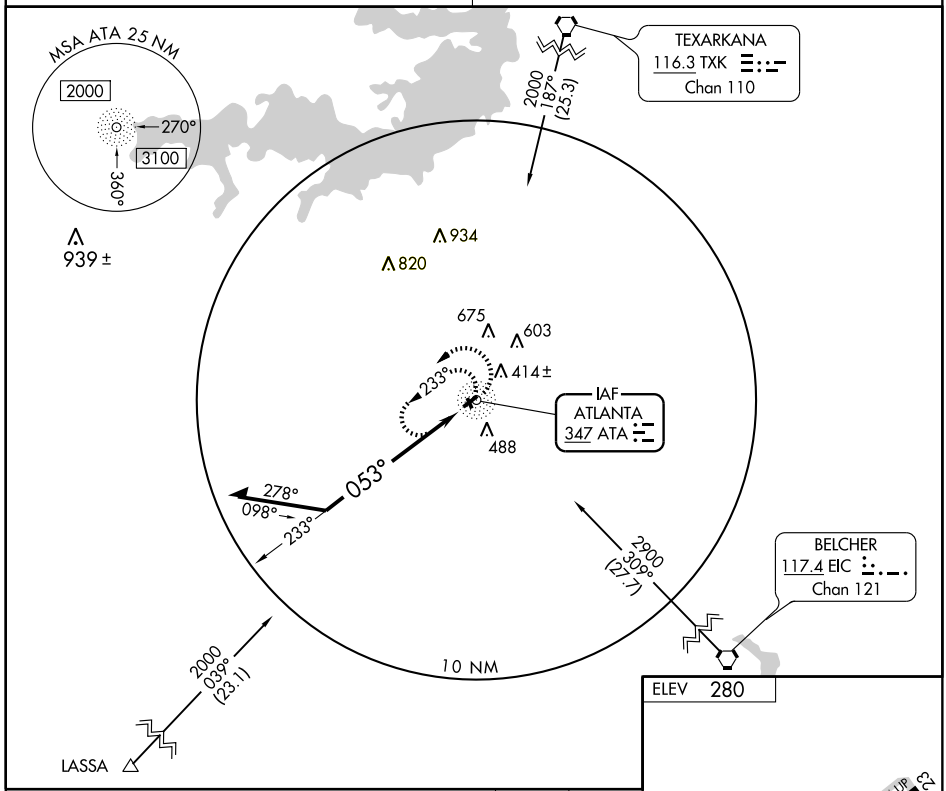
ATLANTA/HALL-MILLER MUNI (ATA)

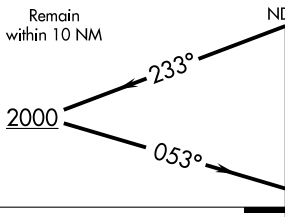
NA

Visibility reduction by helicopters NA. Use Texarkana altimeter setting, when not received use Mount Pleasant altimeter setting and increase all MDA 40 feet and all Cat B visibility ¼ mile.

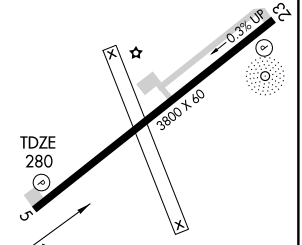
MISSED APPROACH: Climbing left turn to 2000 in ATA NDB holding pattern.

FORT WORTH CENTER	CTAF
123.925 269.475	122.9





2000	ATA
	347



MIRL Rwy 5-23
REIL Rwys 5 and 23

CATEGORY	A	B	C	D
S-5	1220-1¼	940 (1000-1¼)	NA	
CIRCLING	1220-1¼	940 (1000-1¼)	NA	

SC-2, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	3800
048°	TDZE	280
	Apt Elev	280

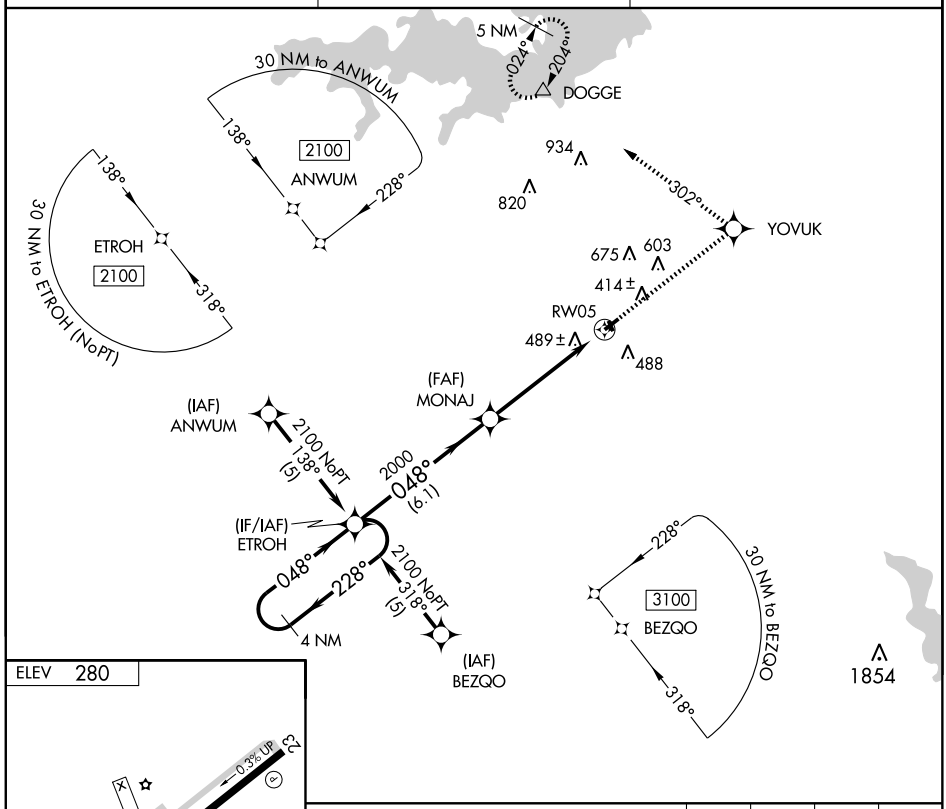
RNAV (GPS) RWY 5

ATLANTA/HALL-MILLER MUNI (ATA)

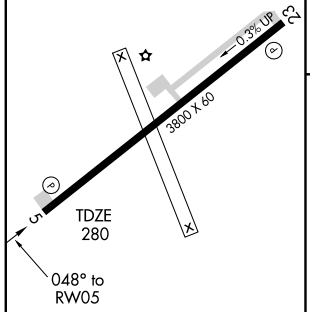
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Texarkana altimeter setting, when not received use Mount Pleasant altimeter setting and increase all MDA 40 feet.

MISSED APPROACH: Climb to 3000 direct YOVUK and left turn via 302° track to DOGGE and hold.

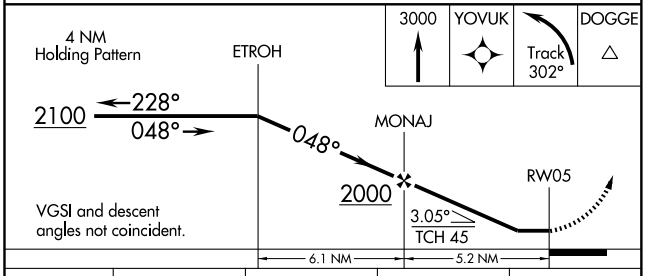
TEXARKANA ASOS	FORT WORTH CENTER	CTAF
120.2	123.925 269.475	122.9



ELEV 280



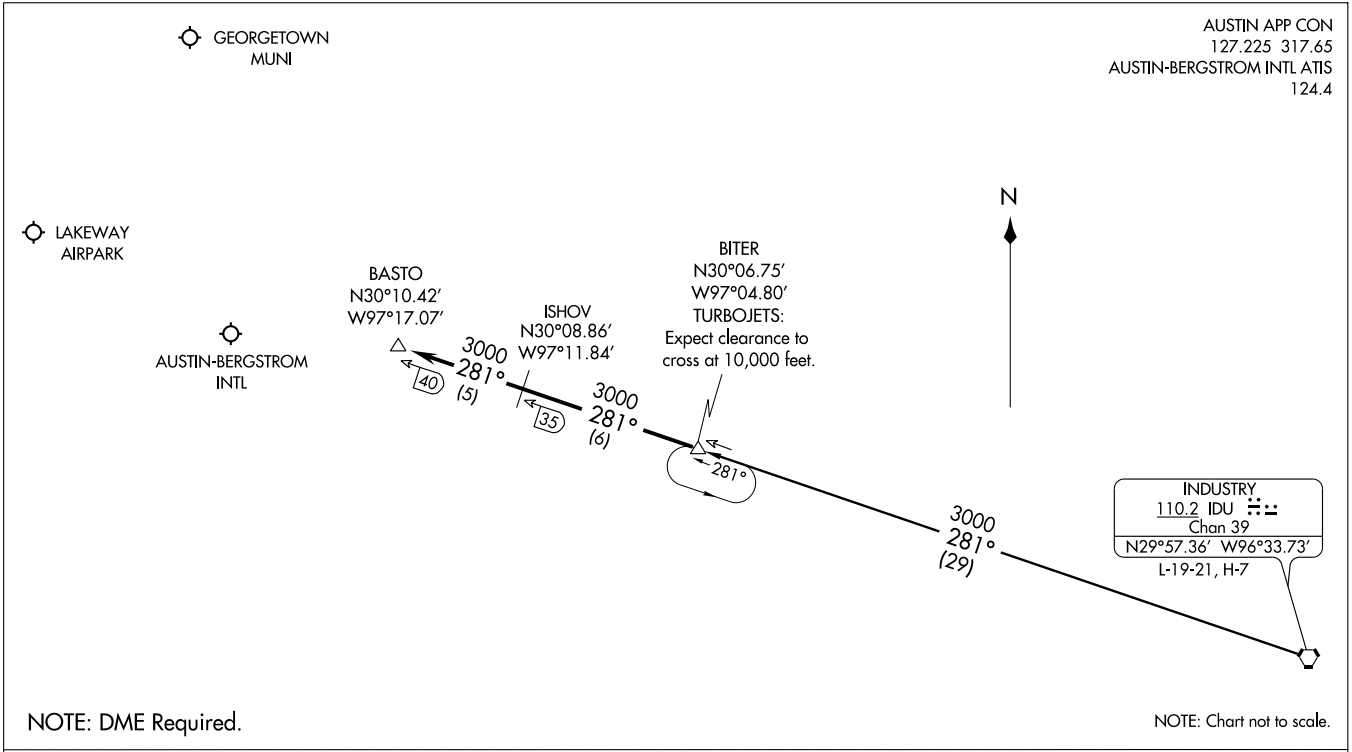
MIRL Rwy 5-23
REIL Rwys 5 and 23



CATEGORY	A	B	C	D
LNAV MDA	860-1	580 (600-1)	NA	
CIRCLING	920-1	640 (700-1)	NA	

SC-2, 08 APR 2010 to 06 MAY 2010

BITER FOUR ARRIVAL (BITER.BITER4)

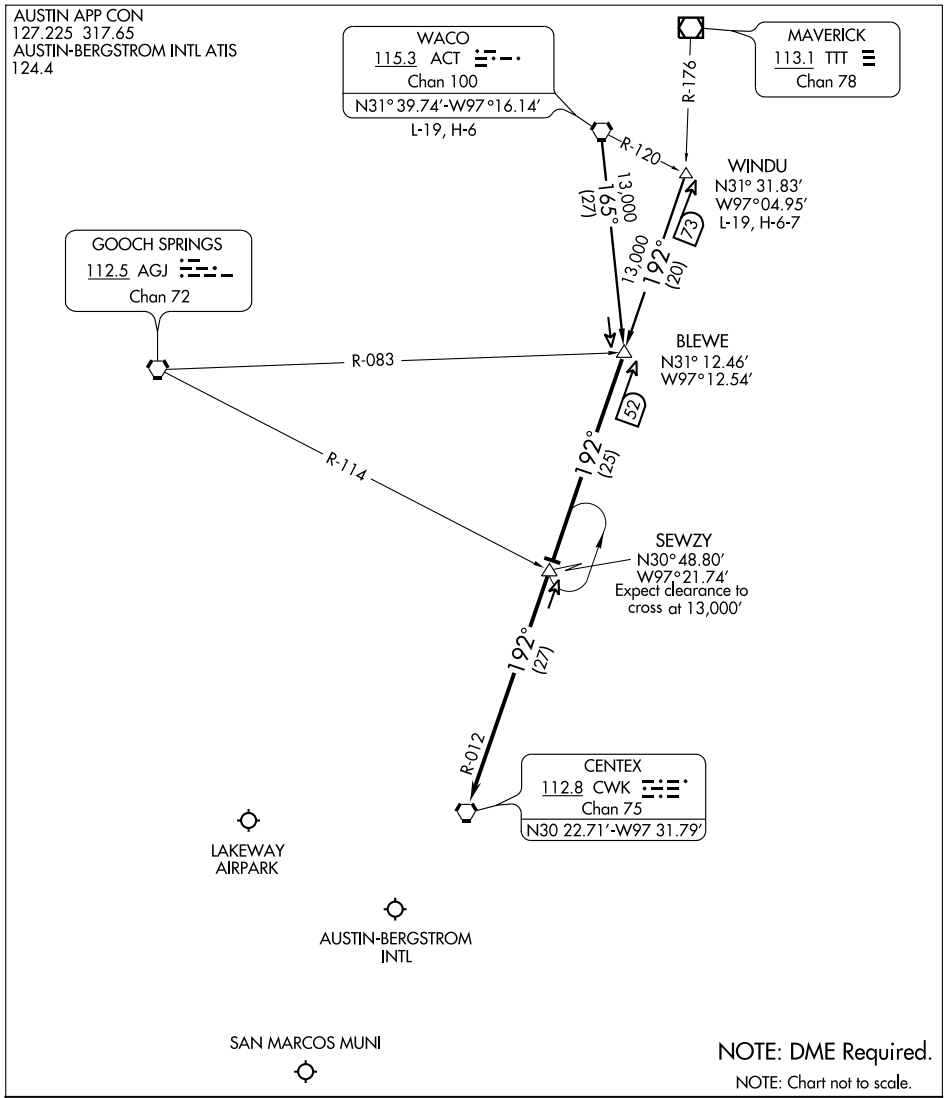


INDUSTRY TRANSITION (IDU.BITER4): From over IDU VORTAC via IDU R-281 to BITER INT. Thence . . . .

. . . . From over BITER INT via IDU R-281 to BASTO INT (MEA 3000). Expect radar vectors to final approach.

BLEWE TWO ARRIVAL (BLEWE.BLEWE2)

AUSTIN, TEXAS



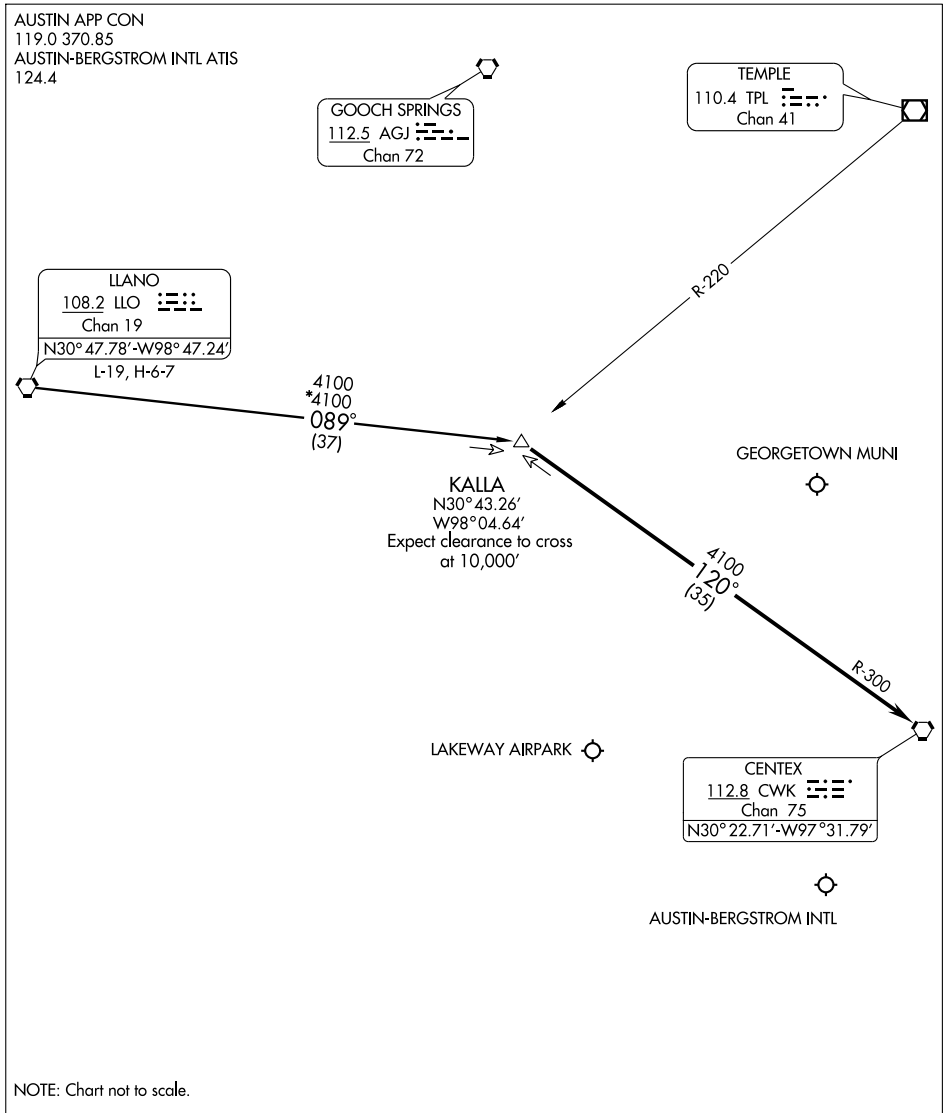
WACO TRANSITION (ACT.BLEWE2): From over ACT VORTAC via ACT R-165 to BLEWE INT. Thence . . . .

WINDU TRANSITION (WINDU.BLEWE2): From over WINDU INT via CWK R-012 to BLEWE INT. Thence . . . .

. . . . From over BLEWE INT via CWK R-012 to CWK VORTAC. Expect radar vectors to final approach.

KALLA TWO ARRIVAL (KALLA.KALLA2)

AUSTIN, TEXAS



NOTE: Chart not to scale.

LLANO TRANSITION (LLO.KALLA2): From over LLO VORTAC via LLO R-089 to KALLA INT. Thence . . . .

. . . . From over KALLA INT via CWK R-300 to CWK VORTAC. Expect radar vectors to final approach.

SC-3, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	3148
162°	TDZE	903
	Apt Elev	909

RNAV (GPS) RWY 16

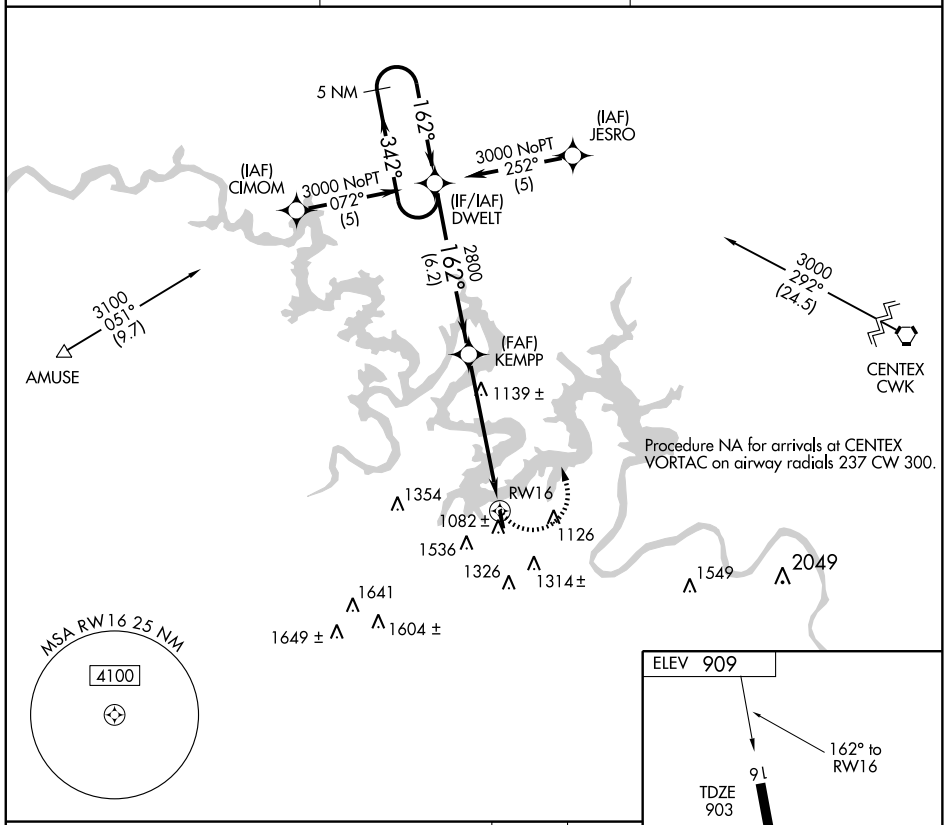
AUSTIN/ LAKEWAY AIRPARK (3R9)

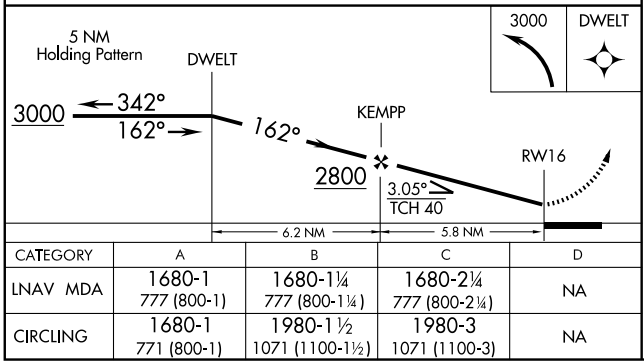
Use Georgetown Muni altimeter setting; if not received, use Austin-Bergstrom Intl altimeter setting and increase all MDAs 40 feet. Procedure NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

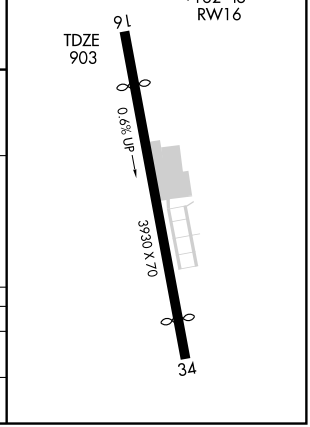
NA

MISSED APPROACH: Climbing left turn to 3000 direct DWELT and hold.

GEORGETOWN	AUSTIN APP CON	UNICOM
AWOS-3 **135.425**	**119.0 370.85**	**123.0** (CTAF)







CATEGORY	A	B	C	D
LNAV MDA	1680-1 *777* (800-1)	1680-1¼ *777* (800-1¼)	1680-2¼ *777* (800-2¼)	NA
CIRCLING	1680-1 *771* (800-1)	1980-1½ 1071 (1100-1½)	1980-3 1071 (1100-3)	NA

SC-3, 08 APR 2010 to 06 MAY 2010

VORTAC CWK 112.8 Chan 75	APP CRS 081°	Rwy Idg N/A TDZE N/A Apt Elev 909

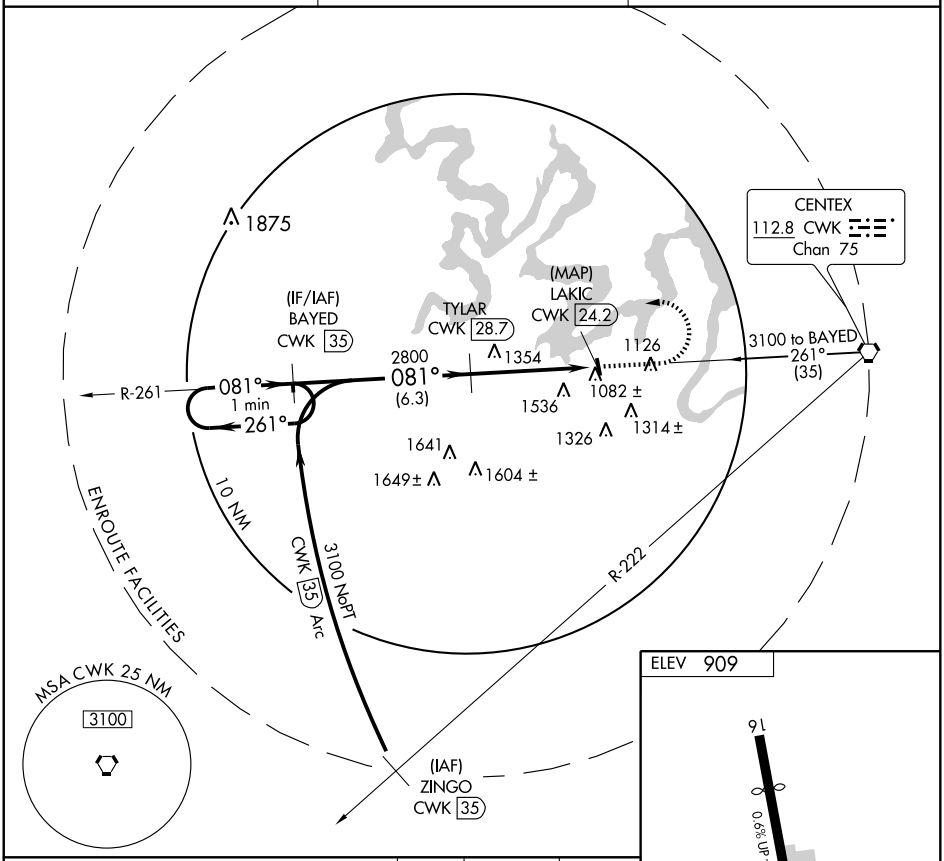
VOR/DME-A

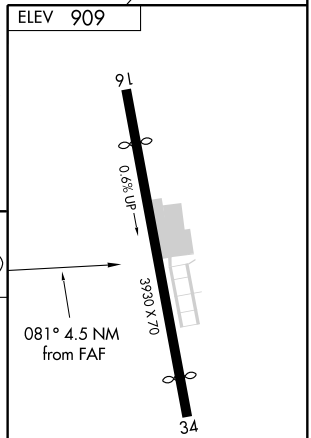
AUSTIN/ LAKEWAY AIRPARK (3R9)

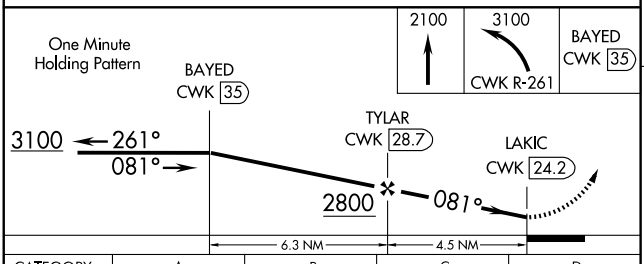
▼ NA Use Georgetown Muni altimeter setting; if not received, use Austin-Bergstrom Intl altimeter setting and increase all MDAs 40 feet. Procedure NA at night.

MISSED APPROACH: Climb to 2100 then climbing left turn to 3100 via CWK VORTAC R-261 to BAYED/35 DME and hold.

GEORGETOWN AWOS-3 135.425	AUSTIN APP CON 119.0 370.85	UNICOM 123.0 (CTAF)







CATEGORY	A	B	C	D
CIRCLING	1920-1¼ 1011 (1100-1¼)	1980-1½ 1071 (1100-1½)	1980-3 1071 (1100-3)	NA

SC-3, 08 APR 2010 to 06 MAY 2010

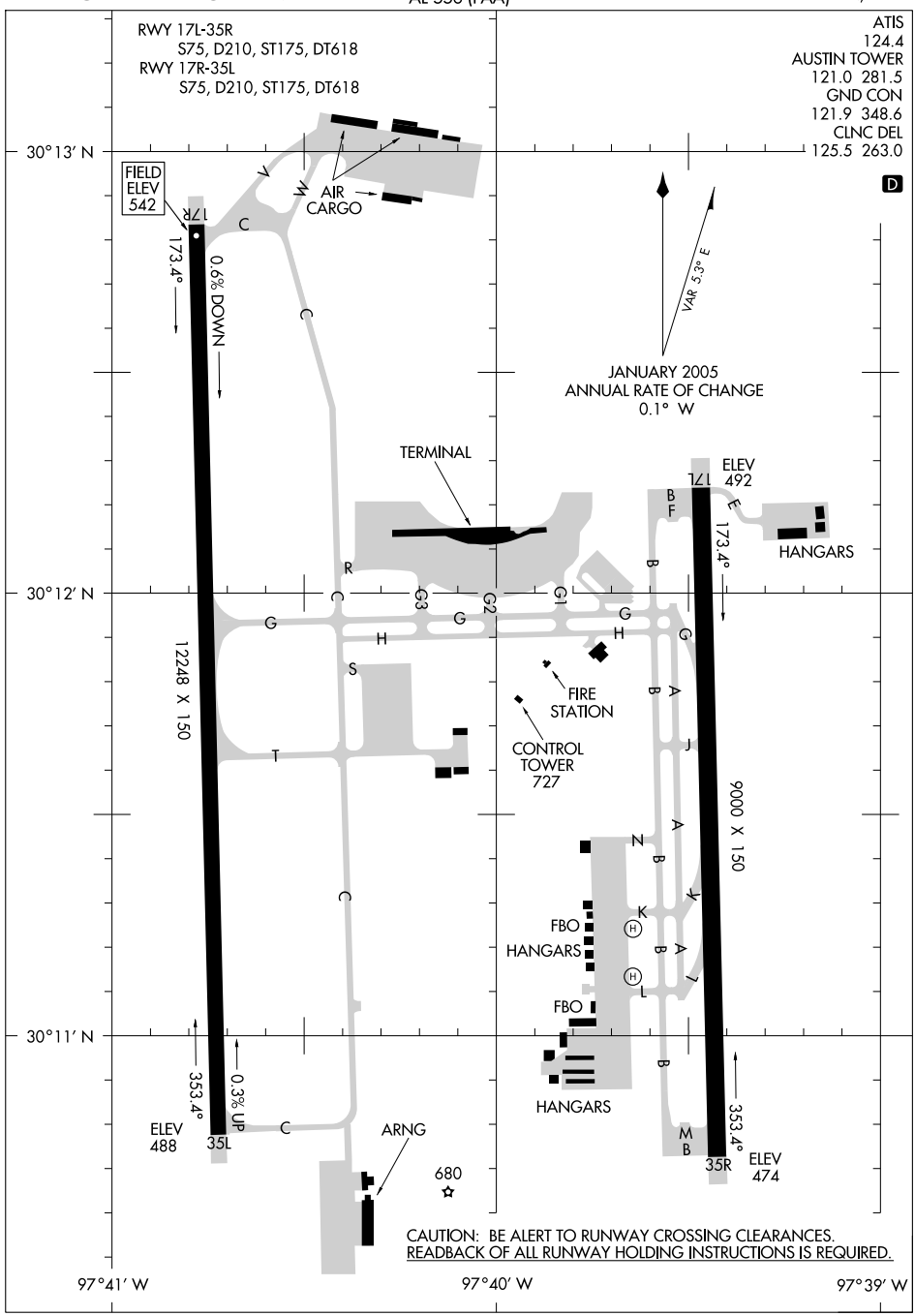
09295

AIRPORT DIAGRAM

AL-556 (FAA)

AUSTIN-BERGSTROM INTL (AUS)

AUSTIN, TEXAS

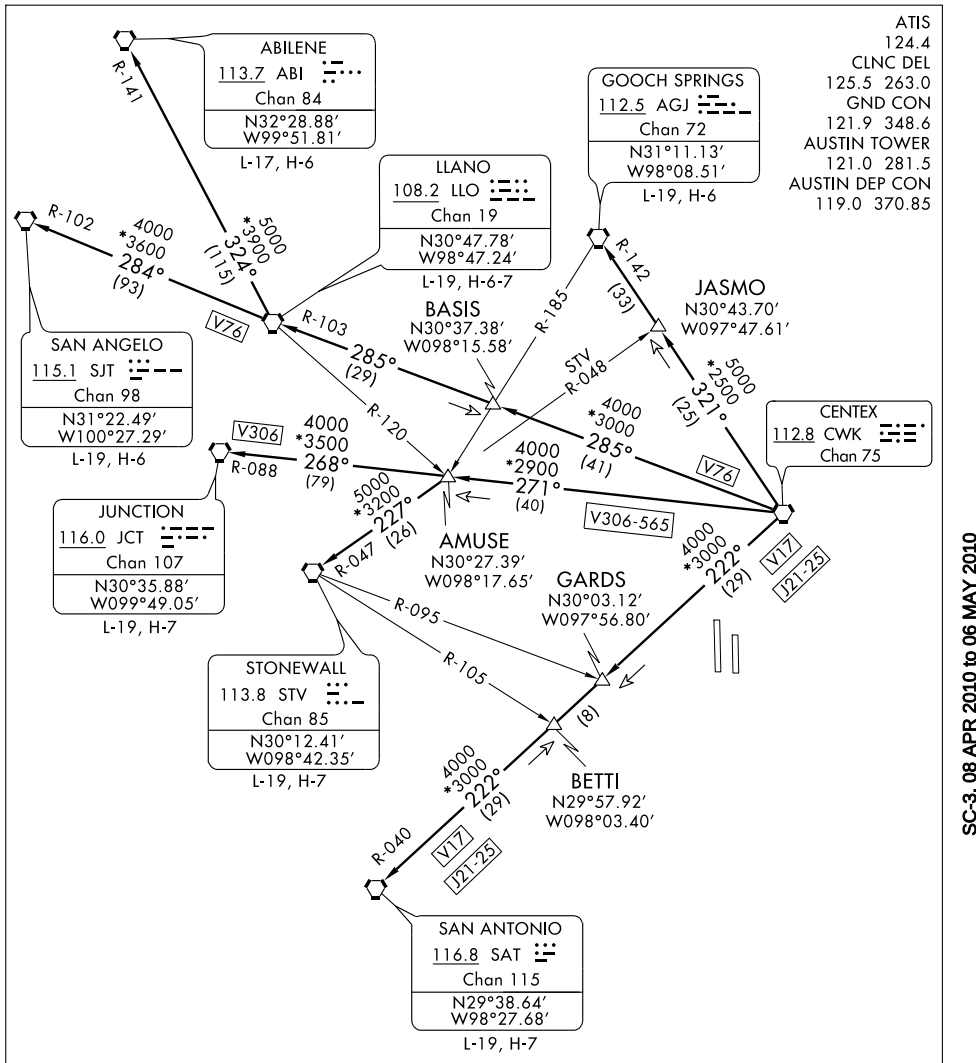


SC-3, 08 APR 2010 to 06 MAY 2010

AUSTIN THREE DEPARTURE

SL-556 (FAA)

AUSTIN-BERGSTROM INTL (AUS)
AUSTIN, TEXAS



TAKE-OFF MINIMUMS:

Rwys 17L/R, 35L/R: Standard.

TAKE-OFF OBSTACLE NOTES:

Rwy 17L: Trees beginning 498′ from DER, 576′ left of centerline, up to 80′ AGL/517′ MSL.
Tree 617′ from DER, 585′ right of centerline, 55′ AGL/498′ MSL.
Rwy 17R: Trees 1007′ from DER, 739′ right of centerline, up to 61′ AGL/523′ MSL.
Rwy 35R: Tree 817′ from DER, 664′ right of centerline, 55′ AGL/528′ MSL.

NOTE: RADAR required.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

SC-3, 08 APR 2010 to 06 MAY 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 35L/R,17L/R: Fly tower assigned heading for vectors, maintain 4000, expect filed altitude 10 minutes after departure, thence via assigned transition.

ABILENE TRANSITION (AUS3.ABI): From over CWK VORTAC via CWK R-285 and LLO R-103 to LLO VORTAC, then via LLO R-324 and ABI R-141 to ABI VORTAC.

GOOCH SPRINGS TRANSITION (AUS3.AGJ): From over CWK VORTAC via CWK R-321 and AGJ R-142 to AGJ VORTAC.

JUNCTION TRANSITION (AUS3.JCT): From over CWK VORTAC via CWK R-271 and JCT R-088 to JCT VORTAC.

LLANO TRANSITION (AUS3.LLO): From over CWK VORTAC via CWK R-285 and LLO R-103 to LLO VORTAC.

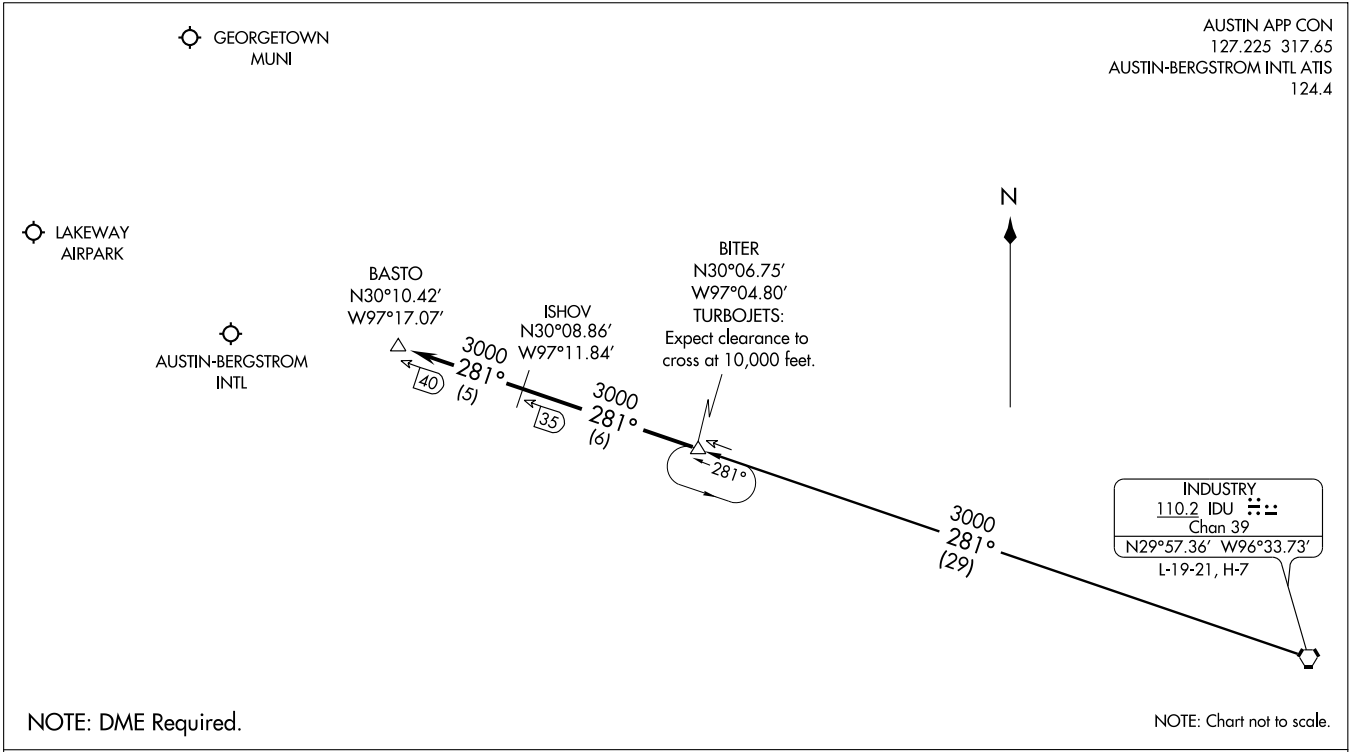
SAN ANGELO TRANSITION (AUS3.SJT): From over CWK VORTAC via CWK R-285 and LLO R-103 to LLO VORTAC, then via LLO R-284 and SJT R-102 to SJT VORTAC.

SAN ANTONIO TRANSITION (AUS3.SAT): From over CWK VORTAC via CWK R-222 and SAT R-040 to SAT VORTAC.

STONEWALL TRANSITION (AUS3.STV): From over CWK VORTAC via CWK R-271 to AMUSE INT, then via STV R-047 to STV VORTAC.

SC-3, 08 APR 2010 to 06 MAY 2010

BITER FOUR ARRIVAL (BITER.BITER4)

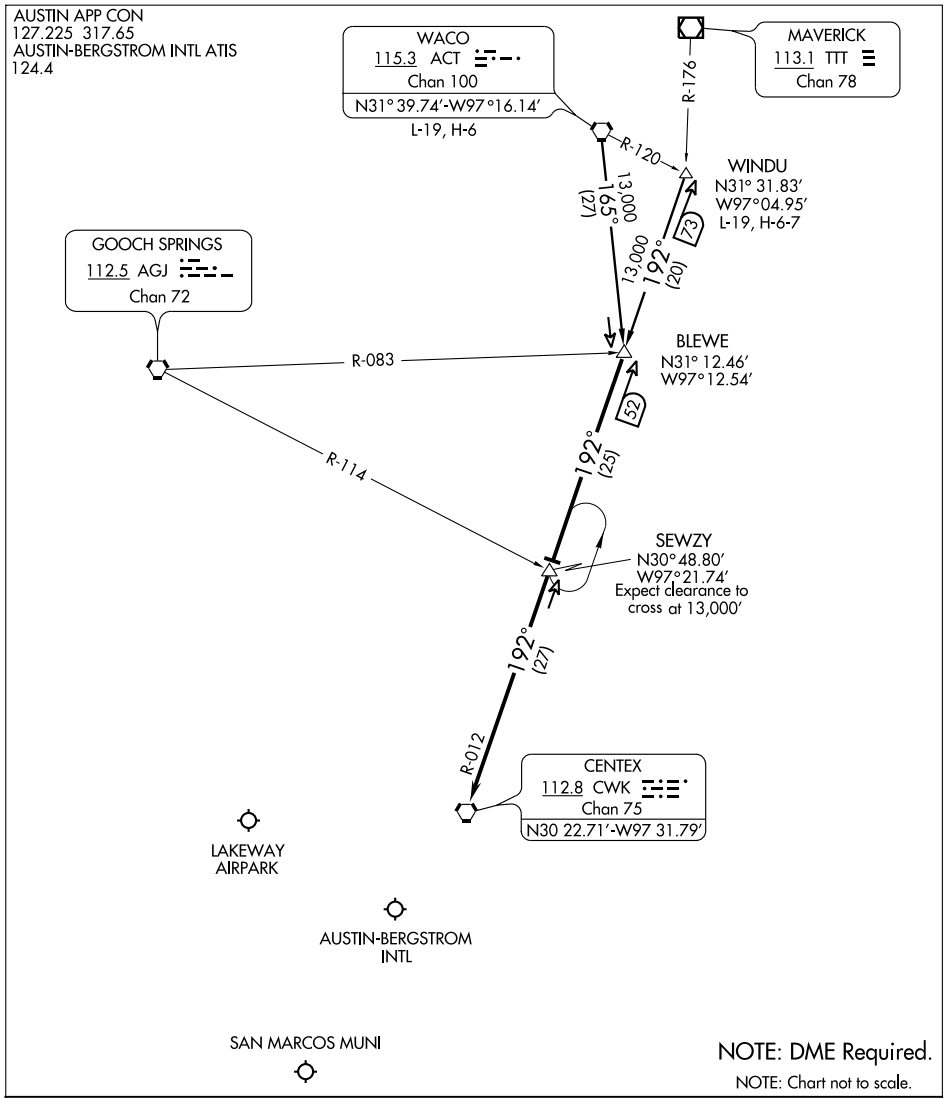


INDUSTRY TRANSITION (IDU.BITER4): From over IDU VORTAC via IDU R-281 to BITER INT. Thence . . . .

. . . . From over BITER INT via IDU R-281 to BASTO INT (MEA 3000). Expect radar vectors to final approach.

BLEWE TWO ARRIVAL (BLEWE.BLEWE2)

AUSTIN, TEXAS



WACO TRANSITION (ACT.BLEWE2): From over ACT VORTAC via ACT R-165 to BLEWE INT. Thence . . . .

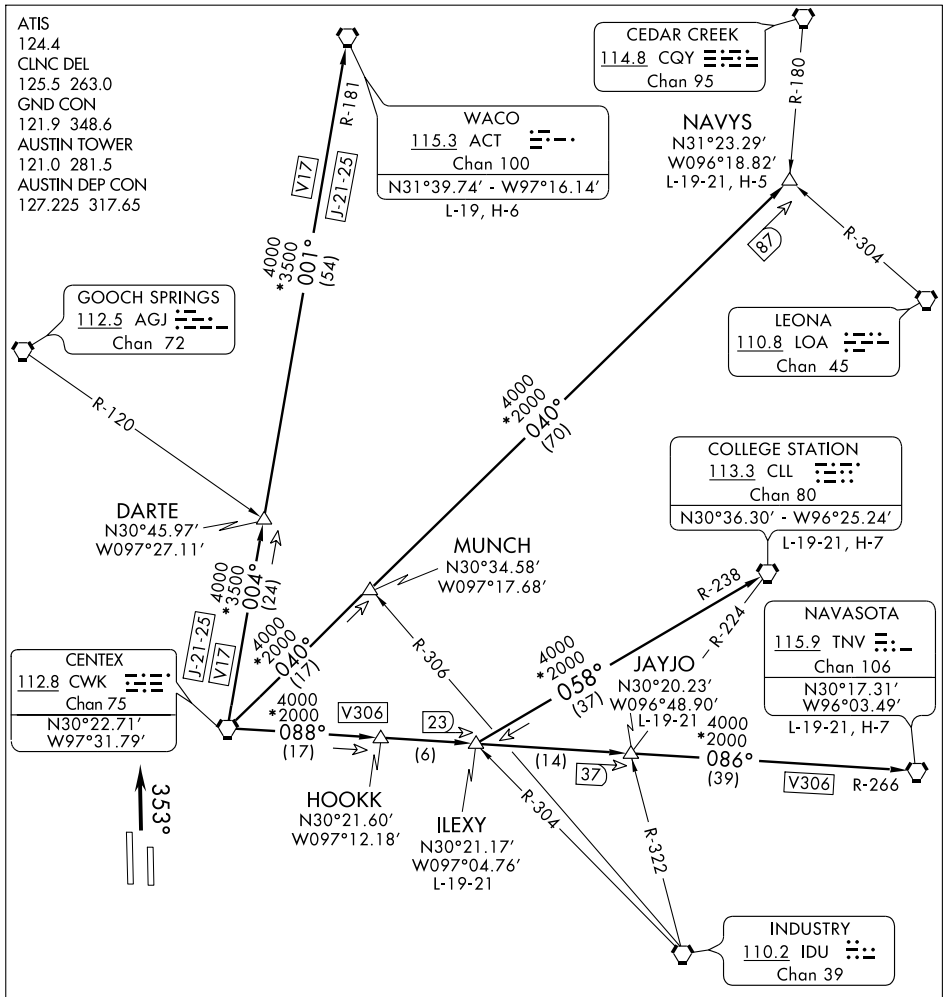
WINDU TRANSITION (WINDU.BLEWE2): From over WINDU INT via CWK R-012 to BLEWE INT. Thence . . . .

. . . . From over BLEWE INT via CWK R-012 to CWK VORTAC. Expect radar vectors to final approach.

CENTEX FOUR DEPARTURE

SL-556 (FAA)

AUSTIN-BERGSTROM INTL (AUS)
AUSTIN, TEXAS



NOTE: Radar Required.

TAKE-OFF MINIMUMS:
Rwys 17L/R, 35L/R: Standard.

TAKE-OFF OBSTACLE NOTES:

Rwy 17L: Trees beginning 498' from DER, 576' left of centerline, up to 80' AGL/517' MSL.
Tree 617' from DER, 585' right of centerline, 55' AGL/498' MSL.
Rwy 17R: Trees 1007' from DER, 739' right of centerline, up to 61' AGL/523' MSL.
Rwy 35R: Tree 817' from DER, 664' right of centerline, 55' AGL/528' MSL.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

SC-3, 08 APR 2010 to 06 MAY 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 35L: Climb via heading 353° to 1800. Thence . . . .

TAKEOFF RWY 35R: Climb via heading 353° to 1800. Thence . . . .

TAKEOFF RWY 17 L/R: Climb via assigned heading. Thence . . . .

. . . . climb to 4000 via radar vectors to assigned transition. Expect filed altitude 10 minutes after departure.

COLLEGE STATION TRANSITION (CWK4.CLL): (For aircraft requesting 13,000' MSL to FL230.) From over CWK VORTAC via CWK R-088 to ILEXY INT, then via CLL R-238 to CLL VORTAC.

ILEXY TRANSITION (CWK4.ILEXY): (For turboprop and turbojet aircraft landing HOU; for turbojet aircraft landing EFD, GLS or LBX; for all aircraft landing IAH.) From over CWK VORTAC via CWK R-088 to ILEXY INT.

JAYJO TRANSITION (CWK4.JAYJO): (For piston aircraft landing HOU; for piston and turboprop aircraft landing EFD, GLS, or LBX; for all aircraft landing other West/South Houston terminal area airports.) From over CWK VORTAC via CWK R-088 to JAYJO INT.

NAVASOTA TRANSITION (CWK4.TNV): From over CWK VORTAC via CWK R-088 and TNV R-266 to TNV VORTAC.

NAVYS TRANSITION (CWK4.NAVYS): (For aircraft landing DFW terminal area requesting FL230 and below.) From over CWK VORTAC via CWK R-040 to NAVYS INT.

WACO TRANSITION (CWK4.ACT): (For aircraft requesting 12,000' MSL and below.) From over CWK VORTAC via CWK R-004 and ACT R-181 to ACT VORTAC.

SC-3, 08 APR 2010 to 06 MAY 2010

LOC I-VNK	APP CRS	Rwy Idg	9000
110.5	173°	TDZE	492
Chan 42		Apt Elev	542

ILS or LOC RWY 17L

AUSTIN-BERGSTROM INTL (AUS)

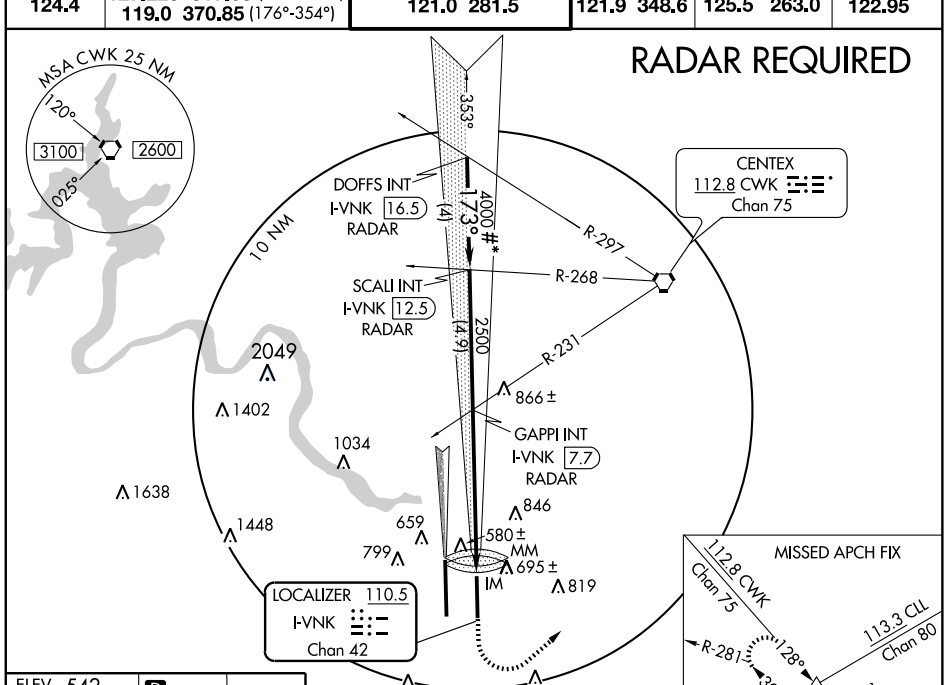
Simultaneous approach authorized with Rwy 17R.
For inoperative ALSF, increase S-ILS Cat E visibility to RVR 4000 and S-LOC Cat E visibility to 1½.

ALSF-2

MISSED APPROACH: Climb to 1000, then climbing left turn to 3000 via CWK VORTAC R-128 to BASTO INT/CWK 17.7 DME and hold.

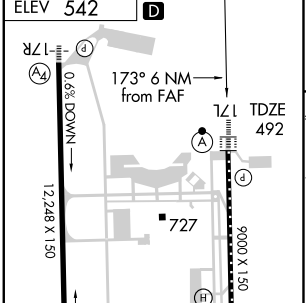
ATIS	AUSTIN APP CON	AUSTIN TOWER	GND CON	CLNC DEL	UNICOM
124.4	127.225 317.65 (355°-175°) 119.0 370.85 (176°-354°)	121.0 281.5	121.9 348.6	125.5 263.0	122.95

RADAR REQUIRED

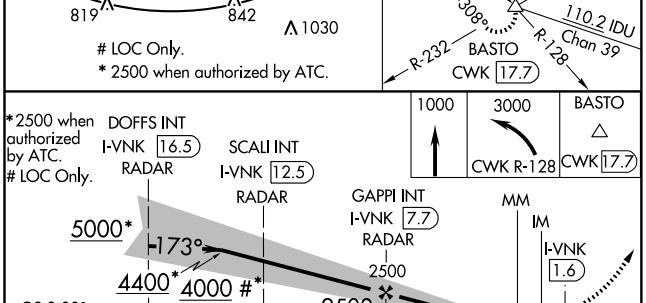


LOC Only.

* 2500 when authorized by ATC.



FAF to MAP 6 NM					
Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00



CATEGORY	A	B	C	D	E
S-ILS 17L	692/18 200 (200-½)				
S-LOC 17L	940/24 448 (400-½)		940/40 448 (400-¾)	940/50 448 (400-1)	
CIRCLING	1040-1 498 (500-1)		1040-1½ 498 (500-1½)	1160-2 618 (700-2)	1260-2½ 718 (800-2½)

SC-3, 08 APR 2010 to 06 MAY 2010

AUSTIN, TEXAS

AL-556 (FAA)

10098

ILS or LOC RWY 17R

AUSTIN-BERGSTROM INTL (AUS)

LOC/DME I-GFQ	APP CRS	Rwy Idg	12248
110.95	173°	TDZE	542
Chan 46 (Y)		Apt Elev	542

Simultaneous approach authorized with Rwy 17L.

MALS

MISSED APPROACH: Climb to 1000, then climbing right turn to 3500 via CWK VORTAC R-222 to GARDS Int/CWK 29.2 DME and hold.

ATIS	AUSTIN APP CON	AUSTIN TOWER	GND CON	CLNC DEL	UNICOM
124.4	127.225 317.65 (355°-175°) 119.0 370.85 (176°-354°)	121.0 281.5	121.9 348.6	125.5 263.0	122.95

RADAR REQUIRED

MSA CWK 25 NM
120°
3100
2600
025°

353°

(IF)
CHADE INT
I-GFQ 14.6
RADAR

CENTEX
112.8 CWK
Chan 75

R-281

*#2900

173°

(4)

BROMS INT
I-GFQ 10.6
RADAR

R-253

*2100

(3.8)

R-230

R-222

HOMAL INT
I-GFQ 6.8
RADAR

#2100 when authorized by ATC
* LOC only

2049
1402
1034
688±
1638
1448
659
799
580±
846
695±
819
842
1030

LOCALIZER 110.95
I-GFQ
Chan 46 (Y)

10 NM

MISSED APCH FIX
GARDS
CWK 29.2
CWK R-222
113.8 STV
Chan 85
R-095
042°
222°
R-222

ALTERNATE MISSED APCH FIX
CREED LOM
BS
255
173°
353°

ELEV 542
D
173° 4.6 NM from FAF
17R
0.6% DOWN
TDZE
542
17L
12,248 X 150
9000 X 150
727
0.3% UP
680
35L
35R
TDZ/CL Rwys 17L and 35R
HIRL Rwy 17L-35R and 17R-35L
FAF to MAP 4.6 NM

CHADE INT
I-GFQ 14.6
RADAR

BROMS INT
I-GFQ 10.6
RADAR

HOMAL INT
I-GFQ 6.8
RADAR

#4000
173°
#3400
*#2900
*2100
2100
I-GFQ 3.3
I-GFQ 2.2
GS 3.00°
TCH 59
#2100 when authorized by ATC.
* LOC only

1000 ↑	3500 CWK R-222	GARDS △ CWK 29.2

4 NM — 3.8 NM — 3.5 NM — 1.1

CATEGORY	A	B	C	D	E
S-ILS 17R	742/40 200 (200-¾)				
S-LOC 17R	940/40 398 (400-¾)			940/60 398 (400-1¼)	940-1½ 398 (400-1½)
CIRCLING	1040-1 498 (500-1)		1040-1½ 498 (500-1½)	1160-2 618 (700-2)	1260-2½ 718 (800-2½)

Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32

SC-3, 08 APR 2010 to 06 MAY 2010

LOC/DME I-BSM	APP CRS	Rwy Idg	12248
110.95	353°	TDZE	496
Chan 46 (Y)		Apt Elev	542

ILS or LOC RWY 35L

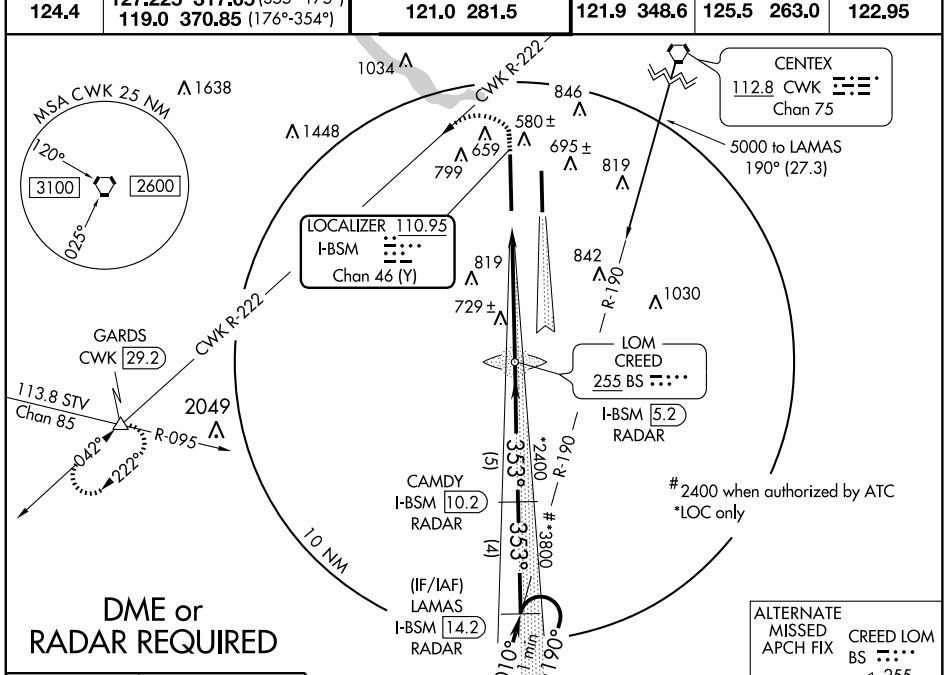
AUSTIN-BERGSTROM INTL (AUS)

Simultaneous approach authorized with Rwy 35R. For inoperative MALSR, increase S-ILS 35L Cat E visibility to RVR 4000, and S-LOC 35L Cat E visibility to 1¾ mile. ** RVR 1800 authorized with the use of FD or AP or HUD to DA.

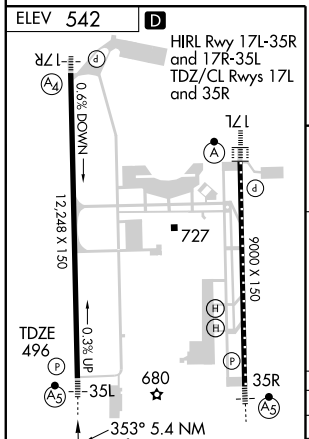
MALSR

MISSED APPROACH: Climb to 1000 then climbing left turn to 3500 via CWK VORTAC R-222 to GARDS Int/CWK 29.2 DME and hold.

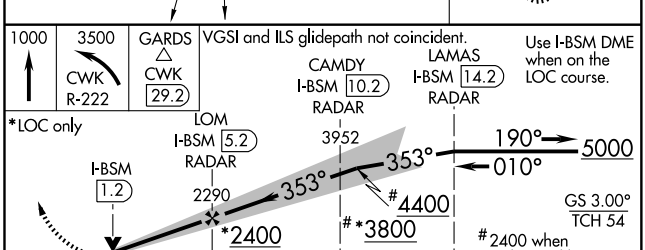
ATIS	AUSTIN APP CON	AUSTIN TOWER	GND CON	CLNC DEL	UNICOM
124.4	127.225 317.65 (355°-175°) 119.0 370.85 (176°-354°)	121.0 281.5	121.9 348.6	125.5 263.0	122.95



DME or RADAR REQUIRED



FAF to MAP 5.4 NM					
Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48



CATEGORY	A	B	C	D	E
S-ILS 35L	** 696/24 200 (200-½)				
S-LOC 35L	980/24 484 (500-½)		980/40 484 (500-¾)	980/50 484 (500-1)	980/60 484 (500-1¼)
CIRCLING	1040-1 498 (500-1)		1040-1½ 498 (500-1½)	1160-2 618 (700-2)	1260-2½ 718 (800-2½)

SC-3, 08 APR 2010 to 06 MAY 2010

LOC I-HCE	APP CRS	Rwy Idg	9000
110.5	353°	TDZE	480
Chan 42		Apt Elev	542

ILS or LOC RWY 35R

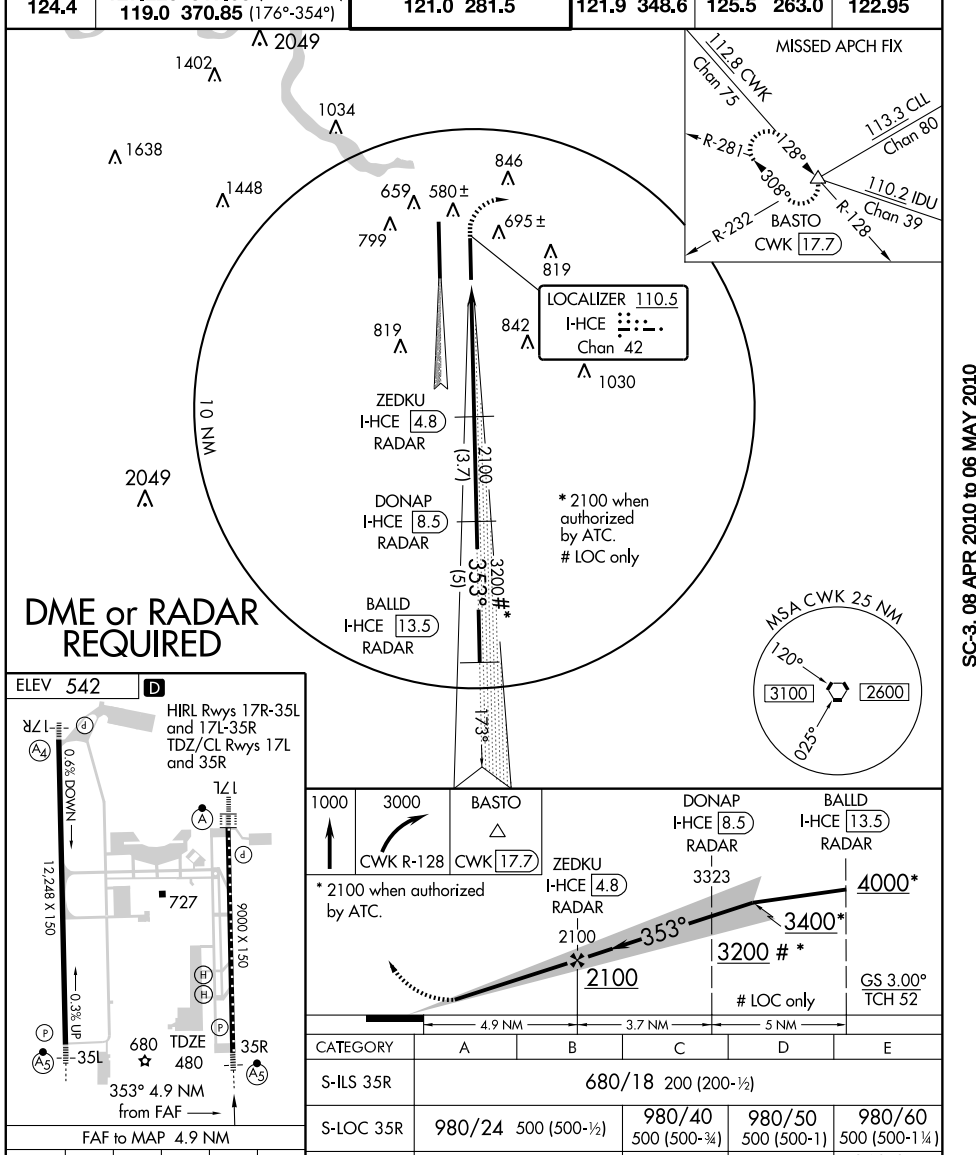
AUSTIN-BERGSTROM INTL (AUS)

Simultaneous approach authorized with Rwy 35L. For inoperative MALSR, increase S-ILS Cat E visibility to RVR 4000, and S-LOC Cat E visibility to 1¾ miles.

MALSR

MISSED APPROACH: Climb to 1000 then climbing right turn to 3000 via CWK VORTAC R-128 to BASTO INT/CWK 17.7 DME and hold.

ATIS	AUSTIN APP CON	AUSTIN TOWER	GND CON	CLNC DEL	UNICOM
124.4	127.225 317.65 (355°-175°) 119.0 370.85 (176°-354°)	121.0 281.5	121.9 348.6	125.5 263.0	122.95



DME or RADAR REQUIRED

FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

CATEGORY	A	B	C	D	E
S-ILS 35R	680/18 200 (200-½)				
S-LOC 35R	980/24 500 (500-½)		980/40 500 (500-¾)	980/50 500 (500-1)	980/60 500 (500-1¼)
CIRCLING	1040-1 498 (500-1)		1040-1½ 498 (500-1½)	1160-2 618 (700-2)	1260-2½ 718 (800-2½)

SC-3, 08 APR 2010 to 06 MAY 2010

LOC I-VNK	APP CRS	Rwy Idg	9000
110.5	173°	TDZE	492
Chan 42		Apt Elev	542

ILS RWY 17L (CAT II)

AUSTIN-BERGSTROM INTL (AUS)

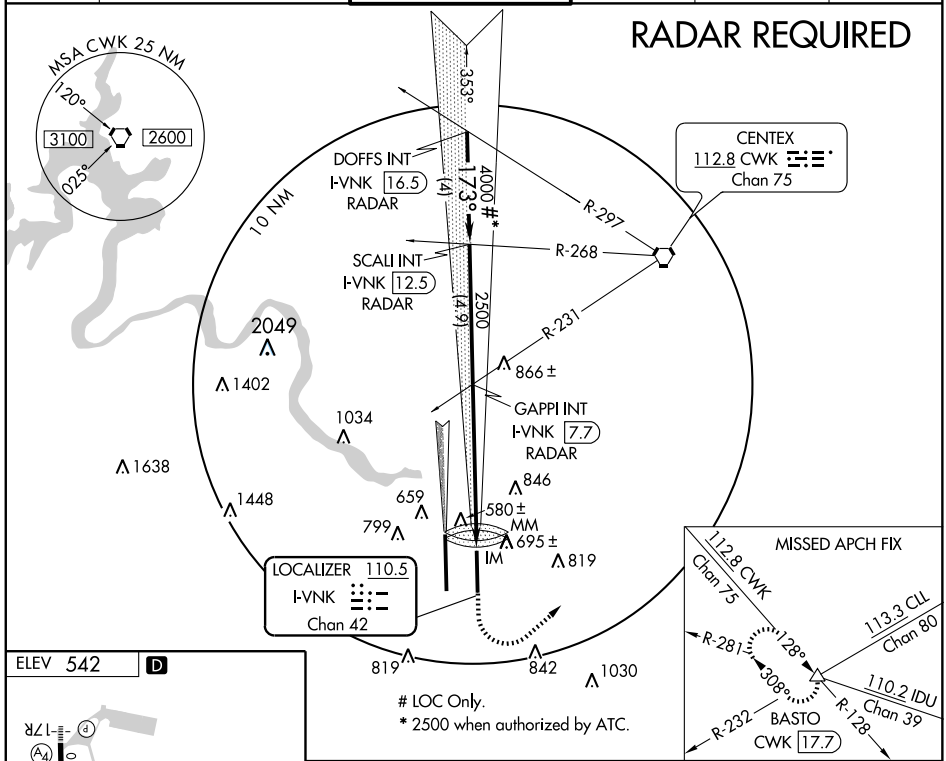
Simultaneous approach authorized with Rwy 17R.
For inoperative ALSF, increase S-ILS Cat E visibility to RVR 4000 and S-LOC Cat E visibility to 1½.

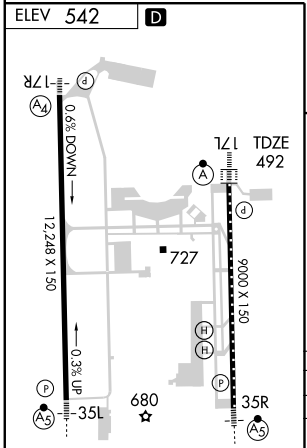
ALSF-2

MISSED APPROACH: Climb to 1000, then climbing left turn to 3000 via CWK VORTAC R-128 to BASTO INT/CWK 17.7 DME and hold.

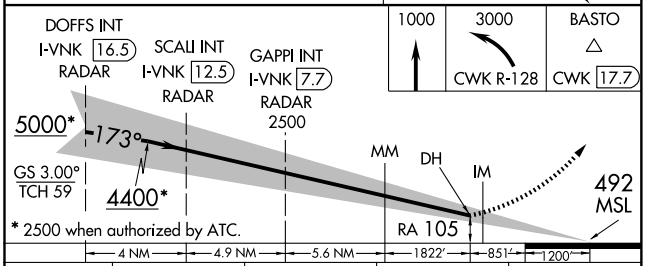
ATIS	AUSTIN APP CON	AUSTIN TOWER	GND CON	CLNC DEL	UNICOM
124.4	127.225 317.65 (355°-175°) 119.0 370.85 (176°-354°)	121.0 281.5	121.9 348.6	125.5 263.0	122.95

RADAR REQUIRED





HIRL Rwy 17L-35R and 17R-35L
TDZ/CL Rwys 17L and 35R



CATEGORY	A	B	C	D
S-ILS 17L	RA 105/12 100 DA 592			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SC-3, 08 APR 2010 to 06 MAY 2010

LOC I-VNK	APP CRS	Rwy Idg	9000
110.5	173°	TDZE	492
Chan 42		Apt Elev	542

ILS RWY 17L (CAT III)
AUSTIN-BERGSTROM INTL (AUS)

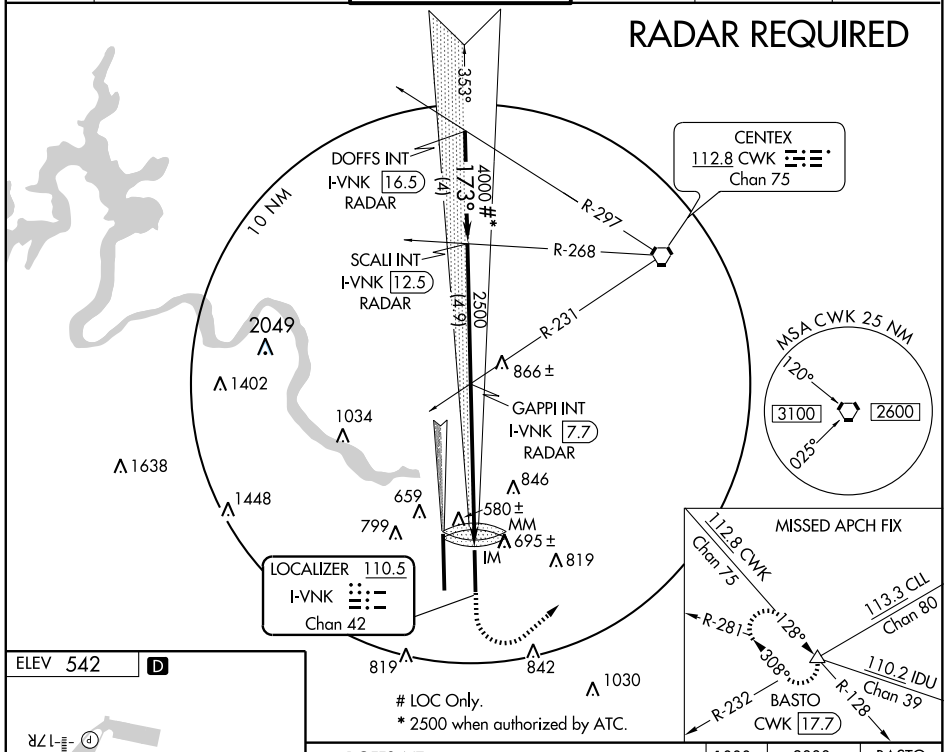
Simultaneous approach authorized with Rwy 17R.
For inoperative ALSF, increase S-ILS Cat E visibility to RVR 4000 and S-LOC Cat E visibility to 1½.

ALSF-2

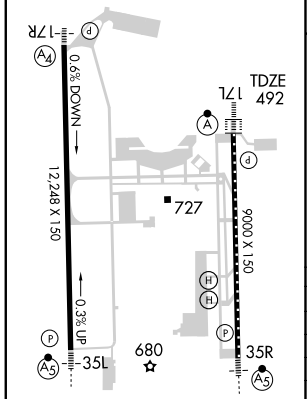
MISSED APPROACH: Climb to 1000, then climbing left turn to 3000 via CWK VORTAC R-128 to BASTO INT/CWK 17.7 DME and hold.

ATIS	AUSTIN APP CON	AUSTIN TOWER	GND CON	CLNC DEL	UNICOM
124.4	127.225 317.65 (355°-175°) 119.0 370.85 (176°-354°)	121.0 281.5	121.9 348.6	125.5 263.0	122.95

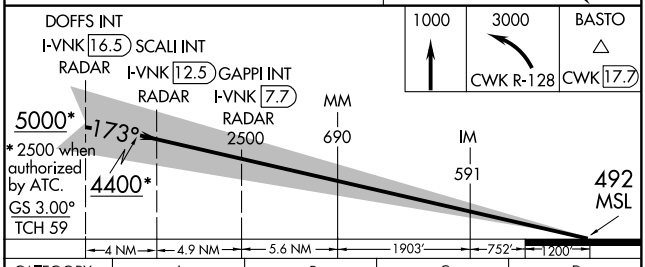
RADAR REQUIRED



ELEV 542 D



HIRL Rwy 17L-35R and 17R-35L
TDZ/CL Rwys 17L and 35R



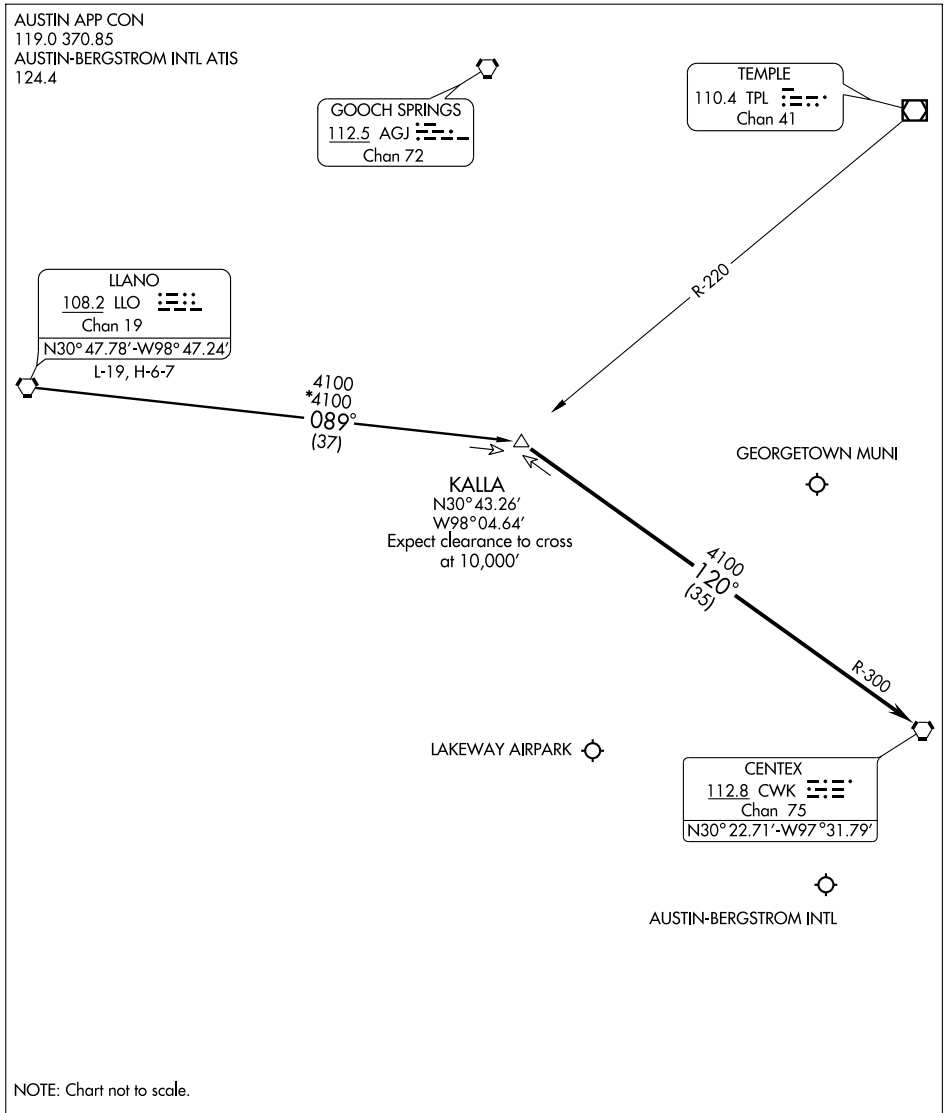
CATEGORY	A	B	C	D
S-ILS 17L	CAT IIIa RVR 07			
S-ILS 17L	CAT IIIb RVR 06			
S-ILS 17L	CAT IIIc NA			

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SC-3, 08 APR 2010 to 06 MAY 2010

KALLA TWO ARRIVAL (KALLA.KALLA2)

AUSTIN, TEXAS



NOTE: Chart not to scale.

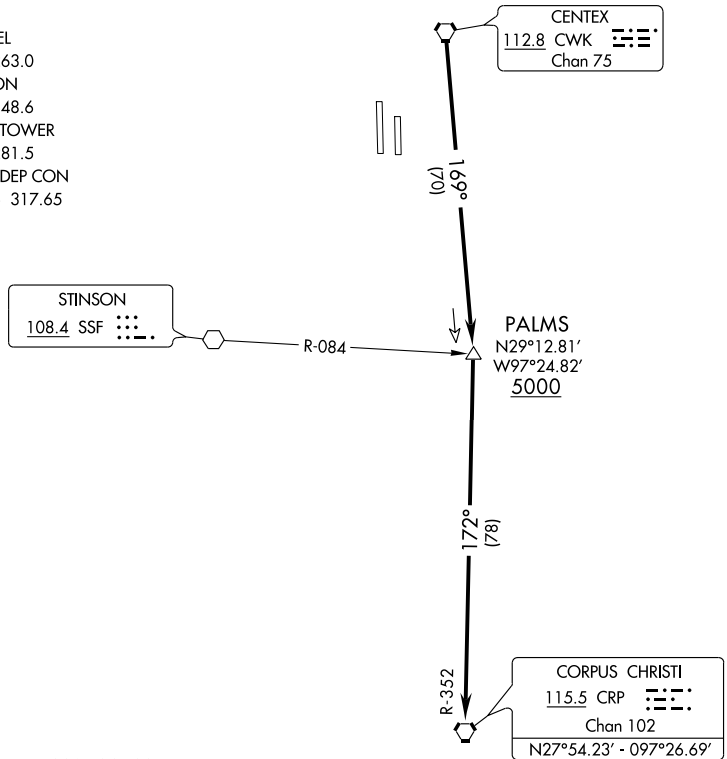
LLANO TRANSITION (LLO.KALLA2): From over LLO VORTAC via LLO R-089 to KALLA INT. Thence . . . .

. . . . From over KALLA INT via CWK R-300 to CWK VORTAC. Expect radar vectors to final approach.

SC-3, 08 APR 2010 to 06 MAY 2010

PALMS ONE DEPARTURE

ATIS
124.4
CLNC DEL
125.5 263.0
GND CON
121.9 348.6
AUSTIN TOWER
121.0 281.5
AUSTIN DEP CON
127.225 317.65



TAKE-OFF MINIMUMS:

Rwys 17L/17R, standard.
Rwy 35L, standard with an obstacle climb of 227′ per NM to 2600.
Rwy 35R, standard with an obstacle climb of 204′ per NM to 2600.

NOTE: Rwy 17L, multiple trees beginning 498′ from departure end of runway, 576′ left of centerline, up to 80′ AGL/517′ MSL.
Tree 617′ from departure end of runway, 584′ right of centerline, 55′ AGL/498′ MSL.
NOTE: Rwy 17R, multiple trees beginning 1007′ from departure end of runway, 730′ right of centerline to 603′ left of centerline up to 61′ AGL/540′ MSL.
NOTE: Rwy 35R, tree 816′ from departure end of runway, 663′ right of centerline, 55′ AGL/528′ MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 35L/R,17L/R: Fly tower assigned heading for vectors to CWK VORTAC, maintain 4000, expect filed altitude 10 minutes after departure, then via CWK R-169 to PALMS INT, cross PALMS INT at or above 5000, then via CRP R-352 to CRP VORTAC.

APP CRS	Rwy Idg	9000
173°	TDZE	492
	Apt Elev	542

RNAV (GPS) RWY 17L

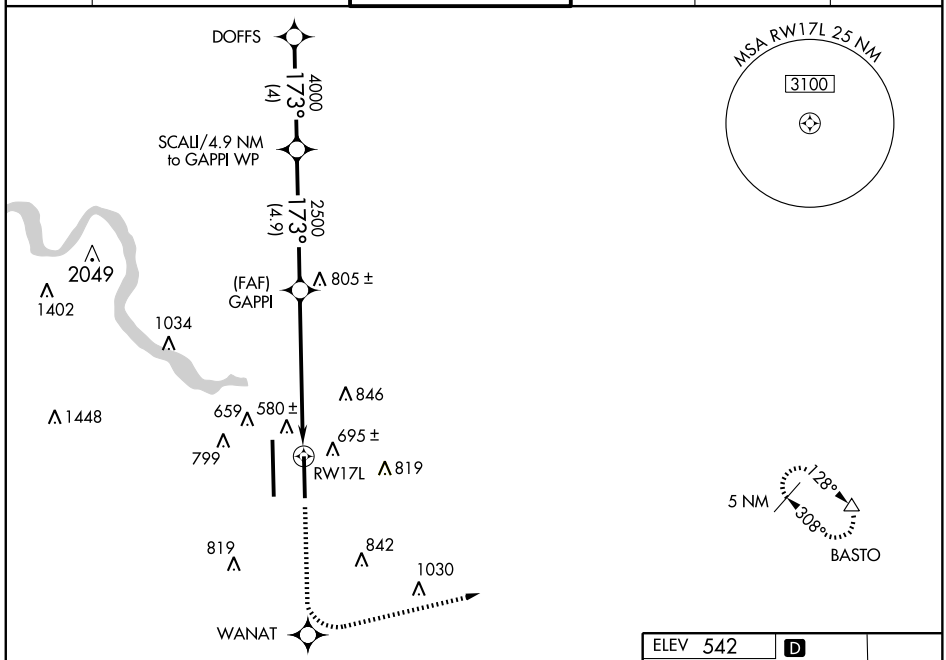
AUSTIN-BERGSTROM INTL (AUS)

Baro-VNAV NA below -16°C (4°F).
NA GPS or RNP-0.3 REQUIRED. DME/DME RNP-0.3 NA.
For inoperative ALSF, increase LNAV/VNAV and LNAV Cat E visibility to 1¾.

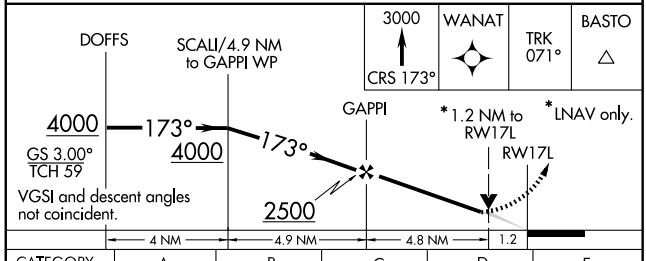
ALSF-2

MISSED APPROACH: Climb to 3000 via 173° course to WANAT then via 071° track to BASTO and hold.

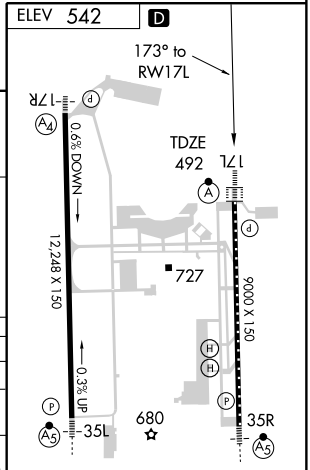
ATIS	AUSTIN APP CON	AUSTIN TOWER	GND CON	CLNC DEL	UNICOM
124.4	127.225 317.65 (355°-175°) 119.0 370.85 (176°-354°)	121.0 281.5	121.9 348.6	125.5 263.0	122.95



RADAR REQUIRED



CATEGORY	A	B	C	D	E
GLS PA DA	NA				
LNAV/VNAV DA	1000/60 508 (500-1¼)				
LNAV MDA	960/24 468 (500-½)		960/40 468 (500-¾)	960/50 468 (500-1)	960/60 468 (500-1¼)
CIRCLING	1040-1¾ 498 (500-1¾)			1160-2 618 (700-2)	1260-2½ 718 (800-2½)



HIRL Rwy 17L-35R and 17R-35L
TDZ/CL Rwys 17L and 35R

SC-3. 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	12248
173°	TDZE	542
	Apt Elev	542

RNAV (GPS) RWY 17R

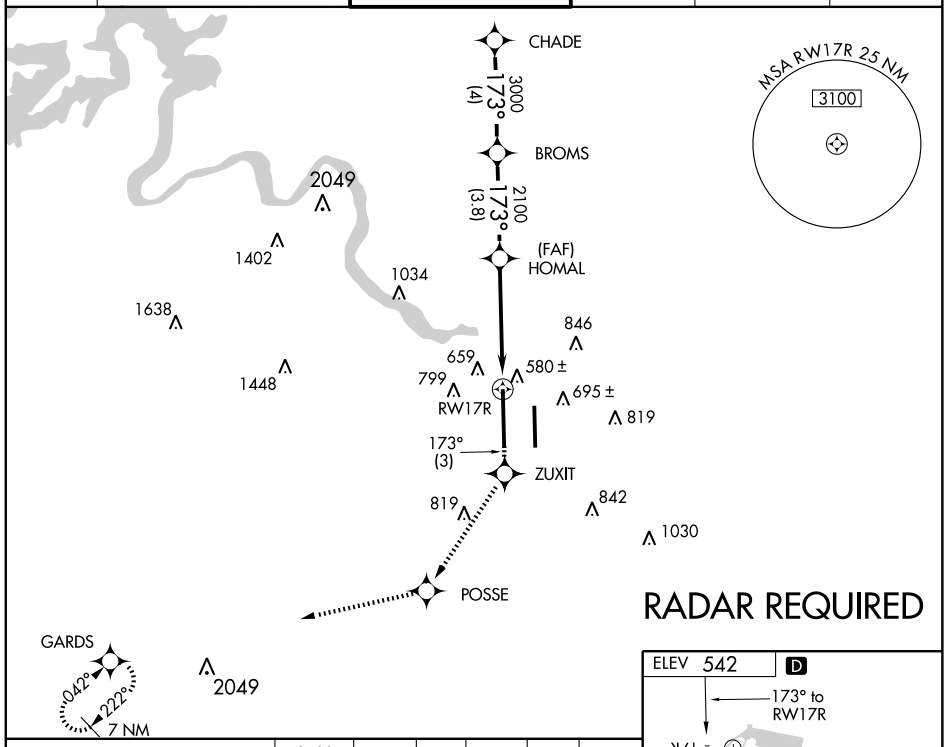
AUSTIN-BERGSTROM INTL (AUS)

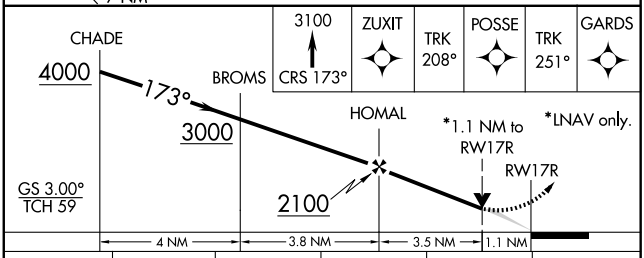
Baro-VNAV NA below -16°C (4°F).
NA GPS or RNP-0.3 REQUIRED. DME/DME RNP-0.3 NA.
Inoperative table does not apply to LNAV/VNAV.
For inoperative MALS, increase LNAV Cat E visibility to ½.

MALS

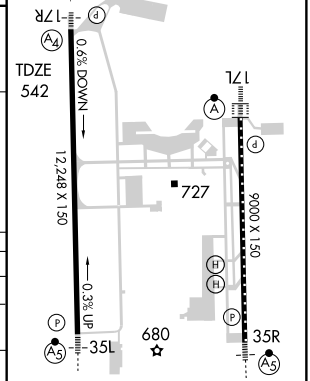
MISSED APPROACH: Climb to 3100 via 173° course to ZUXIT, then via 208° track to POSSE, then via 251° track to GARDS and hold.

ATIS	AUSTIN APP CON	AUSTIN TOWER	GND CON	CLNC DEL	UNICOM
124.4	127.225 317.65 (355°-175°) 119.0 370.85 (176°-354°)	121.0 281.5	121.9 348.6	125.5 263.0	122.95





CATEGORY	A	B	C	D	E
GLS PA DA	NA				
LNAV/VNAV DA	920/60 378 (400-1¼)				
LNAV MDA	940/40 398 (400-¾)			940/60 398 (400-1¼)	
CIRCLING	1040-1¼ 498 (500-1¼)		1040-1½ 498 (500-1½)	1160-2 618 (700-2)	1260-2½ 718 (800-2½)



TDZ/CL Rwys 17L and 35R
HIRL Rwys 17L-35R and 17R-35L

SC-3. 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	9000
353°	TDZE	480
	Apt Elev	542

RNAV (GPS) RWY 35R

AUSTIN-BERGSTROM INTL (AUS)

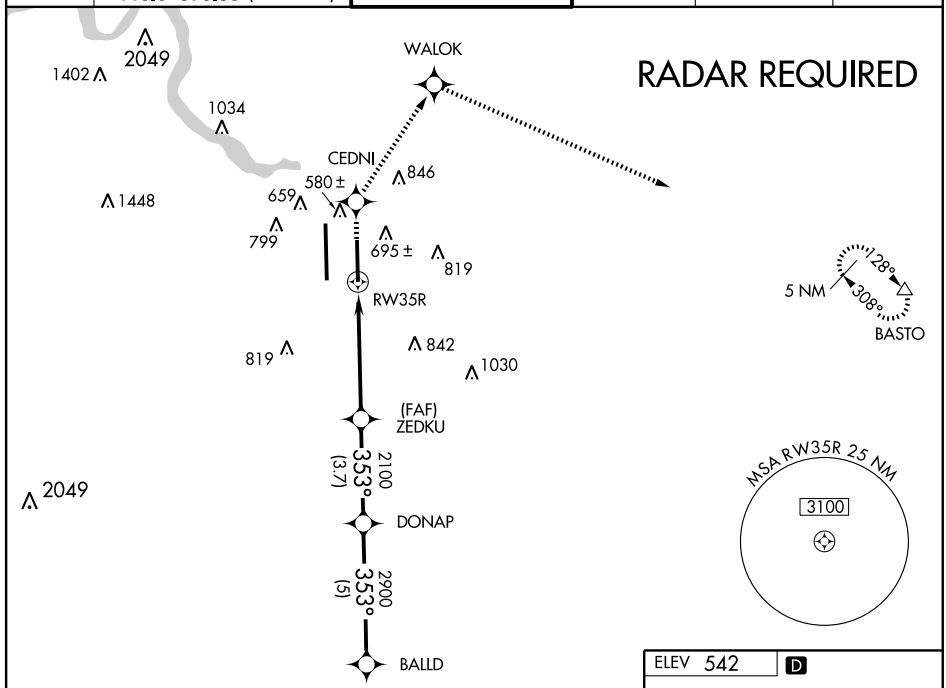
Baro-VNAV NA below -15°C (5°F).
NA GPS or RNP-0.3 REQUIRED. DME/DME RNP-0.3 NA.
For inoperative MALSR, increase LNAV/VNAV Cat E visibility to 1½ and LNAV Cat E visibility to 1¾.

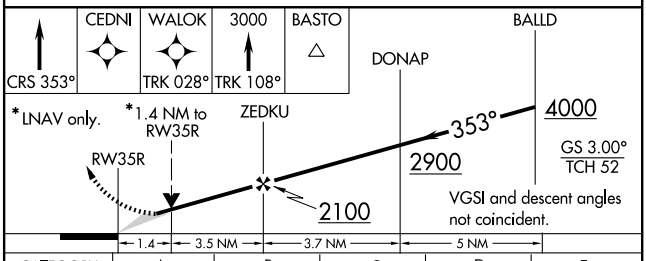
MALSR

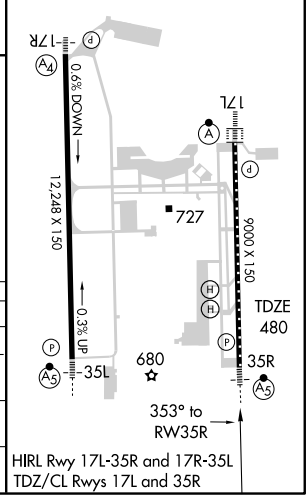
MISSED APPROACH: Climb via 353° course to CEDNI then via 028° to track to WALOK then via 108° track to 3000 to BASTO and hold.

ATIS	AUSTIN APP CON	AUSTIN TOWER	GND CON	CLNC DEL	UNICOM
124.4	127.225 317.65 (355°-175°) 119.0 370.85 (176°-354°)	121.0 281.5	121.9 348.6	125.5 263.0	122.95

RADAR REQUIRED







CATEGORY	A	B	C	D	E
GLS PA DA	NA				
LNAV/VNAV DA	880/50 400 (400-1)				
LNAV MDA	980/24 500 (500-½)		980/40 500 (500-¾)	980/50 500 (500-1)	980/60 500 (500-1¼)
CIRCLING	1040-1½ 498 (500-1½)			1160-2 618 (700-2)	1260-2½ 718 (800-2½)

HIRL Rwy 17L-35R and 17R-35L
TDZ/CL Rwys 17L and 35R

SC-3, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	12248
353°	TDZE	496
	Apt Elev	542

RNAV (GPS) Y RWY 35L

AUSTIN-BERGSTROM INTL (AUS)

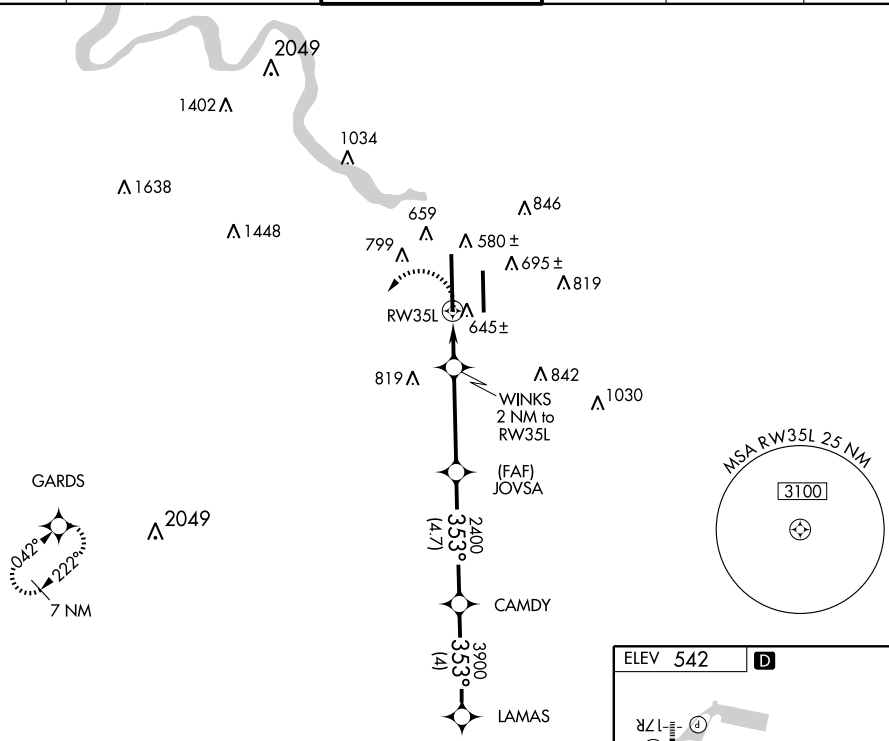
GPS or RNP-0.3 REQUIRED. DME/DME RNP-0.3 NA. For inoperative MALSR, increase LNAV Cat D visibility to RVR 6000 and Cat E to 1½.

NA

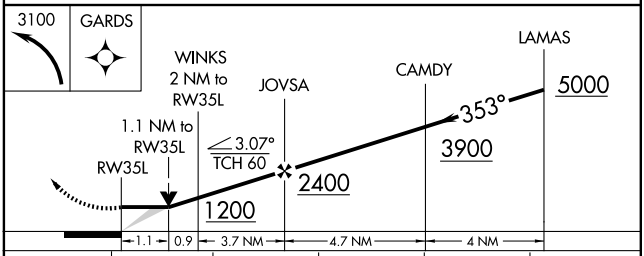
MALSR

MISSED APPROACH: Climbing left turn to 3100 direct GARDS and hold.

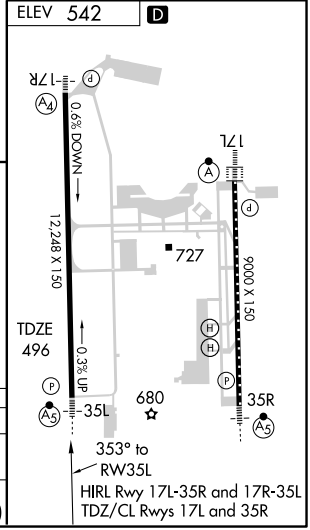
ATIS	AUSTIN APP CON	AUSTIN TOWER	GND CON	CLNC DEL	UNICOM
124.4	127.225 317.65 (355°-175°) 119.0 370.85 (176°-354°)	121.0 281.5	121.9 348.6	125.5 263.0	122.95



RADAR REQUIRED



CATEGORY	A	B	C	D	E
LNAV MDA	900/24	404 (400-½)	900/40 404 (400-¾)	900/50	404 (400-1)
CIRCLING	1040-1	498 (500-1)	1040-1½ 498 (500-1½)	1160-2 618 (700-2)	1260-2½ 718 (800-2½)



SC-3, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	12248
353°	TDZE	496
	Apt Elev	542

RNAV (GPS) Z RWY 35L

AUSTIN-BERGSTROM INTL (AUS)

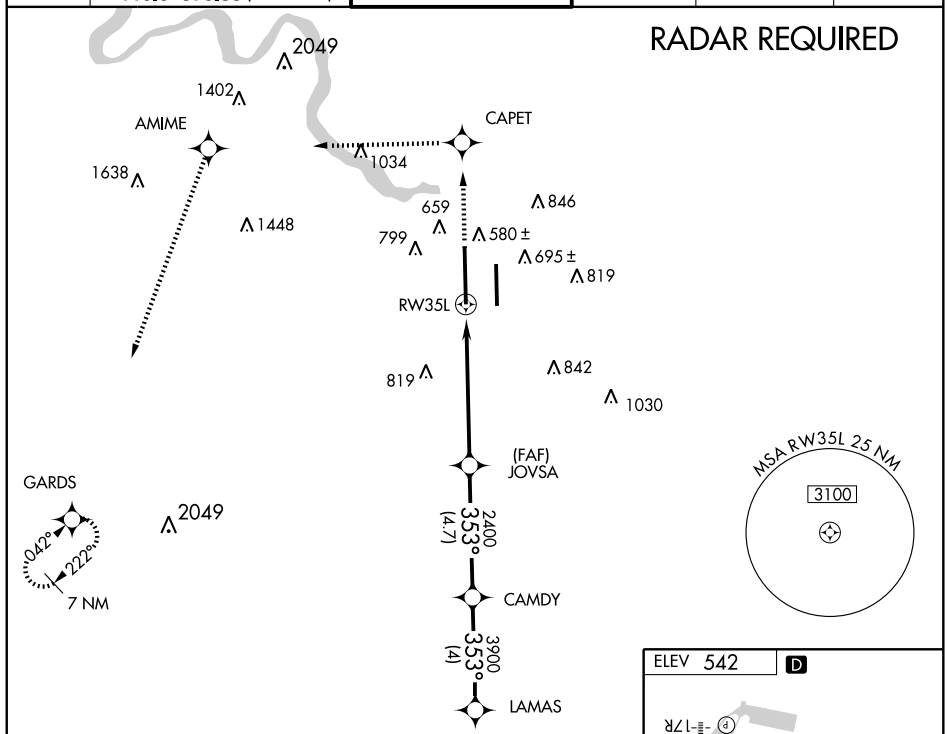
Baro-VNAV NA Below -16°C (4°F).
NA GPS or RNP-0.3 REQUIRED. DME/DME RNP-0.3 NA.
For inoperative MALSR, increase LNAV/VNAV Cat E visibility to 1½ and LNAV Cat E visibility to 2¼.

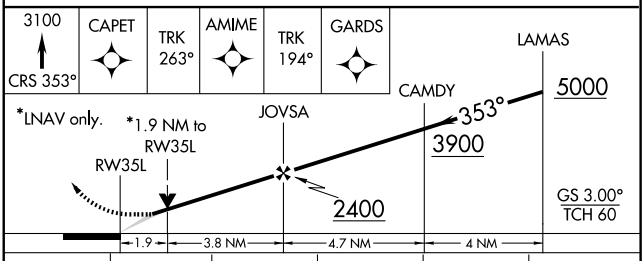
MALSR

MISSED APPROACH: Climb to 3100 via 353° course to CAPET then via 263° track to AMIME then via 194° track to GARDS and hold.

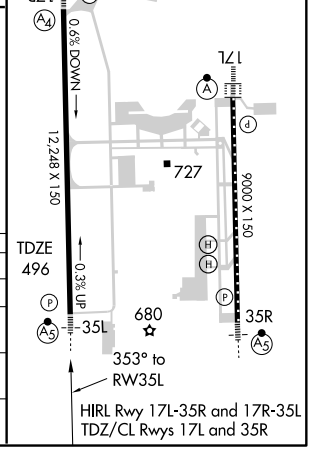
ATIS	AUSTIN APP CON	AUSTIN TOWER	GND CON	CLNC DEL	UNICOM
124.4	127.225 317.65 (355°-175°) 119.0 370.85 (176°-354°)	121.0 281.5	121.9 348.6	125.5 263.0	122.95

RADAR REQUIRED





CATEGORY	A	B	C	D	E
GLS PA DA	NA				
LNAV/VNAV DA	900/50 404 (400-1)				
LNAV MDA	1140/24 644 (700-½)		1140/60 644 (700-1¼)	1140-1½ 644 (700-1½)	1140-1¾ 644 (700-1¾)
CIRCLING	1140-1½ 598 (600-1½)		1140-1¾ 598 (600-1¾)	1160-2 618 (700-2)	1260-2½ 718 (800-2½)



SC-3, 08 APR 2010 to 06 MAY 2010

NDB UBC	APP CRS	Rwy Idg	3906
239	358°	TDZE	1737
		Apt Elev	1737

NDB RWY 35

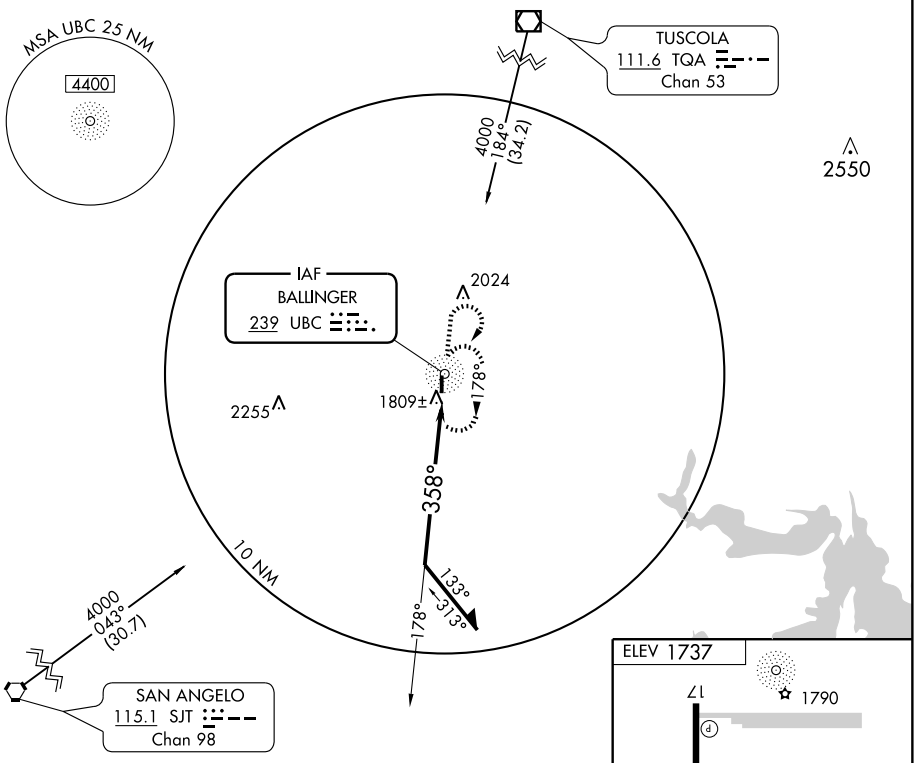
BALLINGER/BRUCE FIELD (E30)

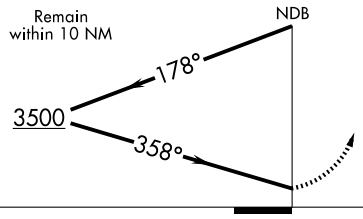
NA

Use San Angelo altimeter setting.

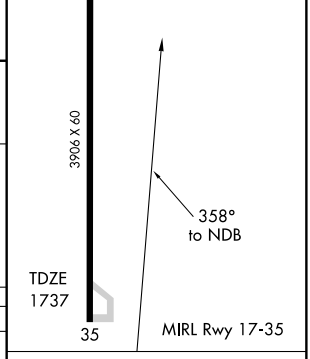
MISSED APPROACH: Climb to 3000, then climbing right turn to 3500 direct UBC NDB and hold.

SAN ANGELO APP CON*	CTAF
125.35 354.1	122.9





3000	3500	UBC 239



CATEGORY	A	B	C	D
S-35	2260-1	523 (600-1)	2260-1½ 523 (600-1½)	NA
CIRCLING	2260-1	523 (600-1)	2260-1½ 523 (600-1½)	NA

Knots	60	90	120	150	180
Min:Sec					

SC-3. 08 APR 2010 to 06 MAY 2010

WAAS CH 86228 W35A	APP CRS 352°	Rwy Idg 3906 TDZE 1738 Apt Elev 1738

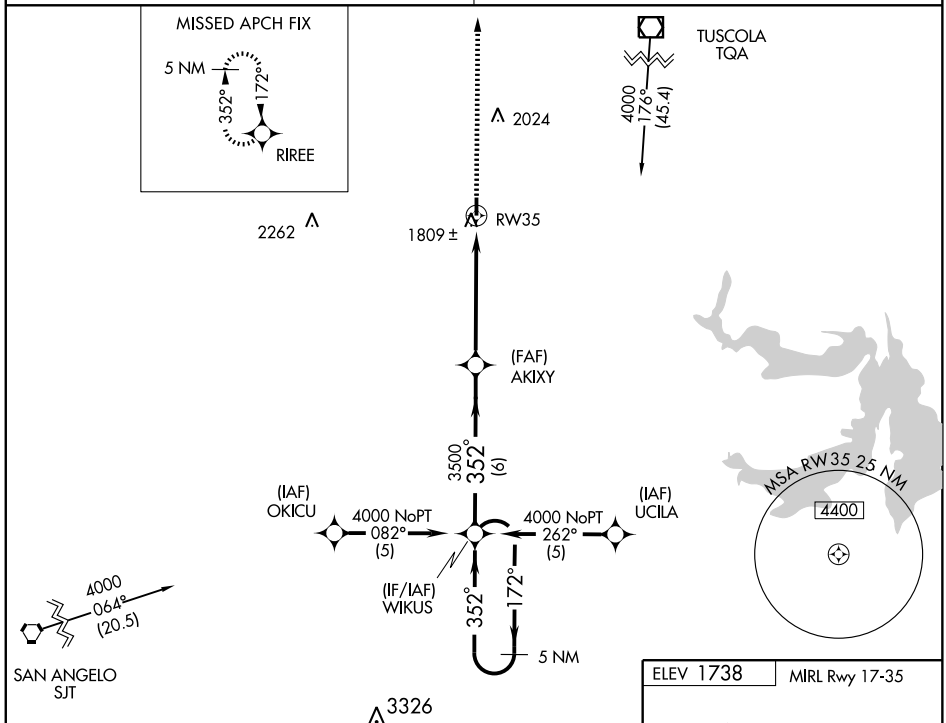
RNAV (GPS) RWY 35

BALLINGER/BRUCE FIELD (E30)

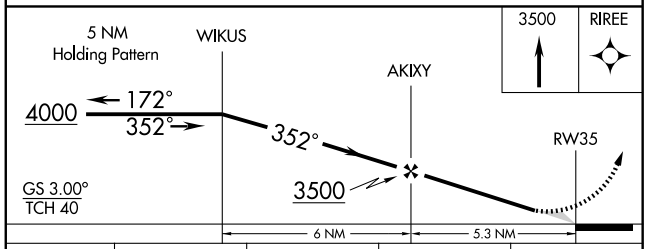
⚠ NA DME/DME RNP-0.3 NA. Use San Angelo Rgnl/Mathis Field altimeter setting, if not received use Curtis Field altimeter setting and increase all DA/MDAs 20 feet.

MISSED APPROACH: Climb to 3500 direct RIREE and hold.

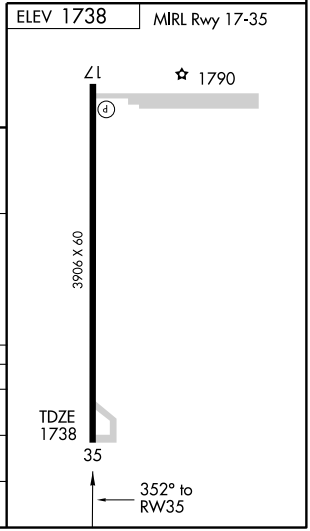
SAN ANGELO APP CON ★	CTAF
125.35 354.1	122.9



Procedure NA for arrivals at SJT VORTAC via airway radials 014 CW 102.



CATEGORY	A	B	C	D
LPV DA	2089-1¼ 351 (400-1¼)			NA
LNAV MDA	2160-1 422 (500-1)		2160-1¼ 422 (500-1¼)	NA
CIRCLING	2220-1 482 (500-1)		2220-1½ 482 (500-1½)	NA



SC-3, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	5107
128°	TDZE	45
	Apt Elev	45

GPS RWY 13

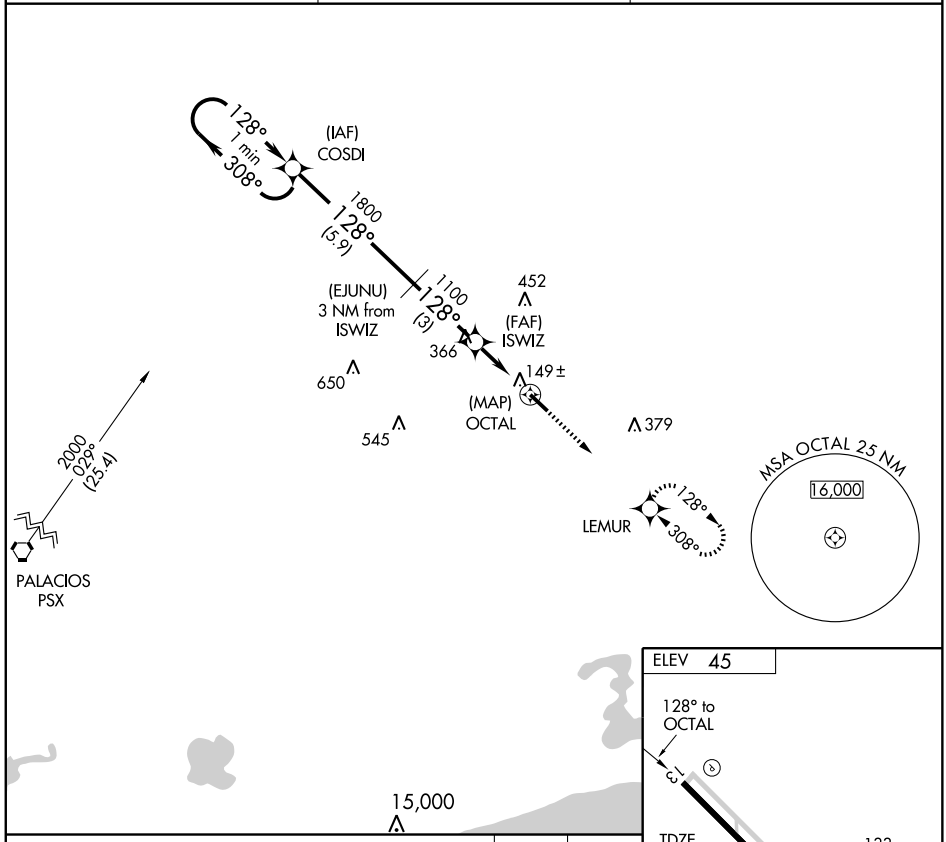
BAY CITY MUNI (BYY)

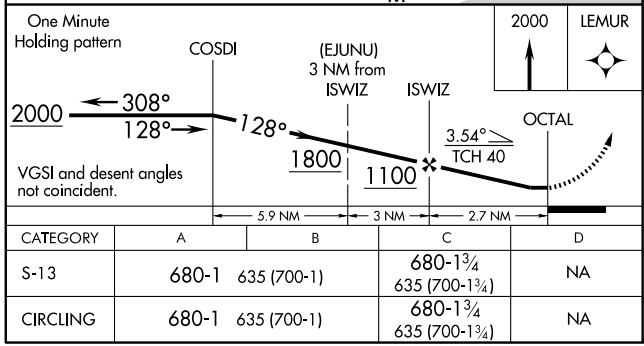
NA

Visibility reduction by helicopters NA.
Use Palacios Muni altimeter setting.

MISSED APPROACH: Climb to 2000 direct LEMUR and hold.

AWOS-3	HOUSTON CENTER	UNICOM
118.075	128.6 360.8	122.8 (CTAF)





CATEGORY	A	B	C	D
S-13	680-1	635 (700-1)	680-1¾ 635 (700-1¾)	NA
CIRCLING	680-1	635 (700-1)	680-1¾ 635 (700-1¾)	NA

REIL Rwy 13
MIRL Rwy 13-31

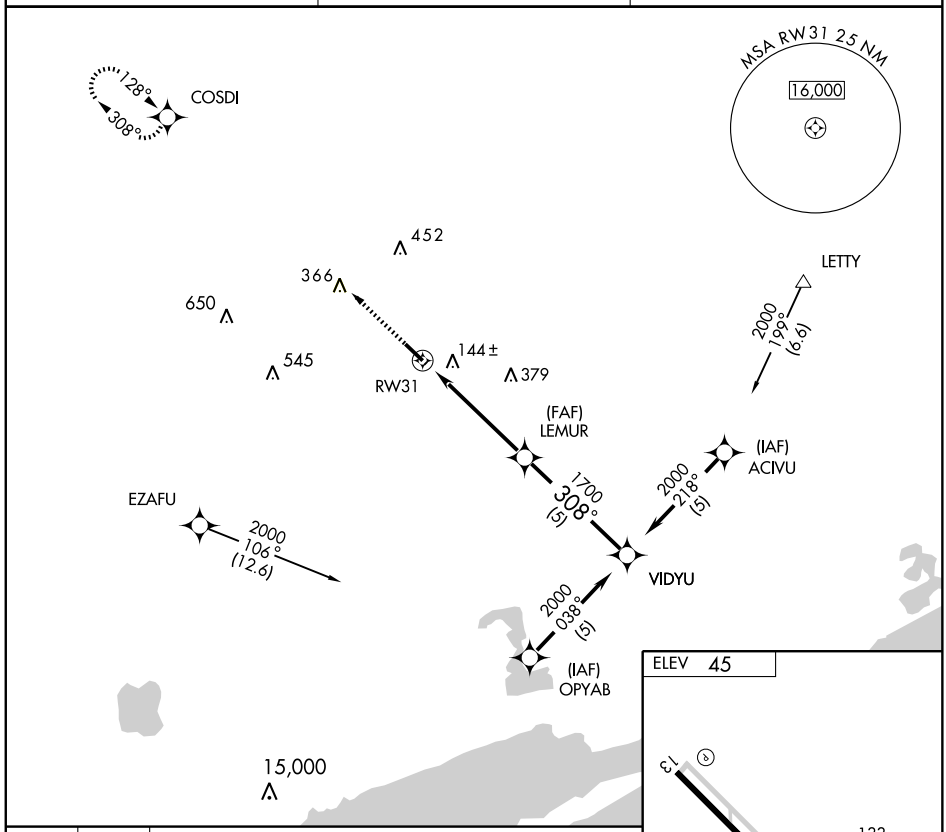
SC-5, 08 APR 2010 to 06 MAY 2010

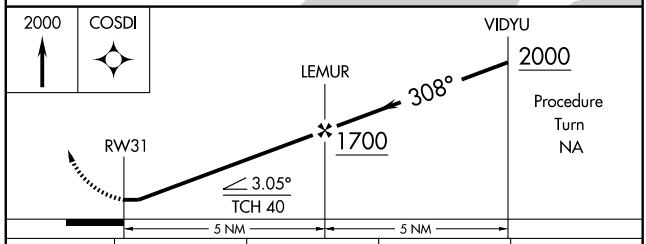
APP CRS	Rwy Idg	5107
308°	TDZE	41
	Apt Elev	45

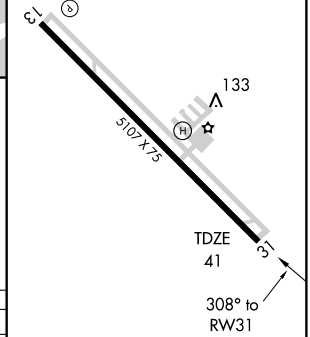
GPS RWY 31
BAY CITY MUNI (BYY)

NA	Visibility reduction by helicopters NA. Use Palacios Muni altimeter setting.	MISSED APPROACH: Climb to 2000 direct COSDI WP and hold.

AWOS-3	HOUSTON CENTER	UNICOM
118.075	128.6 360.8	122.8 (CTAF)







REIL Rwy 13
MIRL Rwy 13-31

CATEGORY	A	B	C	D
S-31	500-1 459 (500-1)		500-1¼ 459 (500-1¼)	NA
CIRCLING	560-1 515 (600-1)		560-1½ 515 (600-1½)	NA

SC-5, 08 APR 2010 to 06 MAY 2010

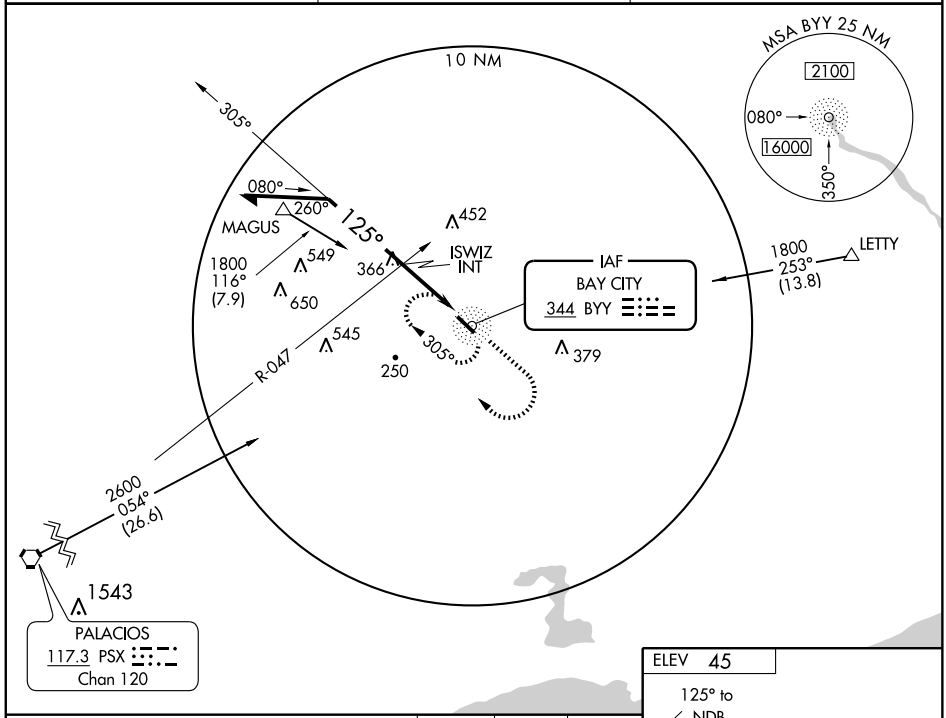
NDB BYY 344	APP CRS 125°	Rwy Idg 5107 TDZE 45 Apt Elev 45

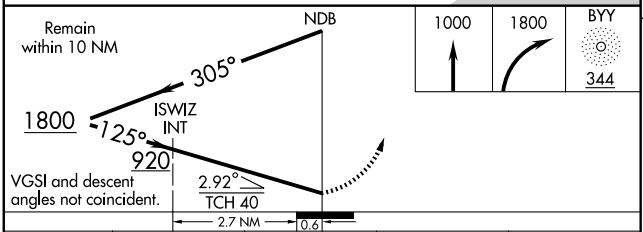
NDB RWY 13

BAY CITY MUNI (BYY)

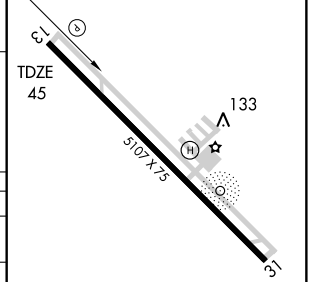
⚠ NA	Use Palacios Muni altimeter setting. Visibility reduction by helicopters NA.
MISSED APPROACH: Climb to 1000 then climbing right turn to 1800 direct BYY NDB and hold.	

AWOS-3	HOUSTON CENTER	UNICOM
118.075	128.6 360.8	122.8 (CTAF)





CATEGORY	A	B	C	D
S-13	920-1 875 (900-1)	920-1¼ 875 (900-1¼)	920- 2½ 875 (900-2½)	NA
CIRCLING	920-1 875 (900-1)	920-1¼ 875 (900-1¼)	920-2½ 875 (900-2½)	NA
ISWIZ MINIMUMS				
S-13	840-1 795 (800-1)	840-1¼ 795 (800-1¼)	840-2¼ 795 (800-2¼)	NA
CIRCLING	840-1 795 (800-1)	840-1¼ 795 (800-1¼)	840-2¼ 795 (800-2¼)	NA



REIL Rwy 13
MIRL Rwy 13-31

SC-5, 08 APR 2010 to 06 MAY 2010

VOR PSX 117.3 Chan 120	APP CRS 054°	Rwy Idg NA TDZE NA Apt Elev 45

VOR/DME-A

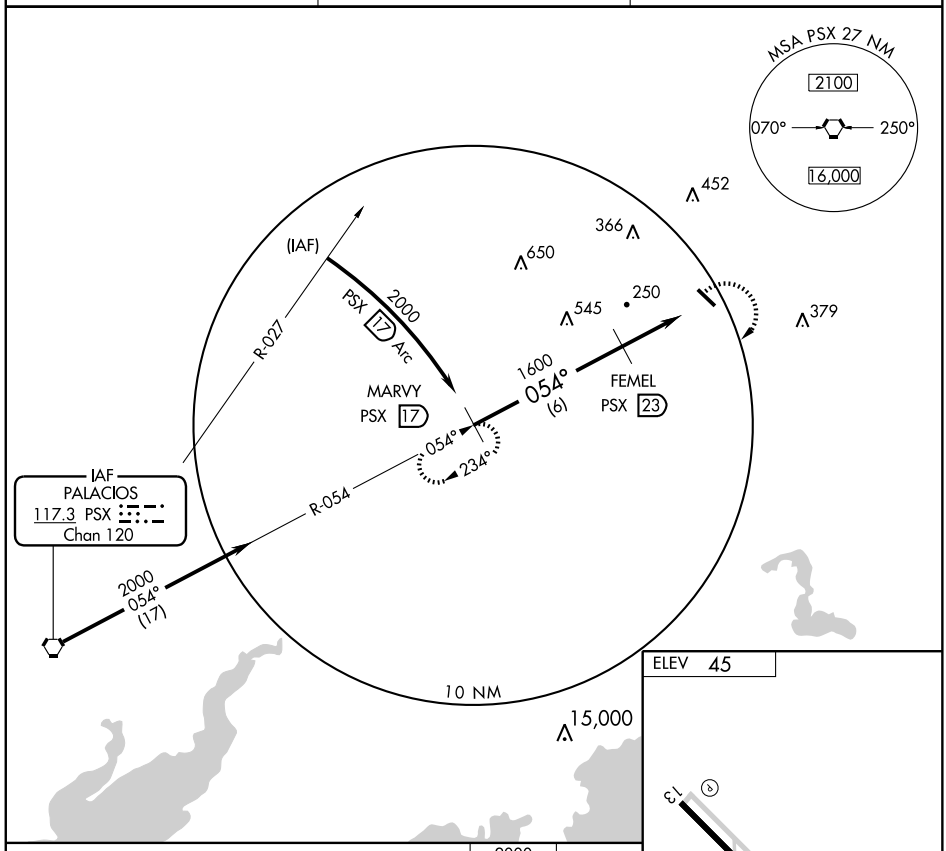
BAY CITY MUNI (BYY)

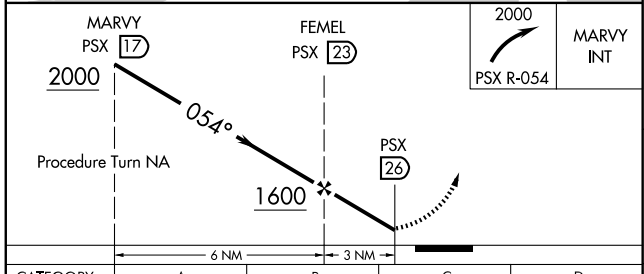
Use Palacios Muni altimeter setting.

NA

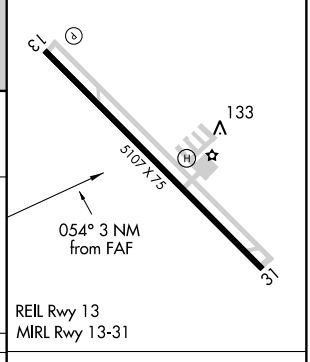
MISSED APPROACH: Climbing right turn to 2000 via PSX VORTAC R-054 to MARVY/17 DME and hold.

AWOS-3	HOUSTON CENTER	UNICOM
118.075	128.6 360.8	122.8 (CTAF)





2000
PSX R-054
MARVY INT

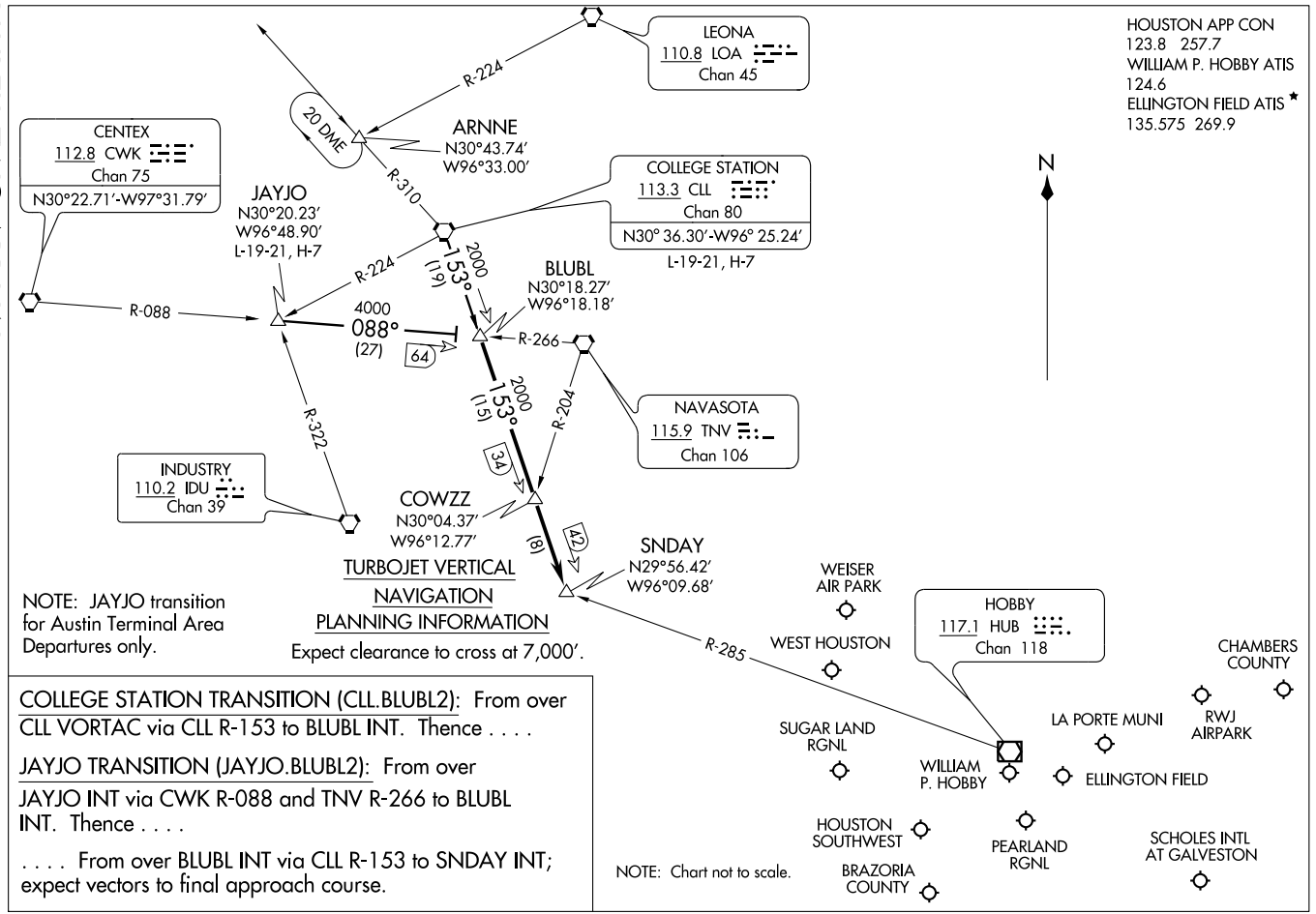


REIL Rwy 13
MIRL Rwy 13-31

CATEGORY	A	B	C	D
CIRCLING	1080-1¼ 1035 (1100-1¼)	1080-1½ 1035 (1100-1½)	1080-3 1035 (1100-3)	NA

Knots	60	90	120	150	180
Min:Sec					

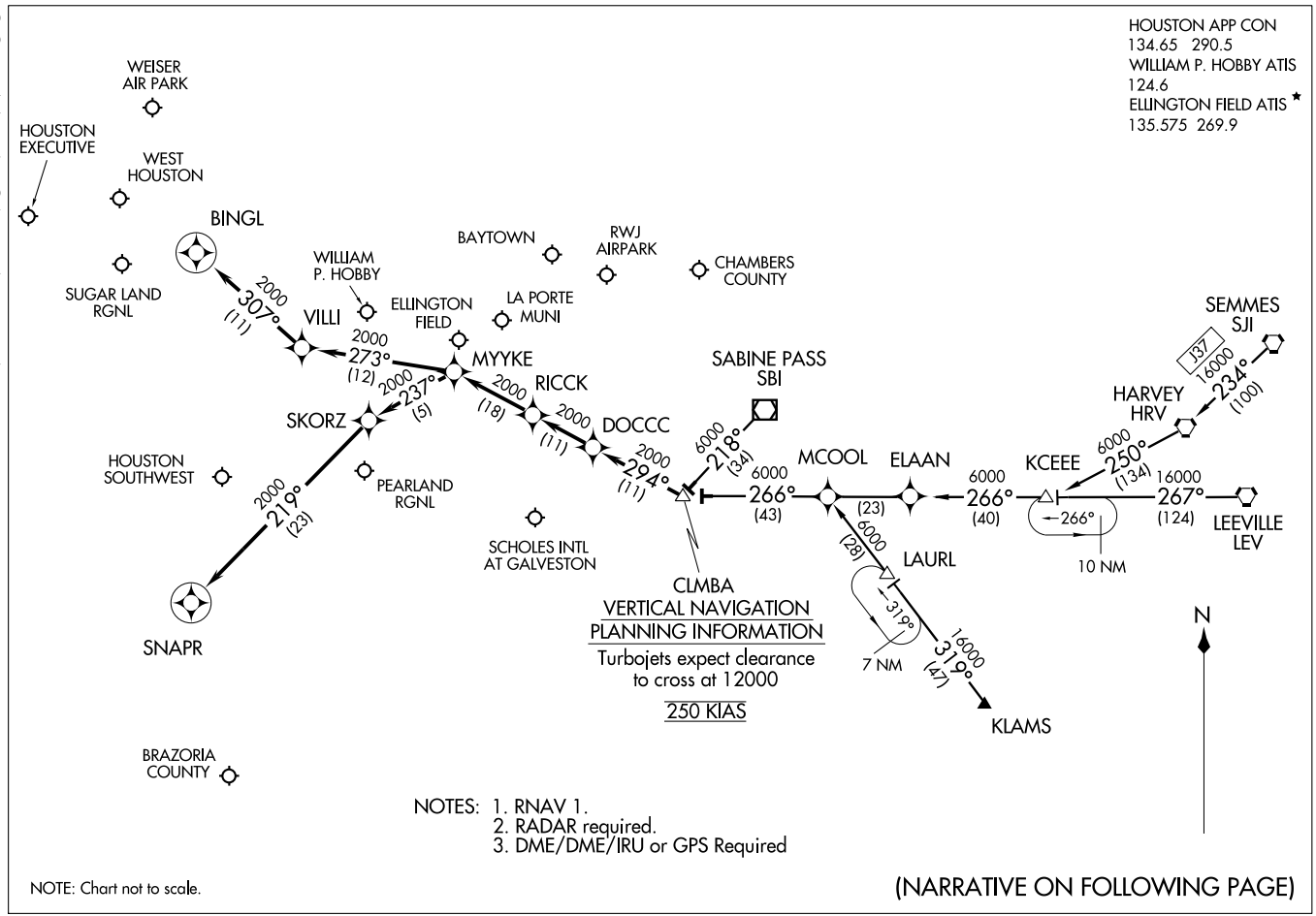
SC-5, 08 APR 2010 to 06 MAY 2010



COLLEGE STATION TRANSITION (CLL.BLUBL2): From over CLL VORTAC via CLL R-153 to BLUBL INT. Thence . . . .

JAYJO TRANSITION (JAYJO.BLUBL2): From over JAYJO INT via CWK R-088 and TNV R-266 to BLUBL INT. Thence . . . .

. . . . From over BLUBL INT via CLL R-153 to SNDAY INT; expect vectors to final approach course.



COLUMBIA ONE ARRIVAL (RNAV)

(CLMBA.CLMBA1) 09239

ST-198 (FAA)

HOUSTON, TEXAS

ARRIVAL DESCRIPTION

HARVEY TRANSITION (HRV.CLMBA1): (For non-GPS equipped aircraft LEV, HRV, RQR, LLA, LCH, and DAS must be operational.)
KCEEE TRANSITION (KCEEE.CLMBA1): (For non-GPS equipped aircraft LLA, LCH, and DAS must be operational.)
KLAMS TRANSITION (KLAMS.CLMBA1): (For non-GPS equipped aircraft DAS, LCH, MHF, and VUH must be operational.)
LEEVILLE TRANSITION (LEV.CLMBA1): (For non-GPS equipped aircraft LCH, LLA, and DAS must be operational.)
SABINE PASS TRANSITION (SBI.CLMBA1):
SEMMES TRANSITION (SJI.CLMBA1): (For non-GPS equipped aircraft LEV, HRV, RQR, LLA, LCH, and DAS must be operational.)

From CLMBA WP via 294° track to DOCCC, thence as depicted to RICCK . . . .

WILLIAM P. HOBBY/HOUSTON (HOU):

LANDING RUNWAY 4: . . . . From RICCK via 294° track to MYYKE, thence as depicted to SNAPR. Expect vectors to final approach course prior to SNAPR, if not received by SNAPR fly present heading.

LANDING RUNWAY 12R: . . . . From RICCK via 294° track to MYYKE, thence as depicted to BINGL. Expect vectors to final approach course prior to BINGL, if not received by BINGL fly present heading.

FOR ALL OTHER RUNWAYS: From RICCK via 294° track to MYYKE. Expect vectors to final approach course prior to MYYKE.

FOR ALL OTHER AIRPORTS: From RICCK via 294° track to MYYKE. Expect vectors to final approach course prior to MYYKE.

SC-5, 08 APR 2010 to 06 MAY 2010

DAISETTA EIGHT ARRIVAL (DAS.DAS8)

HOUSTON APP CON
120.05 379.1
GEORGE BUSH INTERCONTINENTAL/
HOUSTON ATIS 124.05
WILLIAM P. HOBBY ATIS
124.6
ELLINGTON FIELD ATIS *
135.575 269.9

NOTE: For all conventional navigation aircraft landing in the Houston terminal area. For all turboprops/pistons landing IAH. ATC assigned only for all others.

NOTE: For RNAV equipped aircraft landing IAH runways 8L/R and 9 from over DAETN INT direct JOESZ INT, expect vectors to final approach course prior to JOESZ INT, if not received by JOESZ INT fly present heading.

ELM GROVE
111.2 EMG
Chan 49
N32°24.01'-W93°35.71'
L-17, H-6

QUESO
N30°46.86'
W94°06.54'

BROWW
N30°54.22'
W93°52.20'

SAWMILL
113.75 SWB
Chan 84(Y)
N31°58.39' - W92°40.63'
L-22, H-6

LUFKIN
112.1 LFK
Chan 58
N31°09.74'
W94°43.02'
L-19-21, H-6

VIERA
N30°44.51'
W94°02.83'

TQELA
N30°32.39'
W93°46.23'

ALEXANDRIA
116.1 AEX
Chan 108
N31°15.40' -W92°30.06'
L-21-22, H-6

INDUSTRY
110.2 IDU
Chan 39

JOESZ
N30°06.40'
W95°46.72'

INNIS
N30°02.07'
W95°06.83'

REHAB
N29°59.59'
W95°14.25'

COMBS
N30°23.32'
W94°25.84'

DAETN
N30°06.31'
W94°54.07'

YAAOW
N29°53.12'
W95°10.69'

DRXLR
N29°45.59'
W95°13.92'

GEORGE BUSH
INTERCONTINENTAL/
HOUSTON

HUMBLE
116.6 IAH
Chan 113

HOBBY
117.1 HUB
Chan 118

DAISETTA
116.9 DAS
Chan 116
N30°11.38' -W94°38.70'

LAKE CHARLES
113.4 LCH
Chan 81
N30°08.49' -W93°06.33'
L-21-22, H-7

BEAUMONT
114.5 BPT
Chan 92
N29°56.76' -W94°00.97'

VERTICAL NAVIGATION
PLANNING INFORMATION
Turbojets: 280K IAS
Expect clearance
to cross at 13,000'

RADAR REQUIRED

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

WEISER AIRPARK
WEST HOUSTON
HOUSTON EXECUTIVE
SUGAR LAND RGNL
LA PORTE MUNI
CHAMBERS COUNTY
WILLIAM P. HOBBY
BAYTOWN
RWJ AIRPARK
PEARLAND RGNL
ELLINGTON FIELD
HOUSTON-SOUTHWEST
SCHOLES INTL AT GALVESTON
BRAZORIA COUNTY

DAISETTA EIGHT ARRIVAL (DAS.DAS8)

ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.DAS8): From over AEX VORTAC via AEX R-246 to VIERA INT, then via DAS R-038 to DAS VORTAC. Thence . . . .

ELM GROVE TRANSITION (EMG.DAS8): From over EMG VORTAC via EMG R-182 to BROWW INT, then via DAS R-038 to DAS VORTAC. Thence . . . .

LAKE CHARLES TRANSITION (LCH.DAS8): From over LCH VORTAC via LCH R-275 to COMBS INT, then via DAS R-038 to DAS VORTAC. Thence . . . .

LUFKIN TRANSITION (LFK.DAS8): From over LFK VORTAC via LFK R-157 to COMBS INT, then via DAS R-038 to DAS VORTAC Thence . . . .

SAWMILL TRANSITION (SWB.DAS8): From over SWB VOR/DME via SWB R-222 and DAS R-038 to BROWW INT, then via DAS R-038 to DAS VORTAC. Thence . . . .

GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):

. . . . From over DAS VORTAC via DAS R-244 to DAETN INT.

LANDING RUNWAYS 8L/R and 9:

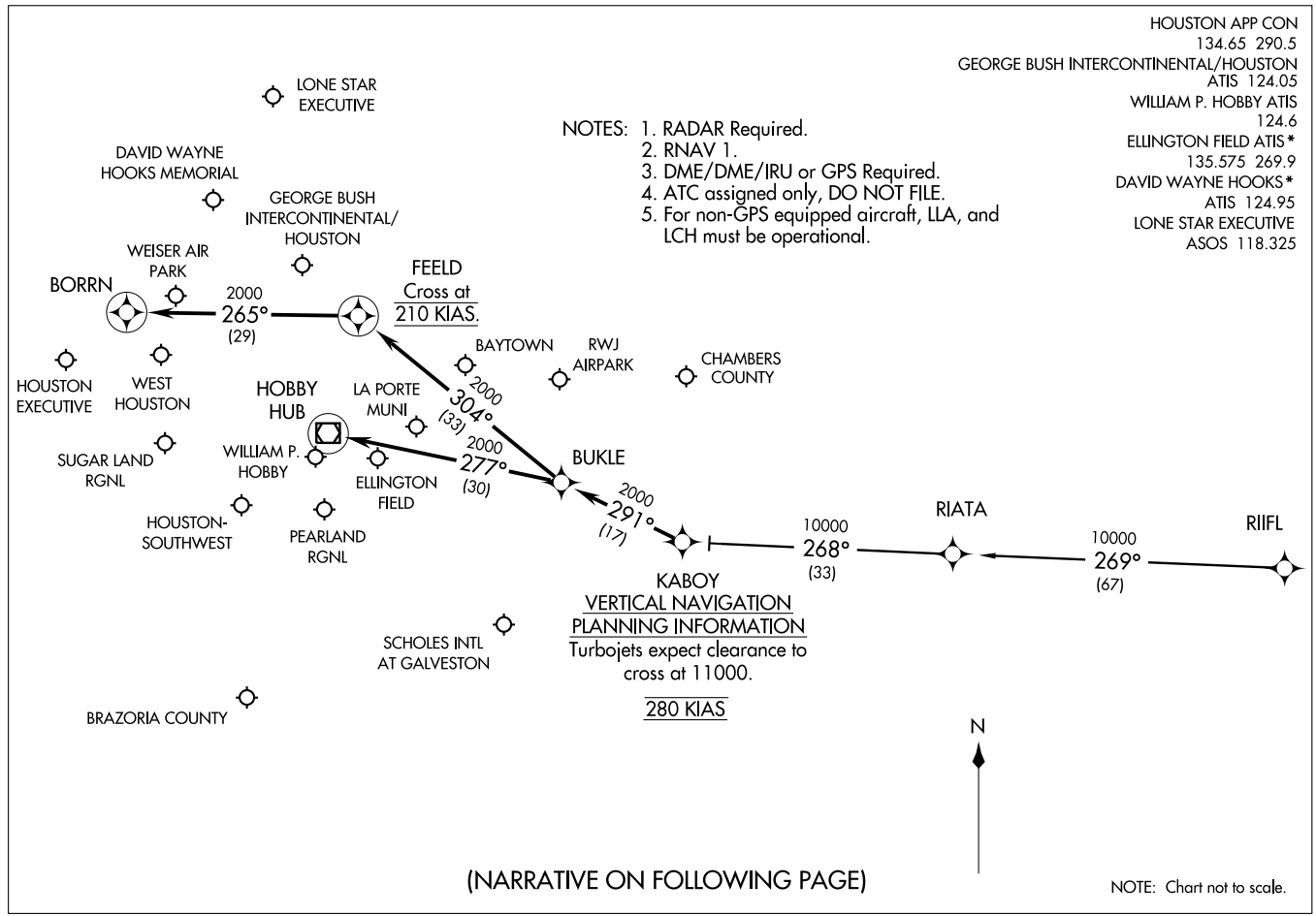
. . . . From DAETN INT fly heading 265° for vectors to final approach course.

FOR ALL OTHER RUNWAYS: Expect vectors to final approach course at or prior to REHAB INT.

FOR ALL OTHER AIRPORTS:

. . . . From over DAS VORTAC via DAS R-244 to INNIS INT, thence via HUB R-015 to HUB VOR/DME, expect vectors to final approach course at or prior to HUB VOR/DME.

SC-5, 08 APR 2010 to 06 MAY 2010


HOUSTON APP CON
134.65 290.5
GEORGE BUSH INTERCONTINENTAL/HOUSTON
ATIS 124.05
WILLIAM P. HOBBY ATIS
124.6
ELLINGTON FIELD ATIS*
135.575 269.9
DAVID WAYNE HOOKS*
ATIS 124.95
LONE STAR EXECUTIVE
ASOS 118.325
(KABOY.KABOY1) 09071
KABOY ONE ARRIVAL (RNAV)
ST-5461(FAA)
HOUSTON, TEXAS
NOTES: 1. RADAR Required.
2. RNAV 1.
3. DME/DME/IRU or GPS Required.
4. ATC assigned only, DO NOT FILE.
5. For non-GPS equipped aircraft, LLA, and LCH must be operational.
LONE STAR EXECUTIVE
DAVID WAYNE HOOKS MEMORIAL
GEORGE BUSH INTERCONTINENTAL/ HOUSTON
WEISER AIR PARK
BORRN
2000
265°
(29)
FEELD
Cross at
210 KIAS.
BAYTOWN
RWJ AIRPARK
CHAMBERS COUNTY
HOUSTON EXECUTIVE
WEST HOUSTON
HOBBY HUB
LA PORTE MUNI
2000
304°
(33)
SUGAR LAND RGNL
WILLIAM P. HOBBY
2000
277°
(30)
ELLINGTON FIELD
BUKLE
2000
291°
(17)
HOUSTON-SOUTHWEST
PEARLAND RGNL
10000
268°
(33)
RIATA
10000
269°
(67)
RIIFL
KABOY
VERTICAL NAVIGATION
PLANNING INFORMATION
Turbojets expect clearance to cross at 11000.
280 KIAS
SCHOLES INTL AT GALVESTON
BRAZORIA COUNTY
N
(NARRATIVE ON FOLLOWING PAGE)
NOTE: Chart not to scale.

ARRIVAL DESCRIPTION

RIIFL TRANSITION (RIIFL.KABOY1)

From KABOY via 291° track to BUKLE . . . .

GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):

LANDING RUNWAYS 8L/8R, OR 9: . . . . From BUKLE via 304° track to FEELD, thence as depicted to BORRN. Expect vectors to final approach course prior to BORRN, if not received by BORRN, fly present heading.

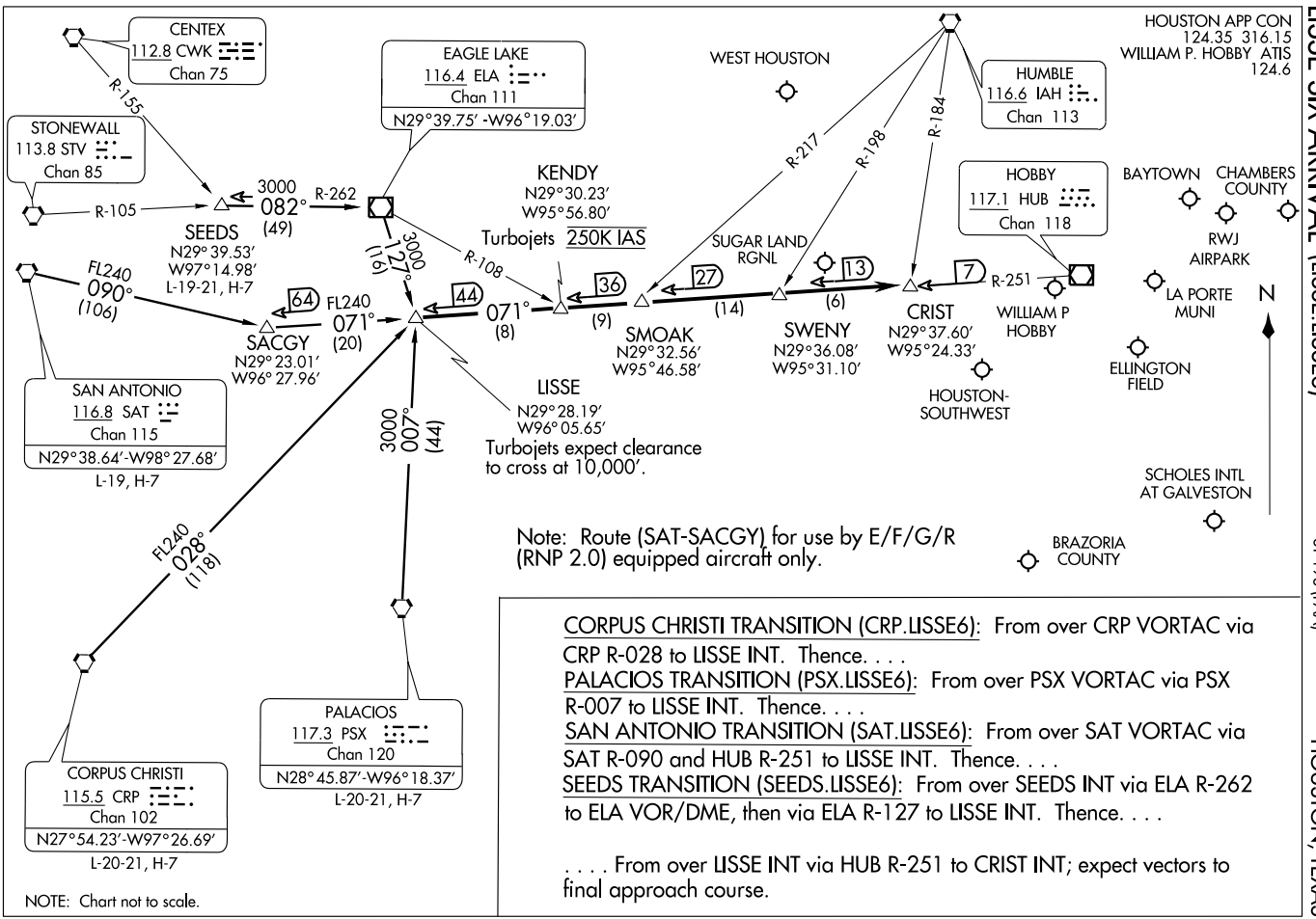
ALL OTHER RUNWAYS: . . . . From BUKLE via 304° track to FEELD. Expect vectors to final approach course prior to FEELD.

DAVID WAYNE HOOKS MEMORIAL (DWH) AND LONE STAR EXECUTIVE (CXO): . . . . From BUKLE via 304° track to FEELD. Expect vectors to final approach course prior to FEELD.

ALL OTHER AIRPORTS: . . . . From BUKLE via 277° track to HUB VOR/DME. Expect vectors to final approach course prior to HUB VOR/DME.

LISSE SIX ARRIVAL (LISSE.LISSE6)

HOUSTON, TEXAS



CORPUS CHRISTI TRANSITION (CRP.LISSE6): From over CRP VORTAC via CRP R-028 to LISSE INT. Thence. . . .

PALACIOS TRANSITION (PSX.LISSE6): From over PSX VORTAC via PSX R-007 to LISSE INT. Thence. . . .

SAN ANTONIO TRANSITION (SAT.LISSE6): From over SAT VORTAC via SAT R-090 and HUB R-251 to LISSE INT. Thence. . . .

SEEDS TRANSITION (SEEDS.LISSE6): From over SEEDS INT via ELA R-262 to ELA VOR/DME, then via ELA R-127 to LISSE INT. Thence. . . .

. . . . From over LISSE INT via HUB R-251 to CRIST INT; expect vectors to final approach course.

NOTE: Chart not to scale.

BAYTOWN, TEXAS

AL-6674 (FAA)

APP CRS	Rwy ldg	4096
263°	TDZE	28
	Apt Elev	33

RNAV (GPS) RWY 26

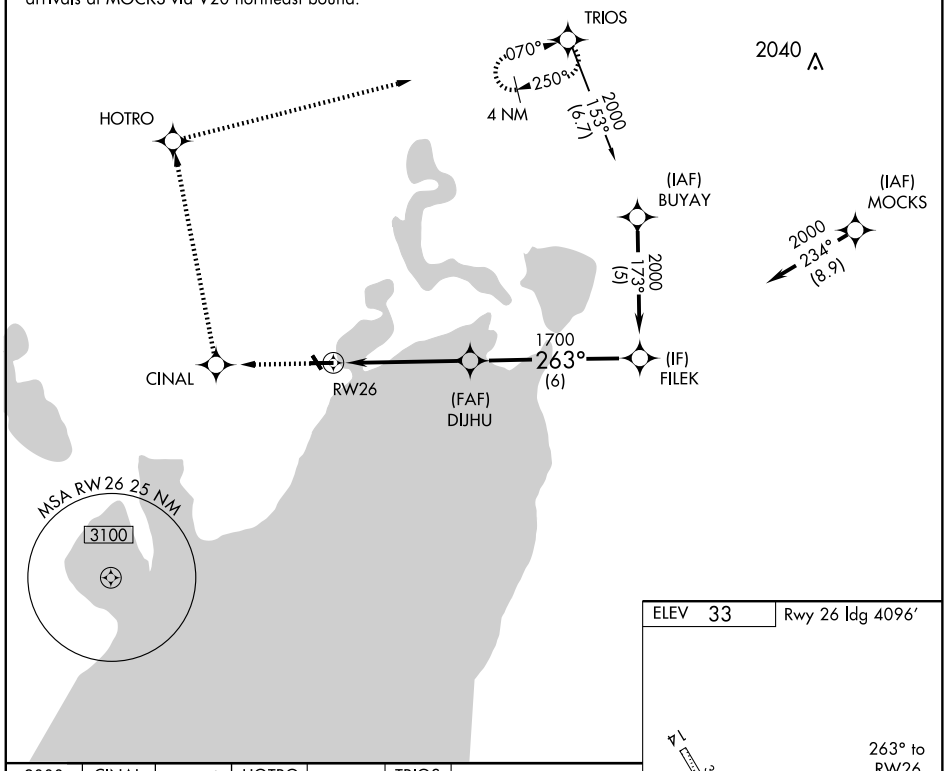
BAYTOWN/ RWJ AIRPARK (54T)

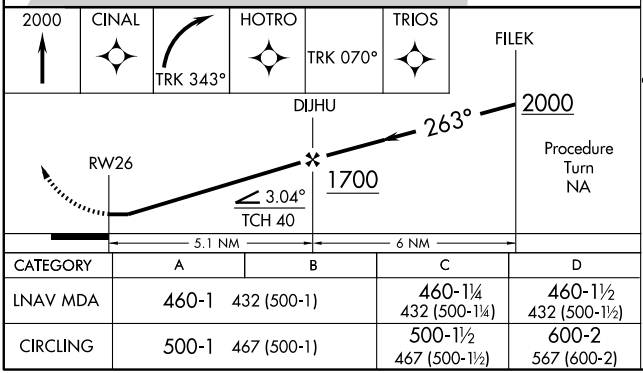
NA Use Houston, TX (William P. Hobby) altimeter setting.
DME/DME RNP-0.3 NA.
Circling NA at night to Rwy 14/32.

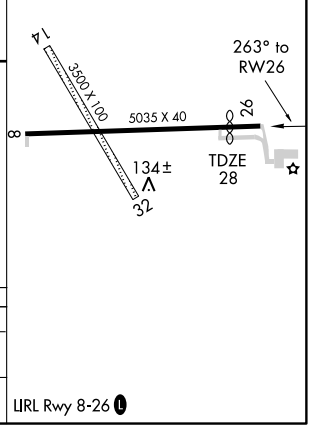
MISSED APPROACH: Climb to 2000 direct CINAL then right turn via 343° track to HOTRO and via 070° track to TRIOS and hold.

HOUSTON APP CON	UNICOM
134.45 284.0	122.7 (CTAF) L

Procedure NA for arrivals at TRIOS via V222 west bound, and arrivals at MOCKS via V20 northeast bound.







CATEGORY	A	B	C	D
LNAV MDA	460-1	432 (500-1)	460-1¼ 432 (500-1¼)	460-1½ 432 (500-1½)
CIRCLING	500-1	467 (500-1)	500-1½ 467 (500-1½)	600-2 567 (600-2)

SC-5. 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	3500
333°	TDZE	31
	Apt Elev	33

RNAV (GPS) RWY 32

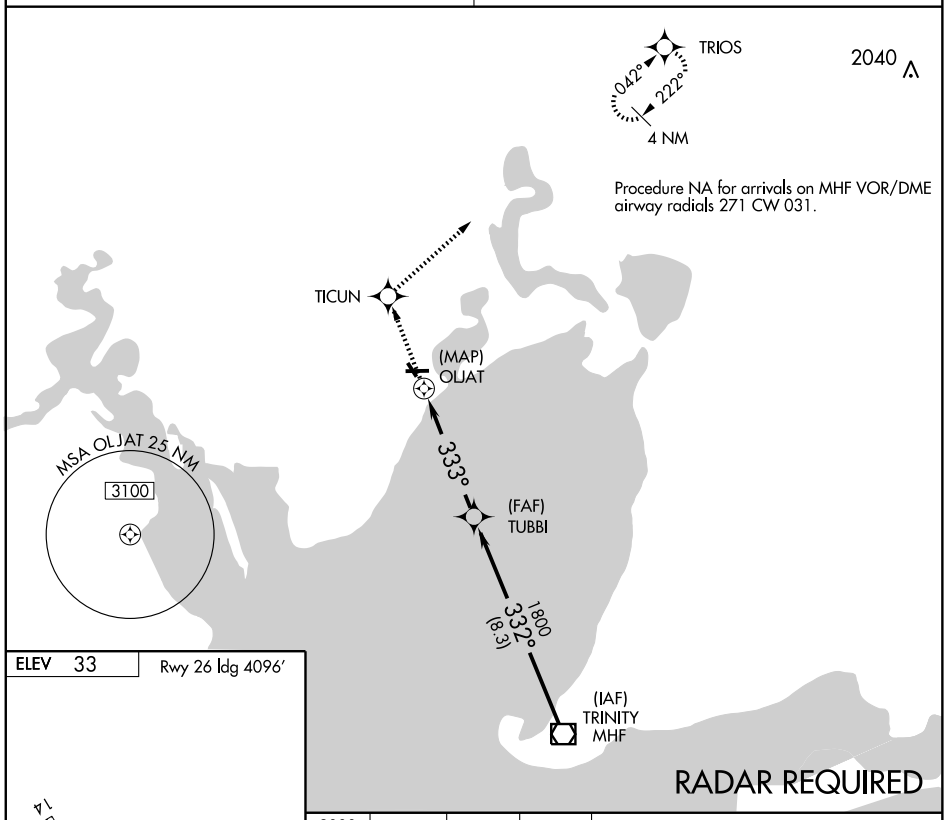
BAYTOWN/ RWJ AIRPARK (54T)

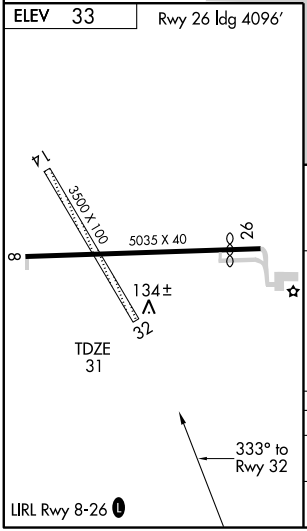
NA

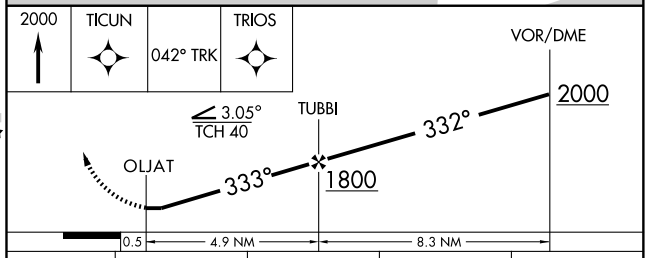
Use Houston, TX (William P. Hobby) altimeter setting.
GPS or RNP-0.3 required, DME/DME RNP-0.3 NA.
Straight in minimums NA at night.
Circling NA at night to Rwy 14/32.

MISSED APPROACH: Climb to 2000 direct TICUN then via 042° track to TRIOS and hold.

HOUSTON APP CON	UNICOM
134.45 284.0	122.7 (CTAF) L

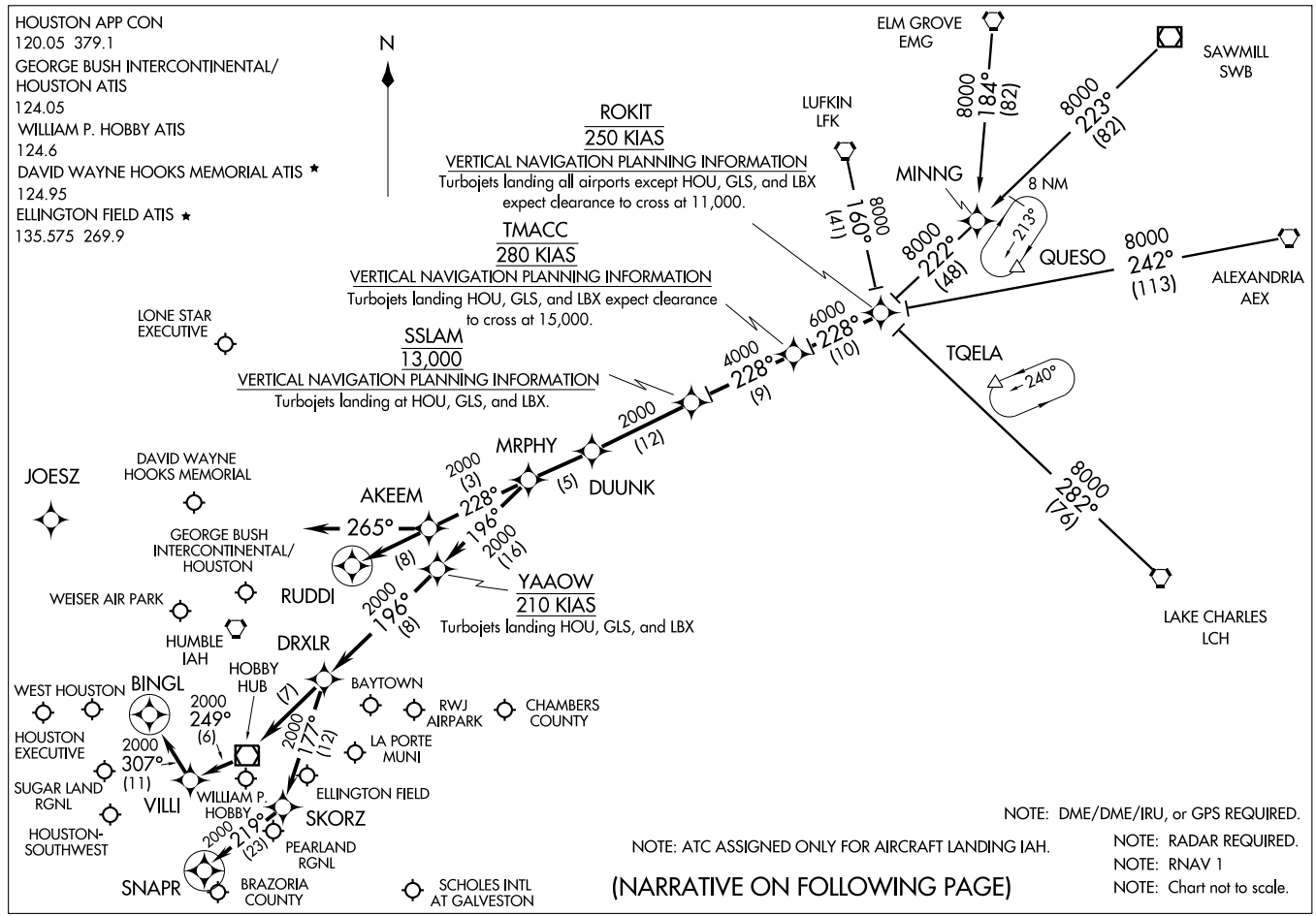






CATEGORY	A	B	C	D
LNAV MDA	460-1	429 (500-1)	NA	
CIRCLING	500-1	467 (500-1)	NA	

SC-5. 08 APR 2010 to 06 MAY 2010



(ROKIT.ROKIT1) 09127

ROKIT ONE ARRIVAL (RNAV)

ST-5461(FAA)

HOUSTON, TEXAS

ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.ROKIT1): For non-GPS equiped aircraft: LCH, AEX, LFK, and DAS must be operational.
ELM GROVE TRANSITION (EMG.ROKIT1): For non-GPS equiped aircraft: LFK, EMG, LCH, and DAS must be operational.
LAKE CHARLES TRANSITION (LCH.ROKIT1): For non-GPS equiped aircraft: BPT, LCH, DAS, and IAH must be operational.
LUFKIN TRANSITION (LFK.ROKIT1): For non-GPS equiped aircraft: IAH and DAS must be operational.
SAWMILL TRANSITION (SWB.ROKIT1): For non-GPS equiped aircraft: LFK and DAS must be operational.

From ROKIT via 228° track to TMACC, thence as depicted to MRPHY. Thence . . . .

FOR DAVID WAYNE HOOKS MEMORIAL (DWH) AND LONE STAR EXECUTIVE (CXO):
. . . . From MRPHY via 228° track to AKEEM, thence as depicted to RUDDI. Expect vectors to final approach course prior to RUDDI.

FOR WILLIAM P. HOBBY (HOU):
RUNWAY 4 . . . . From MRPHY via 196° track to YAAOW, thence as depicted to SNAPR. Expect vectors to final approach course prior to SNAPR, if not received by SNAPR fly present heading.

RUNWAY 12R . . . . From MRPHY via 196° track to YAAOW, thence as depicted to BINGL. Expect vectors to final approach course prior to BINGL, if not received by BINGL fly present heading.

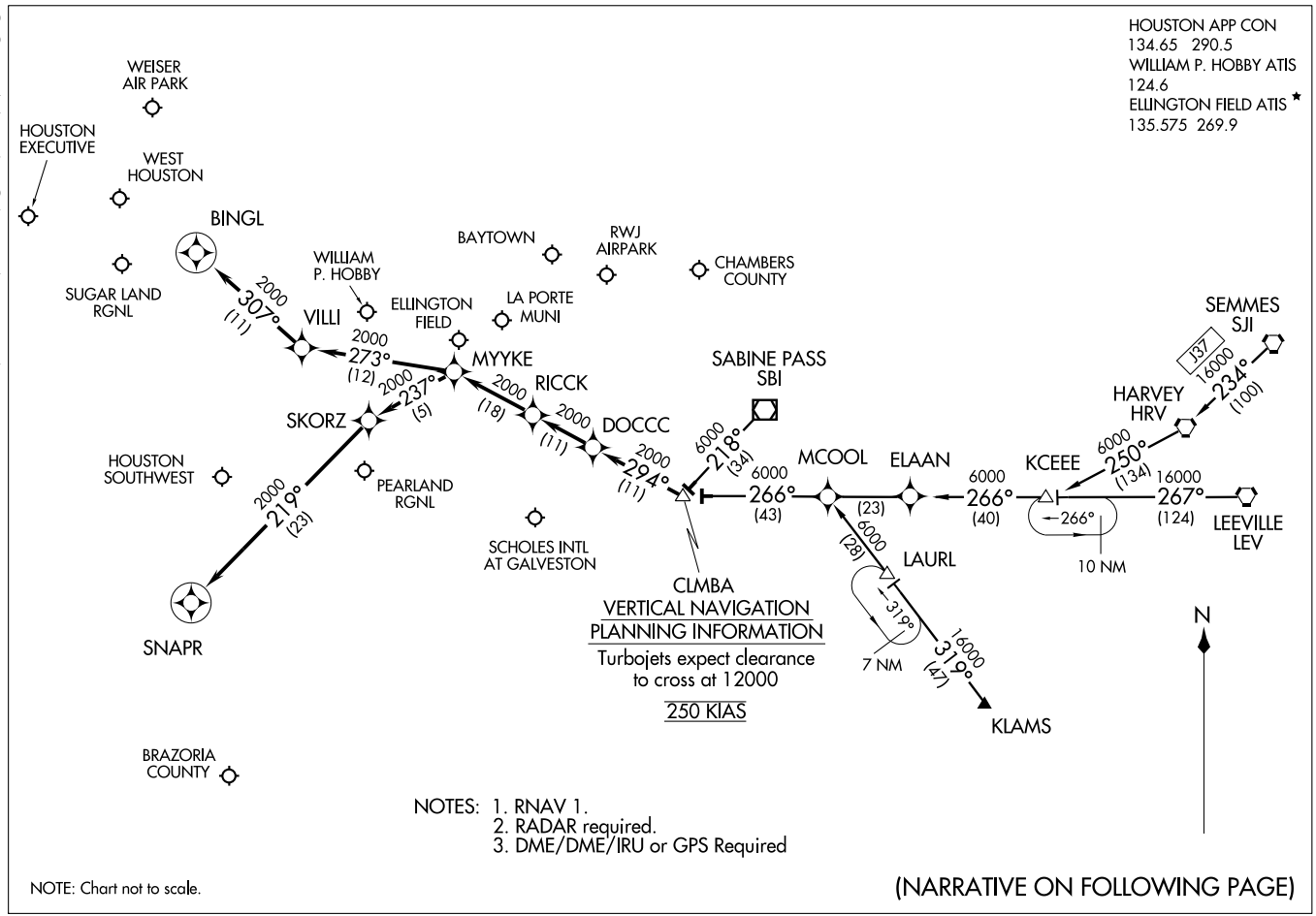
ALL OTHER RUNWAYS . . . . From MRPHY via 196° track to YAAOW, thence as depicted to DRXLR. Expect vectors to final approach course prior to DRXLR.

FOR GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):
RUNWAYS 8 L/R and 9 . . . . From MRPHY via 228° track to AKEEM, then via 265° heading. Expect radar vectors.

ALL OTHER RUNWAYS . . . . From MRPHY via 228° track to AKEEM, thence as depicted to RUDDI. Expect vectors to final appraoch course prior to RUDDI.

FOR OTHER SATELLITE AIRPORTS:
. . . . From MRPHY via 196° track to YAAOW, thence as depicted to DRXLR. Expect vectors to final approach course prior to DRXLR.

SC-5, 08 APR 2010 to 06 MAY 2010



COLUMBIA ONE ARRIVAL (RNAV)

(CLMBA.CLMBA1) 09239

ST-198 (FAA)

HOUSTON, TEXAS

ARRIVAL DESCRIPTION

HARVEY TRANSITION (HRV.CLMBA1): (For non-GPS equipped aircraft LEV, HRV, RQR, LLA, LCH, and DAS must be operational.)
KCEEE TRANSITION (KCEEE.CLMBA1): (For non-GPS equipped aircraft LLA, LCH, and DAS must be operational.)
KLAMS TRANSITION (KLAMS.CLMBA1): (For non-GPS equipped aircraft DAS, LCH, MHF, and VUH must be operational.)
LEEVILLE TRANSITION (LEV.CLMBA1): (For non-GPS equipped aircraft LCH, LLA, and DAS must be operational.)
SABINE PASS TRANSITION (SBI.CLMBA1):
SEMMES TRANSITION (SJI.CLMBA1): (For non-GPS equipped aircraft LEV, HRV, RQR, LLA, LCH, and DAS must be operational.)

From CLMBA WP via 294° track to DOCCC, thence as depicted to RICCK . . . .

WILLIAM P. HOBBY/HOUSTON (HOU):

LANDING RUNWAY 4: . . . . From RICCK via 294° track to MYYKE, thence as depicted to SNAPR. Expect vectors to final approach course prior to SNAPR, if not received by SNAPR fly present heading.

LANDING RUNWAY 12R: . . . . From RICCK via 294° track to MYYKE, thence as depicted to BINGL. Expect vectors to final approach course prior to BINGL, if not received by BINGL fly present heading.

FOR ALL OTHER RUNWAYS: From RICCK via 294° track to MYYKE. Expect vectors to final approach course prior to MYYKE.

FOR ALL OTHER AIRPORTS: From RICCK via 294° track to MYYKE. Expect vectors to final approach course prior to MYYKE.

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DAISETTA EIGHT ARRIVAL (DAS.DAS8)

HOUSTON APP CON
120.05 379.1
GEORGE BUSH INTERCONTINENTAL/
HOUSTON ATIS 124.05
WILLIAM P. HOBBY ATIS
124.6
ELLINGTON FIELD ATIS *
135.575 269.9

NOTE: For all conventional navigation aircraft landing in the Houston terminal area. For all turboprops/pistons landing IAH. ATC assigned only for all others.

NOTE: For RNAV equipped aircraft landing IAH runways 8L/R and 9 from over DAETN INT direct JOESZ INT, expect vectors to final approach course prior to JOESZ INT, if not received by JOESZ INT fly present heading.

ELM GROVE
111.2 EMG
Chan 49
N32°24.01'-W93°35.71'
L-17, H-6

QUESO
N30°46.86'
W94°06.54'

BROWW
N30°54.22'
W93°52.20'

SAWMILL
113.75 SWB
Chan 84(Y)
N31°58.39' - W92°40.63'
L-22, H-6

LUFKIN
112.1 LFK
Chan 58
N31°09.74'
W94°43.02'
L-19-21, H-6

VIERA
N30°44.51'
W94°02.83'

TQELA
N30°32.39'
W93°46.23'

ALEXANDRIA
116.1 AEX
Chan 108
N31°15.40' -W92°30.06'
L-21-22, H-6

INDUSTRY
110.2 IDU
Chan 39

JOESZ
N30°06.40'
W95°46.72'

INNIS
N30°02.07'
W95°06.83'

REHAB
N29°59.59'
W95°14.25'

COMBS
N30°23.32'
W94°25.84'

DAETN
N30°06.31'
W94°54.07'

YAAOW
N29°53.12'
W95°10.69'

DRXLR
N29°45.59'
W95°13.92'

GEORGE BUSH
INTERCONTINENTAL/
HOUSTON

HUMBLE
116.6 IAH
Chan 113

HOBBY
117.1 HUB
Chan 118

DAISETTA
116.9 DAS
Chan 116
N30°11.38' -W94°38.70'

LAKE CHARLES
113.4 LCH
Chan 81
N30°08.49' -W93°06.33'
L-21-22, H-7

BEAUMONT
114.5 BPT
Chan 92
N29°56.76' -W94°00.97'

VERTICAL NAVIGATION
PLANNING INFORMATION
Turbojets: 280K IAS
Expect clearance
to cross at 13,000'

RADAR REQUIRED

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

WEISER AIRPARK
WEST HOUSTON
HOUSTON EXECUTIVE
SUGAR LAND RGNL
LA PORTE MUNI
CHAMBERS COUNTY
WILLIAM P. HOBBY
BAYTOWN
RWJ AIRPARK
PEARLAND RGNL
ELLINGTON FIELD
HOUSTON-SOUTHWEST
SCHOLES INTL AT GALVESTON
BRAZORIA COUNTY

DAISETTA EIGHT ARRIVAL (DAS.DAS8)

ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.DAS8): From over AEX VORTAC via AEX R-246 to VIERA INT, then via DAS R-038 to DAS VORTAC. Thence . . . .

ELM GROVE TRANSITION (EMG.DAS8): From over EMG VORTAC via EMG R-182 to BROWW INT, then via DAS R-038 to DAS VORTAC. Thence . . . .

LAKE CHARLES TRANSITION (LCH.DAS8): From over LCH VORTAC via LCH R-275 to COMBS INT, then via DAS R-038 to DAS VORTAC. Thence . . . .

LUFKIN TRANSITION (LFK.DAS8): From over LFK VORTAC via LFK R-157 to COMBS INT, then via DAS R-038 to DAS VORTAC Thence . . . .

SAWMILL TRANSITION (SWB.DAS8): From over SWB VOR/DME via SWB R-222 and DAS R-038 to BROWW INT, then via DAS R-038 to DAS VORTAC. Thence . . . .

GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):

. . . . From over DAS VORTAC via DAS R-244 to DAETN INT.

LANDING RUNWAYS 8L/R and 9:

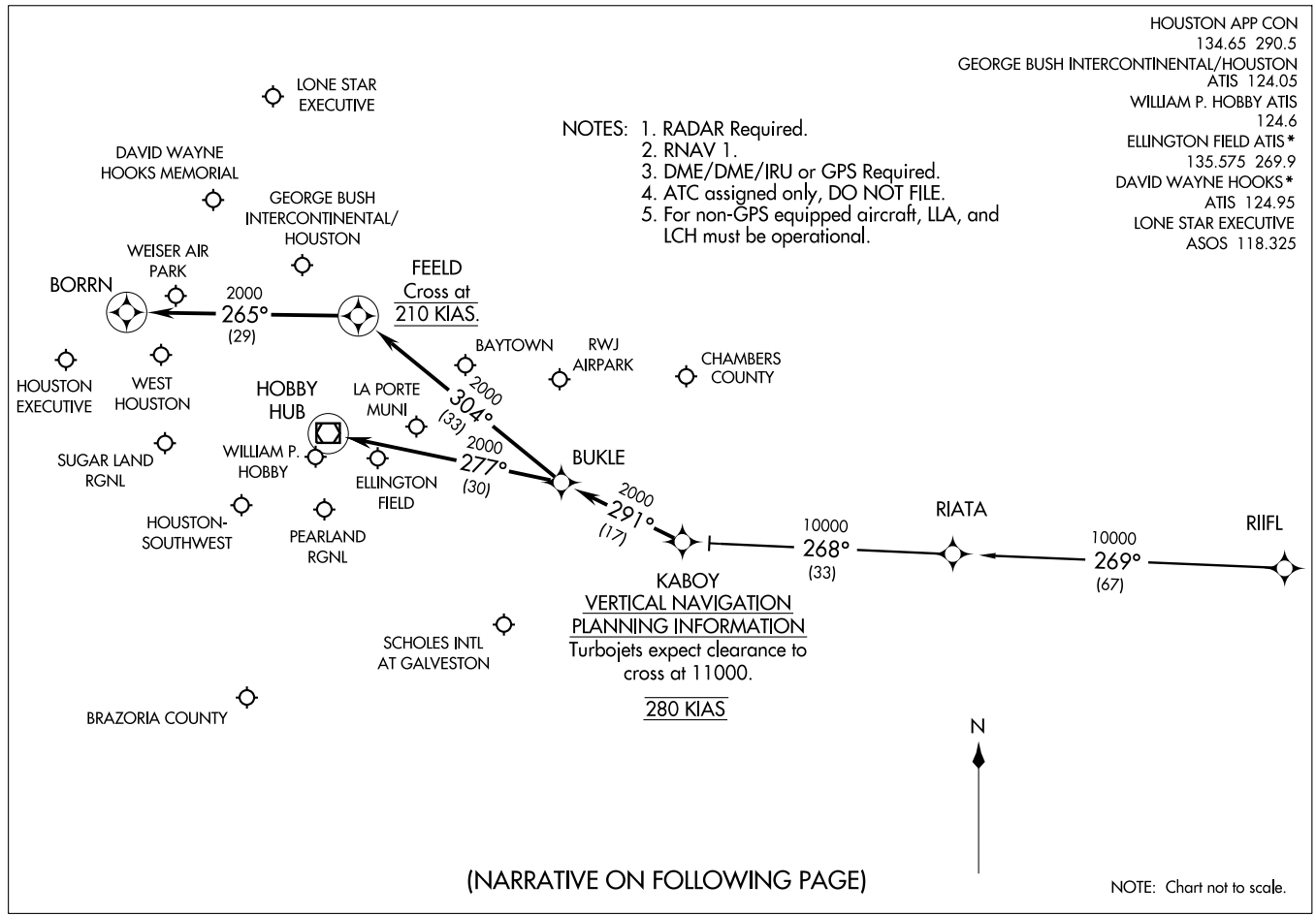
. . . . From DAETN INT fly heading 265° for vectors to final approach course.

FOR ALL OTHER RUNWAYS: Expect vectors to final approach course at or prior to REHAB INT.

FOR ALL OTHER AIRPORTS:

. . . . From over DAS VORTAC via DAS R-244 to INNIS INT, thence via HUB R-015 to HUB VOR/DME, expect vectors to final approach course at or prior to HUB VOR/DME.

SC-5, 08 APR 2010 to 06 MAY 2010


HOUSTON APP CON
134.65 290.5
GEORGE BUSH INTERCONTINENTAL/HOUSTON
ATIS 124.05
WILLIAM P. HOBBY ATIS
124.6
ELLINGTON FIELD ATIS*
135.575 269.9
DAVID WAYNE HOOKS*
ATIS 124.95
LONE STAR EXECUTIVE
ASOS 118.325
(KABOY.KABOY1) 09071
KABOY ONE ARRIVAL (RNAV)
ST-5461(FAA)
HOUSTON, TEXAS
NOTES: 1. RADAR Required.
2. RNAV 1.
3. DME/DME/IRU or GPS Required.
4. ATC assigned only, DO NOT FILE.
5. For non-GPS equipped aircraft, LLA, and LCH must be operational.
LONE STAR EXECUTIVE
DAVID WAYNE HOOKS MEMORIAL
GEORGE BUSH INTERCONTINENTAL/ HOUSTON
WEISER AIR PARK
BORRN
2000
265°
(29)
FEELD
Cross at
210 KIAS.
BAYTOWN
RWJ AIRPARK
CHAMBERS COUNTY
HOUSTON EXECUTIVE
WEST HOUSTON
HOBBY HUB
LA PORTE MUNI
2000
304°
(33)
SUGAR LAND RGNL
WILLIAM P. HOBBY
2000
277°
(30)
ELLINGTON FIELD
BUKLE
2000
291°
(17)
HOUSTON-SOUTHWEST
PEARLAND RGNL
10000
268°
(33)
RIATA
10000
269°
(67)
RIIFL
KABOY
VERTICAL NAVIGATION
PLANNING INFORMATION
Turbojets expect clearance to cross at 11000.
280 KIAS
SCHOLES INTL AT GALVESTON
BRAZORIA COUNTY
N
(NARRATIVE ON FOLLOWING PAGE)
NOTE: Chart not to scale.

ARRIVAL DESCRIPTION

RIIFL TRANSITION (RIIFL.KABOY1)

From KABOY via 291° track to BUKLE . . . .

GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):

LANDING RUNWAYS 8L/8R, OR 9: . . . . From BUKLE via 304° track to FEELD, thence as depicted to BORRN. Expect vectors to final approach course prior to BORRN, if not received by BORRN, fly present heading.

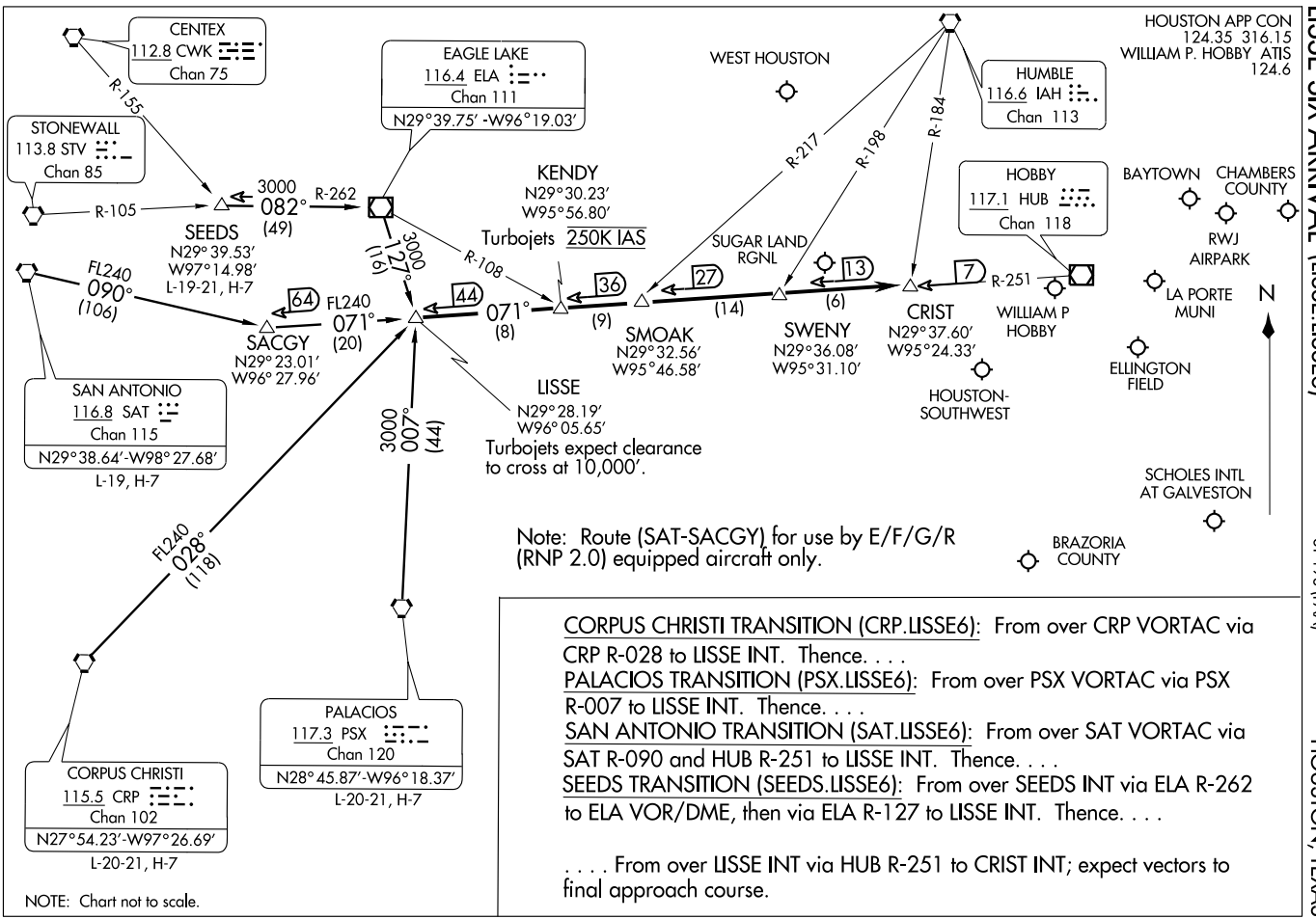
ALL OTHER RUNWAYS: . . . . From BUKLE via 304° track to FEELD. Expect vectors to final approach course prior to FEELD.

DAVID WAYNE HOOKS MEMORIAL (DWH) AND LONE STAR EXECUTIVE (CXO): . . . . From BUKLE via 304° track to FEELD. Expect vectors to final approach course prior to FEELD.

ALL OTHER AIRPORTS: . . . . From BUKLE via 277° track to HUB VOR/DME. Expect vectors to final approach course prior to HUB VOR/DME.

LISSE SIX ARRIVAL (LISSE.LISSE6)

HOUSTON, TEXAS



CORPUS CHRISTI TRANSITION (CRP.LISSE6): From over CRP VORTAC via CRP R-028 to LISSE INT. Thence. . . .

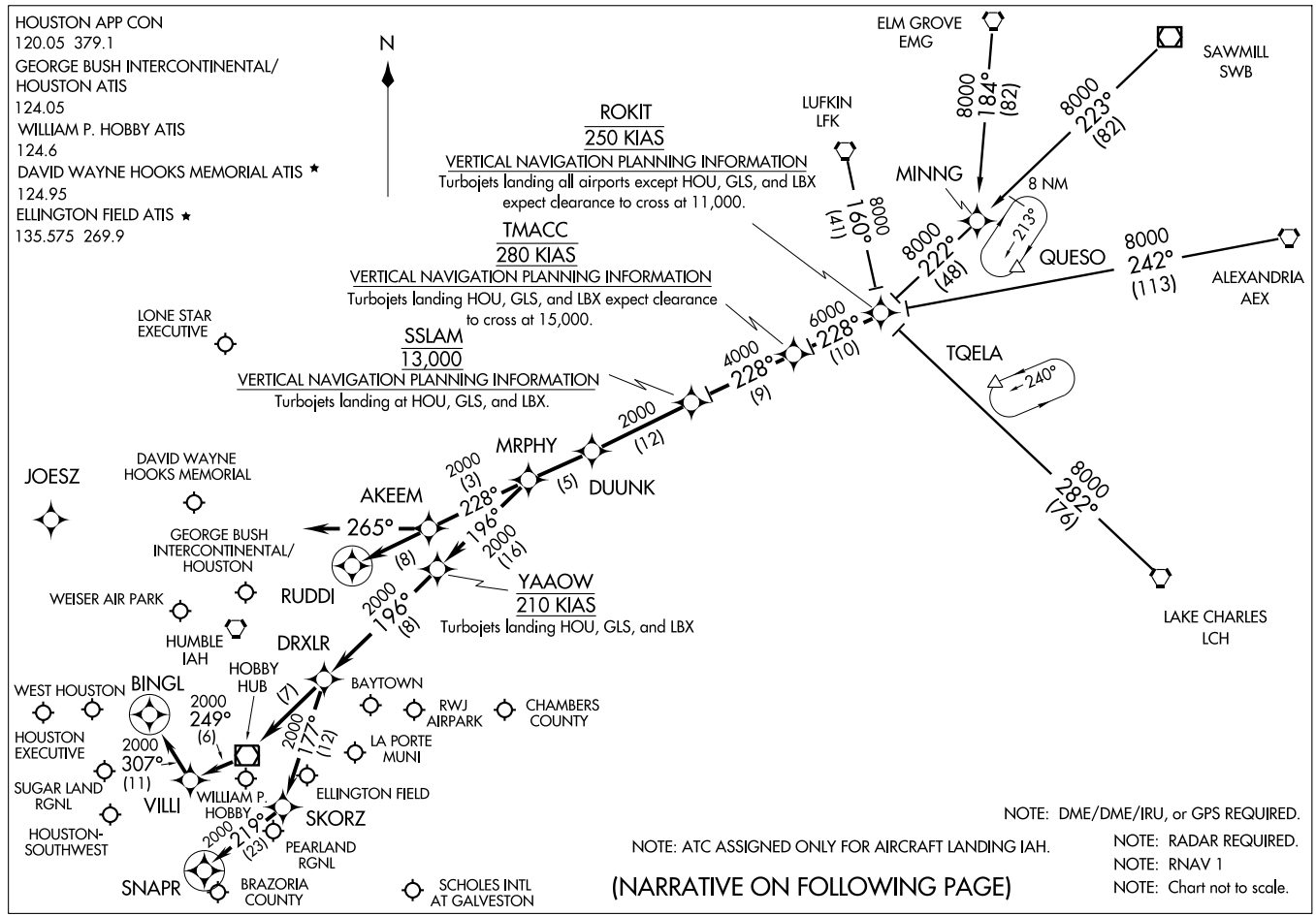
PALACIOS TRANSITION (PSX.LISSE6): From over PSX VORTAC via PSX R-007 to LISSE INT. Thence. . . .

SAN ANTONIO TRANSITION (SAT.LISSE6): From over SAT VORTAC via SAT R-090 and HUB R-251 to LISSE INT. Thence. . . .

SEEDS TRANSITION (SEEDS.LISSE6): From over SEEDS INT via ELA R-262 to ELA VOR/DME, then via ELA R-127 to LISSE INT. Thence. . . .

. . . . From over LISSE INT via HUB R-251 to CRIST INT; expect vectors to final approach course.

NOTE: Chart not to scale.



(ROKIT.ROKIT1) 09127

ROKIT ONE ARRIVAL (RNAV)

ST-5461(FAA)

HOUSTON, TEXAS

ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.ROKIT1): For non-GPS equiped aircraft: LCH, AEX, LFK, and DAS must be operational.
ELM GROVE TRANSITION (EMG.ROKIT1): For non-GPS equiped aircraft: LFK, EMG, LCH, and DAS must be operational.
LAKE CHARLES TRANSITION (LCH.ROKIT1): For non-GPS equiped aircraft: BPT, LCH, DAS, and IAH must be operational.
LUFKIN TRANSITION (LFK.ROKIT1): For non-GPS equiped aircraft: IAH and DAS must be operational.
SAWMILL TRANSITION (SWB.ROKIT1): For non-GPS equiped aircraft: LFK and DAS must be operational.

From ROKIT via 228° track to TMACC, thence as depicted to MRPHY. Thence . . . .

FOR DAVID WAYNE HOOKS MEMORIAL (DWH) AND LONE STAR EXECUTIVE (CXO):
. . . . From MRPHY via 228° track to AKEEM, thence as depicted to RUDDI. Expect vectors to final approach course prior to RUDDI.

FOR WILLIAM P. HOBBY (HOU):
RUNWAY 4 . . . . From MRPHY via 196° track to YAAOW, thence as depicted to SNAPR. Expect vectors to final approach course prior to SNAPR, if not received by SNAPR fly present heading.

RUNWAY 12R . . . . From MRPHY via 196° track to YAAOW, thence as depicted to BINGL. Expect vectors to final approach course prior to BINGL, if not received by BINGL fly present heading.

ALL OTHER RUNWAYS . . . . From MRPHY via 196° track to YAAOW, thence as depicted to DRXLR. Expect vectors to final approach course prior to DRXLR.

FOR GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):
RUNWAYS 8 L/R and 9 . . . . From MRPHY via 228° track to AKEEM, then via 265° heading. Expect radar vectors.

ALL OTHER RUNWAYS . . . . From MRPHY via 228° track to AKEEM, thence as depicted to RUDDI. Expect vectors to final appraoch course prior to RUDDI.

FOR OTHER SATELLITE AIRPORTS:
. . . . From MRPHY via 196° track to YAAOW, thence as depicted to DRXLR. Expect vectors to final approach course prior to DRXLR.

SC-5, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	3668
128°	TDZE	31
	Apt Elev	32

RNAV (GPS) RWY 13

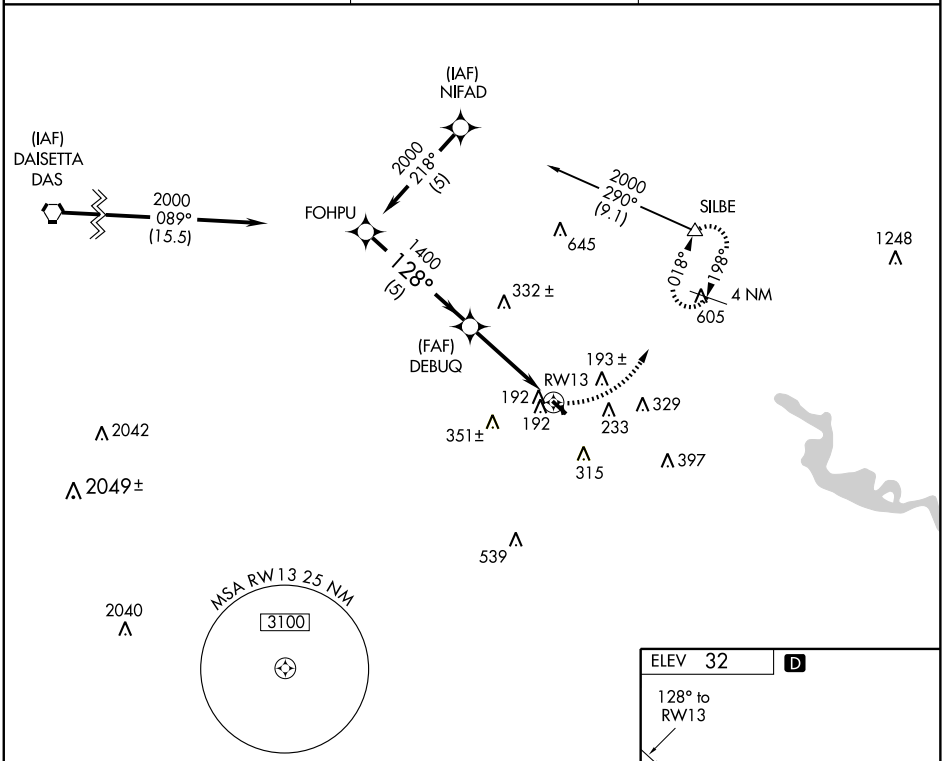
BEAUMONT MUNI (BMT)

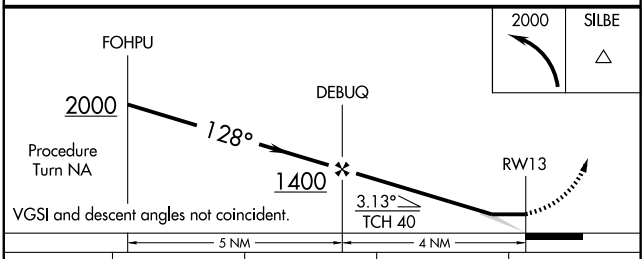
Use Beaumont-Port Arthur, TX (Southeast Texas Rgnl) altimeter setting. Circling NA Rwy 16-34. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

NA

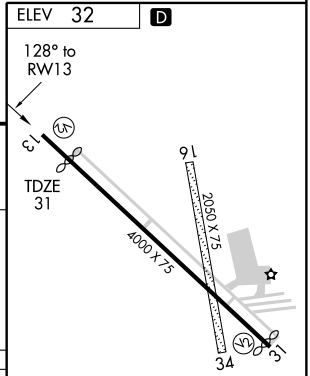
MISSED APPROACH: Climbing left turn to 2000 direct SILBE and hold.

HOUSTON APP CON	CLNC DEL	UNICOM
121.3 377.1	121.75	123.0 (CTAF) L





CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	NA			
LNAV MDA	540-1 509 (600-1)		540-1½ 509 (600-1½)	
CIRCLING	580-1 548 (600-1)		620-1½ 588 (600-1½)	720-2¼ 688 (700-2¼)



REIL Rwy 13
MIRL Rwy 13-31 L

SC-5, 08 APR 2010 to 06 MAY 2010

RNAV (GPS) RWY 31

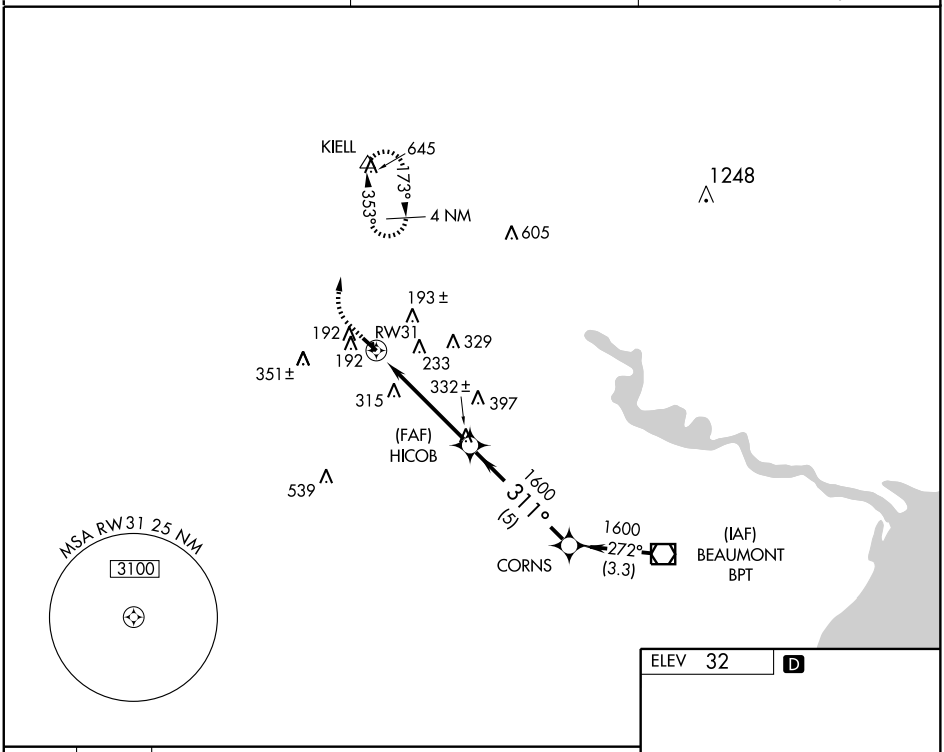
BEAUMONT MUNI (BMT)

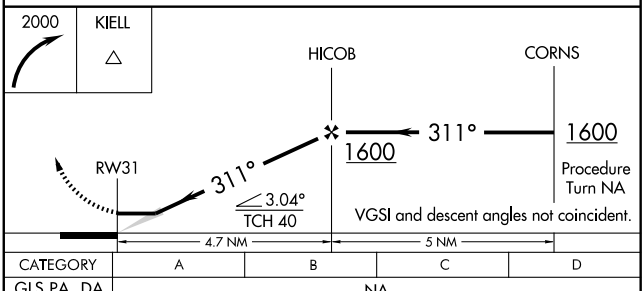
APP CRS	Rwy Idg	3933
311°	TDZE	31
	Apt Elev	32

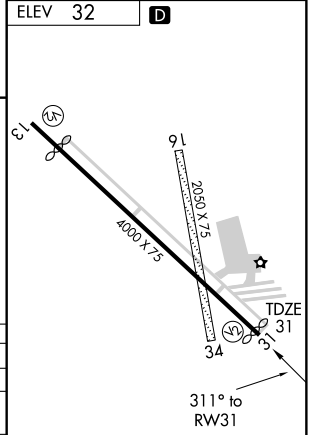
Use Beaumont-Port Arthur, TX (Southeast Texas Rgnl) altimeter setting. Circling NA to Rwy 16-34. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing right turn to 2000 direct KIELL WP and hold.

HOUSTON APP CON	CLNC DEL	UNICOM
121.3 377.1	121.75	123.0 (CTAF) L







CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	NA			
LNAV MDA	600-1 568 (600-1)		600-1 ½ 568 (600-1½)	600-1 ¾ 568 (600-1¾)
CIRCLING	600-1 568 (600-1)		620-1 ½ 588 (600-1½)	720-2 ¼ 688 (700-2¼)

REIL Rwy 13
MIRL Rwy 13-31 L

SC-5, 08 APR 2010 to 06 MAY 2010

VOR/DME BPT	APP CRS	Rwy Idg	3668
114.5	119°	TDZE	31
Chan 92		Apt Elev	32

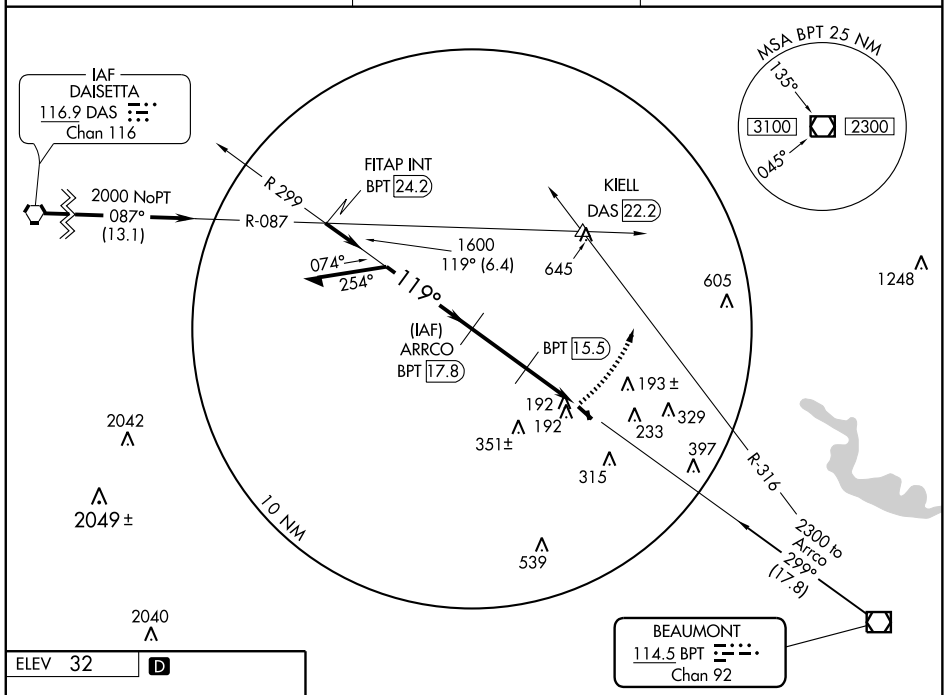
VOR/DME RWY 13

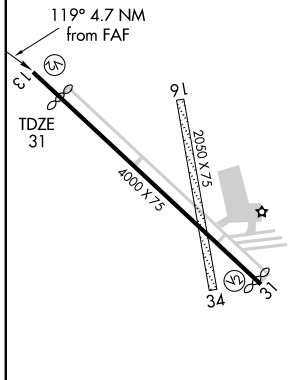
BEAUMONT MUNI (BMT)

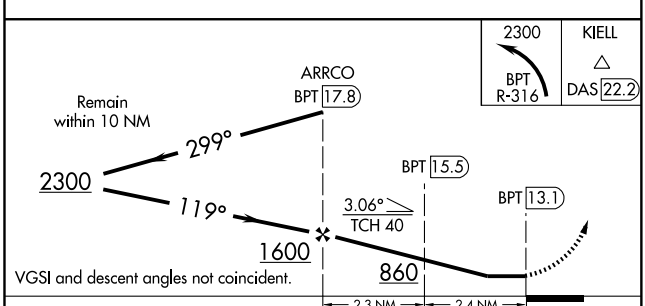
T NA — Use Beaumont-Port Arthur, TX (Southeast Texas Rgnl) altimeter setting. Circling NA Rwy 16-34. Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing left turn to 2300 via BPT R-316 to KIELL INT/DAS 22.2 DME.

HOUSTON APP CON	CLNC DEL	UNICOM
121.3 377.1	121.75	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-13	580-1 549 (600-1)		580-1½ 549 (600-1½)	580-1¾ 549 (600-1¾)
CIRCLING	580-1 548 (600-1)		620-1½ 588 (600-1½)	720-2 ¼ 688 (700-2 ¼)

SC-5, 08 APR 2010 to 06 MAY 2010

VOR/DME BPT	APP CRS	Rwy Idg	3933
114.5	299°	TDZE	32
Chan 92		Apt Elev	32

VOR/DME RWY 31

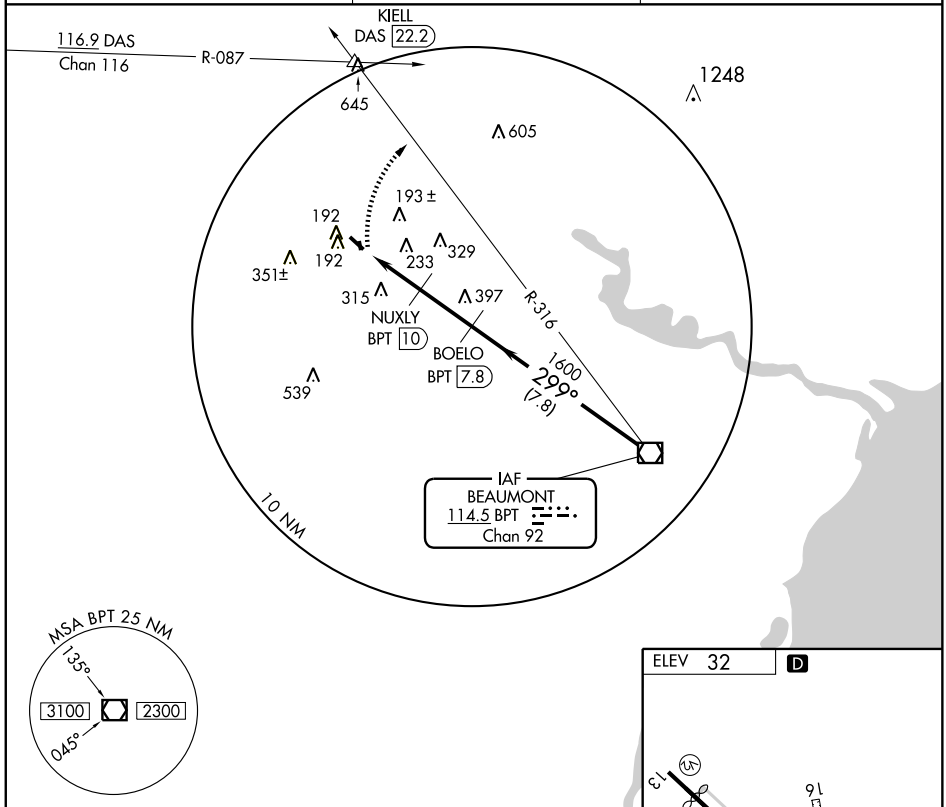
BEAUMONT MUNI (BMT)

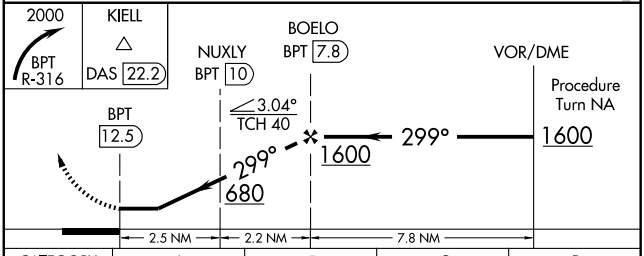
Use Beaumont-Port Arthur, TX (Southeast Texas Rgnl) altimeter setting. Circling NA Rwy 16-34. Visibility reduction by helicopters NA.

NA

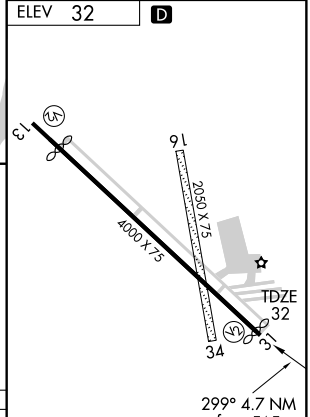
MISSED APPROACH: Climbing right turn to 2000 via BPT R-316 to KIELL INT/DAS 22.2 DME.

HOUSTON APP CON	CLNC DEL	UNICOM
121.3 377.1	121.75	123.0 (CTAF) L





CATEGORY	A	B	C	D
S-31	600-1	568 (600-1)	600-1½ 568 (600-1½)	600-1¾ 568 (600-1¾)
CIRCLING	600-1	568 (600-1)	620-1½ 588 (600-1½)	720-2¼ 688 (700-2¼)



REIL Rwy 13
MIRL Rwy 13-31 L

SC-5, 08 APR 2010 to 06 MAY 2010

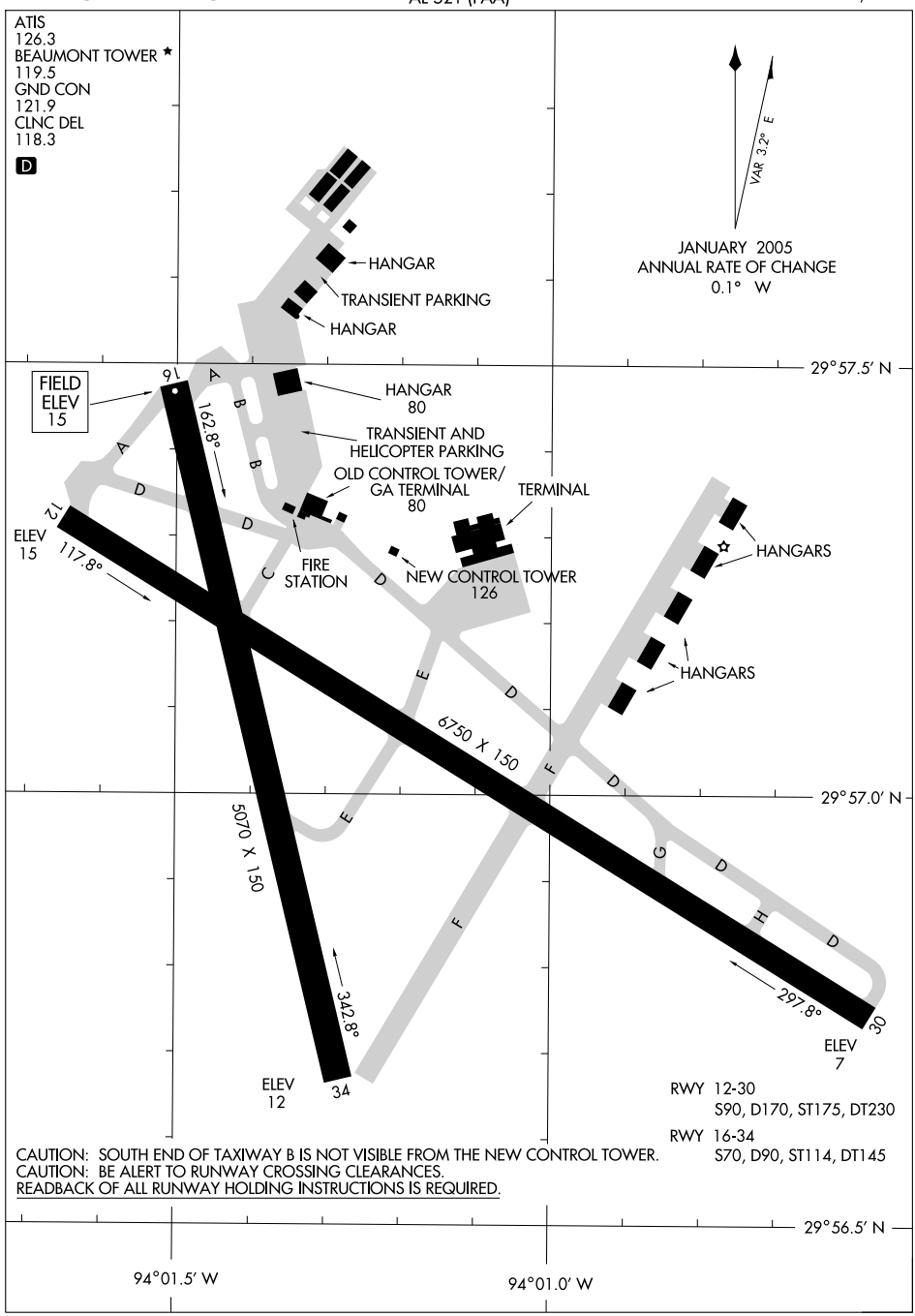
09295

AIRPORT DIAGRAM

BEAUMONT-PORT ARTHUR/SOUTHEAST TEXAS RGNL (BPT)

AL-521 (FAA)

BEAUMONT-PORT ARTHUR, TEXAS



SC-5, 08 APR 2010 to 06 MAY 2010

LOC/DME I-BPT	APP CRS	Rwy Idg	6750
110.15	116°	TDZE	15
Chan 38(Y)		Apt Elev	15

ILS or LOC RWY 12

BEAUMONT-PORT ARTHUR/SOUTHEAST TEXAS RGNL (BPT)

When local altimeter setting not received, use Orange County altimeter setting and increase all DA 32 feet and all MDA 40 feet, increase S-LOC 12 Cat A visibility to RVR 4000, Cat C to 2 miles, Cat D to 2¼ miles, Cat E to 2½ miles and increase Circling Cat C visibility to 2½ miles, Cat D to 2¾ miles and Cat E to 3 miles. COUGS Fix minimums: increase S-LOC 12 Cat E visibility to RVR 6000 and Circling Cat E visibility to 3 miles.

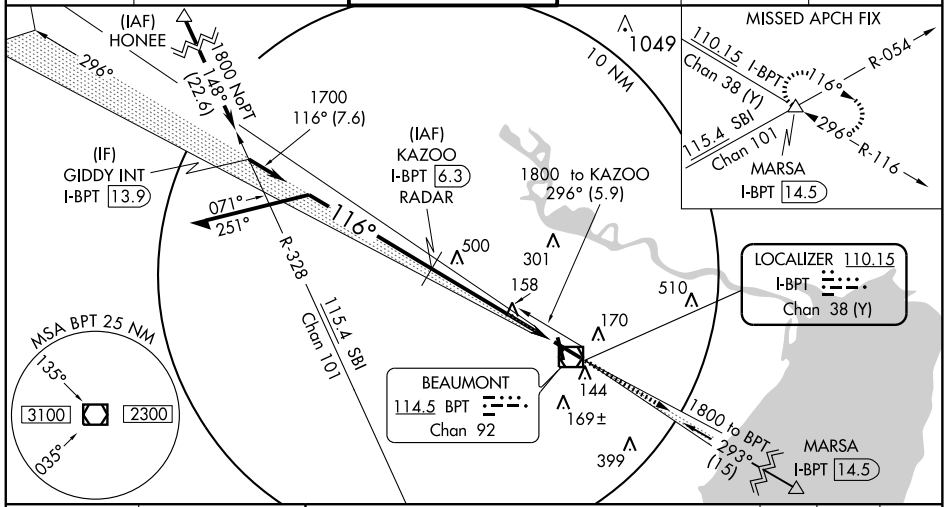
For inoperative MALSR increase S-ILS 12 Cat E visibility to RVR 4000 and S-LOC 12 Cat E to 2½ miles, COUGS Fix minimums: increase S-ILS 12 Cat E visibility to RVR 4000 and S-LOC Cat E to 1½ miles.

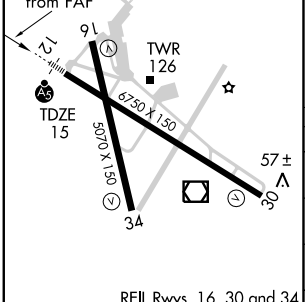
For inoperative MALSR when using Orange County altimeter setting, increase S-ILS 12 Cat E visibility to RVR 4000 and S-LOC 12 Cat A to 1 mile, and Cat E to 3 miles, COUGS Fix minimums: increase S-ILS 12 Cat E visibility to RVR 4000 and S-LOC Cat E to 1¾ miles. VDP NA when using Orange County altimeter setting. DME or RADAR required.

MALSR (A5)

MISSED APPROACH: Climb to 3000 via I-BPT SE course to MARSA Int/I-BPT 14.5 DME and hold.

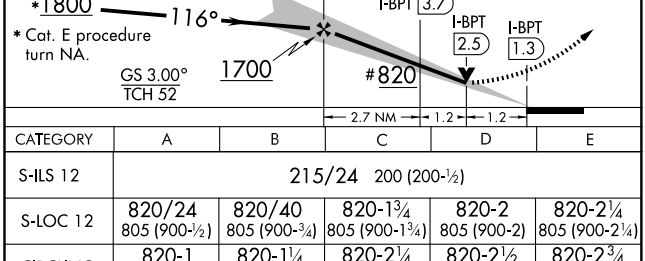
ATIS	HOUSTON APP CON	BEAUMONT TOWER ★	GND CON	CLNC DEL	UNICOM
126.3	121.3 377.1	119.5 (CTAF)	121.9	118.3	122.95





REIL Rwys 16, 30 and 34
HIRL Rwys 12-30, 16-34

FAF to MAP 5.1 NM					
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42



CATEGORY	A	B	C	D	E
S-ILS 12	215/24 200 (200-½)				
S-LOC 12	820/24 805 (900-½)	820/40 805 (900-¾)	820-1¾ 805 (900-1¾)	820-2 805 (900-2)	820-2¼ 805 (900-2¼)
CIRCLING	820-1 805 (900-1)	820-1¼ 805 (900-1¼)	820-2¼ 805 (900-2¼)	820-2½ 805 (900-2½)	820-2¾ 805 (900-2¾)
COUGS FIX MINIMUMS					
S-LOC 12	460/24 445 (500-½)		460/40 445 (500-¾)	460/50 445 (500-1)	
CIRCLING	480-1 465 (500-1)		480-1½ 465 (500-1½)	580-2 565 (600-2)	820-2¾ 805 (900-2¾)

SC-5, 08 APR 2010 to 06 MAY 2010

LOC I-BPT	APP CRS	Rwy Idg	6750
110.15	296°	TDZE	12
Chan 38(Y)		Apt Elev	15

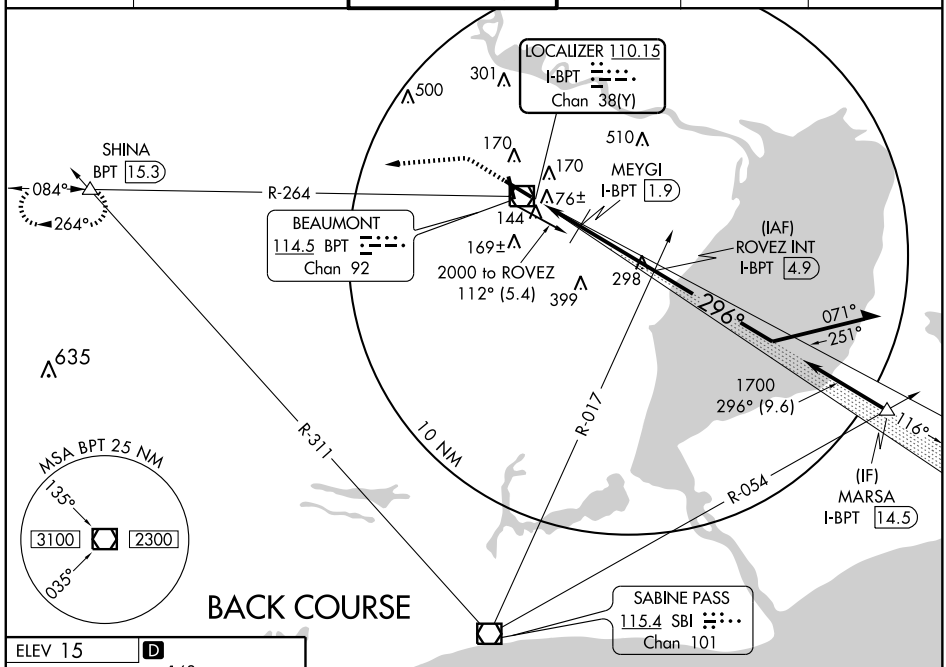
LOC BC RWY 30

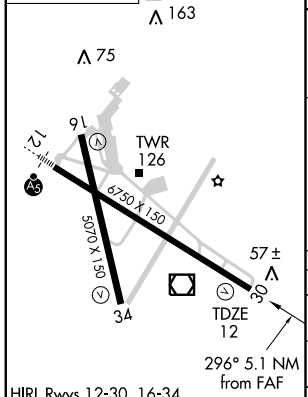
BEAUMONT-PORT ARTHUR/SOUTHEAST TEXAS RGNL (BPT)

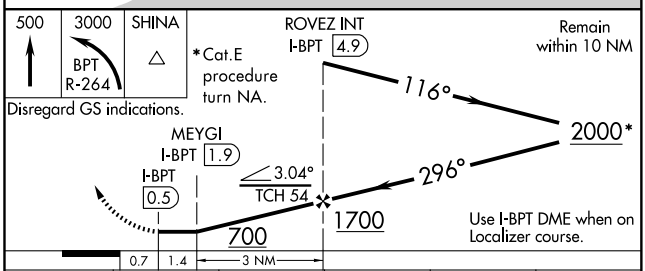
Visibility reduction by helicopters NA. When local altimeter setting not received, use Orange County altimeter setting and increase all MDA 40 feet, increase Circling Cat E visibility ¼ mile, MEYGI fix minimums: increase S-30 Cat C/D/E visibility ¼ mile and Circling Cat E ¼ mile.

MISSED APPROACH: Climb to 500 then climbing left turn to 3000 via BPT VOR/DME R-264 to SHINA Int/BPT 15.3 DME and hold.

ATIS	HOUSTON APP CON	BEAUMONT TOWER ★	GND CON	CLNC DEL	UNICOM
126.3	121.3 377.1	119.5 (CTAF)	121.9	118.3	122.95







CATEGORY	A	B	C	D	E
S-30	700-1 688 (700-1)		700-2 688 (700-2)	700-2¼ 688 (700-2¼)	700-2½ 688 (700-2½)
CIRCLING	700-1 685 (700-1)		700-2 685 (700-2)	700-2¼ 685 (700-2¼)	820-2¾ 805 (900-2¾)
MEYGI FIX MINIMUMS					
S-30	400-1 388 (400-1)			400-1¼ 388 (400-1¼)	
CIRCLING	480-1 465 (500-1)		480-1½ 465 (500-1½)	580-2 565 (600-2)	820-2¾ 805 (900-2¾)

FAF to MAP 5.1 NM

Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

WAAS	APP CRS		
CH 99715	116°	Rwy Idg	6750
W12A		TDZE	15
		Apt Elev	15

RNAV (GPS) RWY 12

BEAUMONT-PORT ARTHUR/SOUTHEAST TEXAS RGNL (BPT)

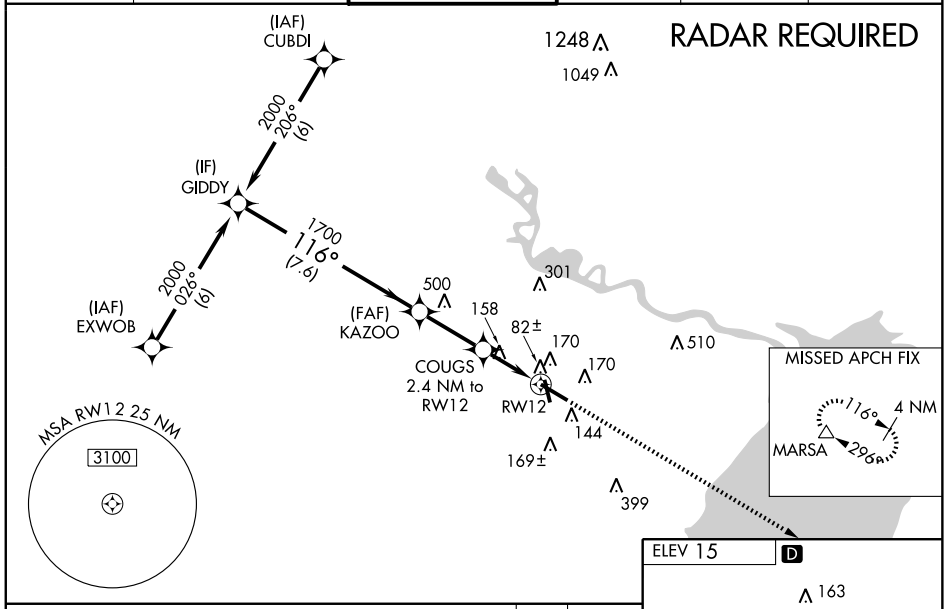
T A Baro-VNAV NA when using Orange County altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA.When local altimeter setting not received, use Orange County altimeter setting and increase all DA 32 feet and all MDA 40 feet, increase LNAV/VNAV Cat E, LNAV Cat E and Circling Cat E visibility ¼ mile. For inoperative MALSR, increase LPV Cat E visibility to RVR 4000, LNAV/VNAV Cat E to RVR 6000 and LNAV Cat E to 1½ miles. For inoperative MALSR when using Orange County altimeter setting, increase LPV Cat E visibility to RVR 4000, LNAV/VNAV Cat E to 1½ miles, and LNAV Cat E to 1¾ miles. VDP NA when using Orange County altimeter setting.

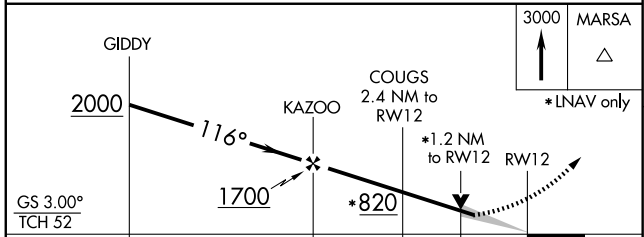
MALSR

MISSED APPROACH: Climb to 3000 direct MARSA and hold.

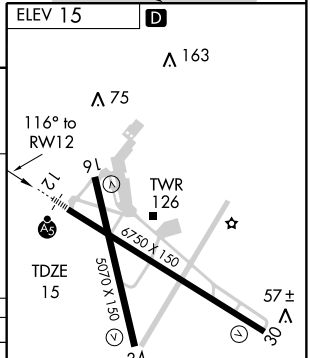
ATIS	HOUSTON APP CON	BEAUMONT TOWER ★	GND CON	CLNC DEL	UNICOM
126.3	121.3 377.1	119.5 (CTAF)	121.9	118.3	122.95

RADAR REQUIRED





CATEGORY	A	B	C	D	E
LPV DA	215/24 200 (200-½)				
LNAV/VNAV DA	375/40 360 (400-¾)				
LNAV MDA	460/24 445 (500-½)		460/40 445 (500-¾)	460/50 445 (500-1)	
CIRCLING	480-1 465 (500-1)		480-1½ 465 (500-1½)	580-2 565 (600-2)	820-2¾ 805 (900-2¾)



REIL Rwys 16, 30 and 34
HIRL Rwys 12-30, 16-34

SC-5, 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	5070
CH 82316	161°	TDZE	15
W16A		Apt Elev	15

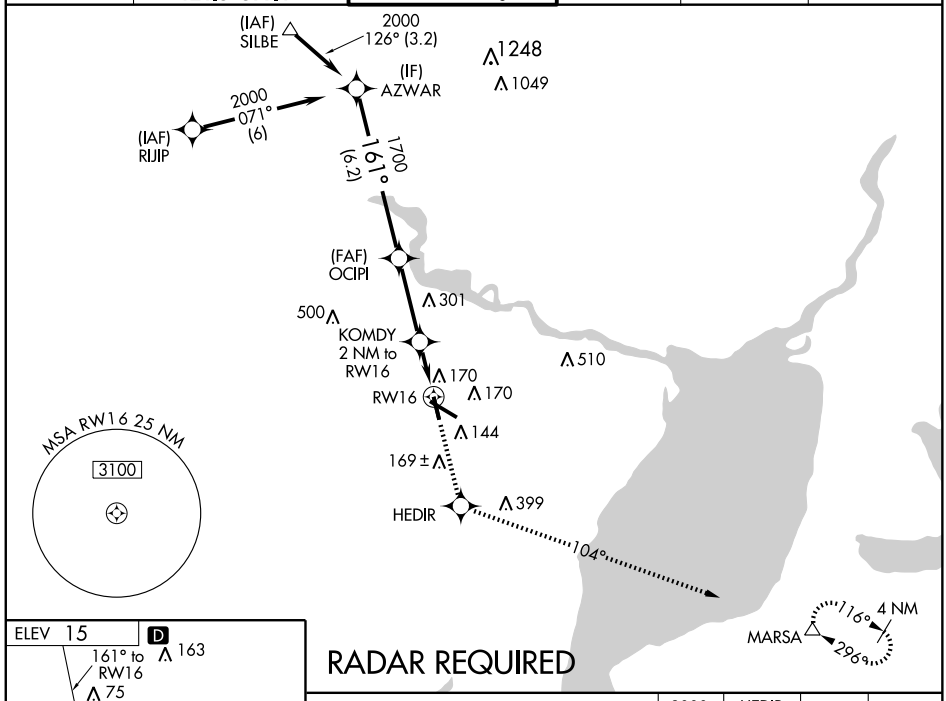
RNAV (GPS) RWY 16

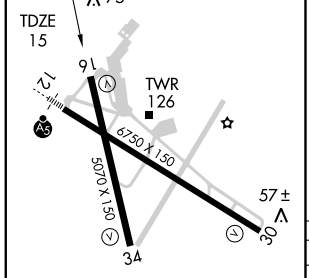
BEAUMONT-PORT ARTHUR/SOUTHEAST TEXAS RGNL (BPT)

T Baro-VNAV NA when using Orange County altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below-15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA.
A Visibility reduction by helicopters NA. When local altimeter setting not received, use Orange County altimeter setting and increase all DA 32 feet and all MDA 40 feet, increase LPV all Cats visibility ¼ mile, LNAV Cat D and Circling Cat E visibility ¼ mile. VDP NA when using Orange County altimeter setting.

MISSED APPROACH: Climb to 3000 direct HEDIR and via track 104° to MARSA and hold.

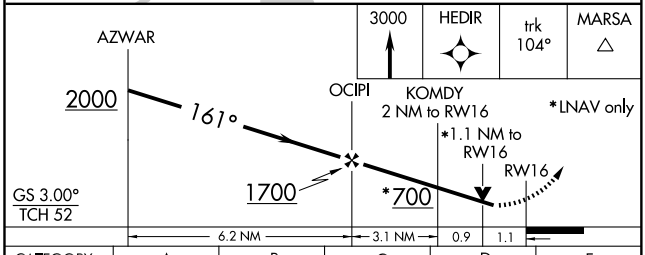
ATIS	HOUSTON APP CON	BEAUMONT TOWER ★	GND CON	CLNC DEL	UNICOM
126.3	121.3 377.1	119.5 (CTAF) L	121.9	118.3	122.95





REIL Rwys 16, 30 and 34
HIRL Rwys 12-30, 16-34

RADAR REQUIRED



CATEGORY	A	B	C	D	E
LPV DA	273-¾ 258 (300-¾)				
LNAV/VNAV DA	422-1½ 407 (500-1½)				
LNAV MDA	420-1 405 (500-1)		420-1¼ 405 (500-1¼)		420-1½ 405 (500-1½)
CIRCLING	480-1 465 (500-1)		480-1½ 465 (500-1½)	580-2 565 (600-2)	820-2¾ 805 (900-2¾)

SC-5, 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	6750
CH 69216	296°	TDZE	12
W30A		Apt Elev	15

RNAV (GPS) RWY 30

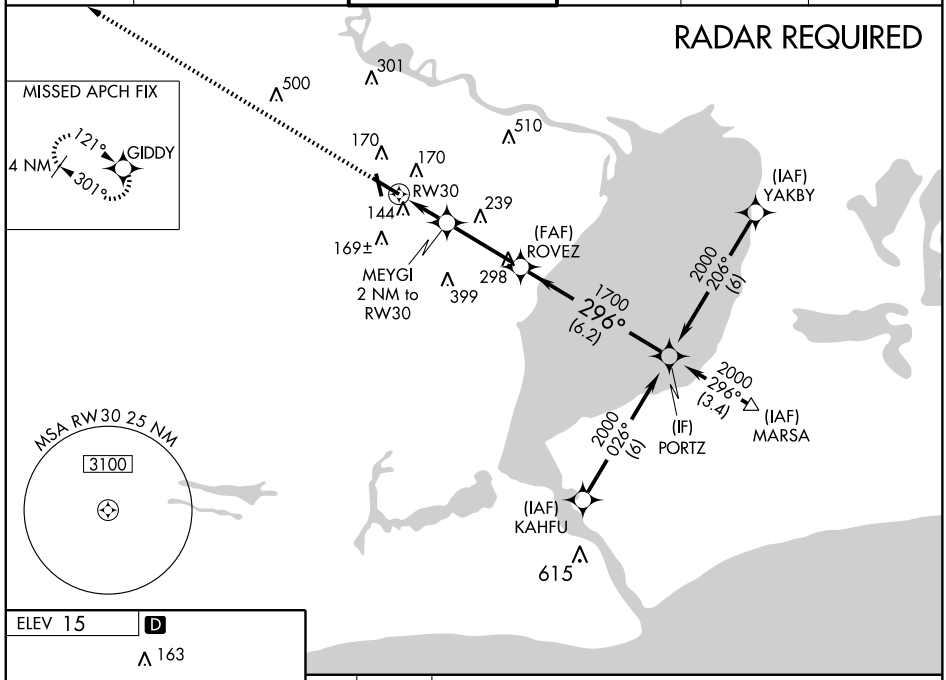
BEAUMONT-PORT ARTHUR/SOUTHEAST TEXAS RGNL (BPT)

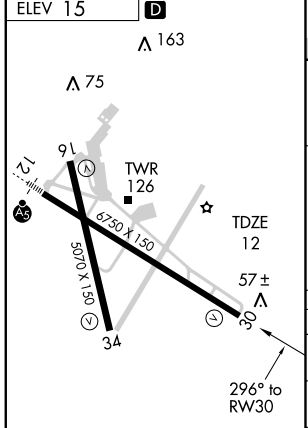
Baro-VNAV NA when using Orange County altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Orange County altimeter setting and increase all DA 32 feet and all MDA 40 feet, increase LPV and LNAV/VNAV all Cats visibility ¼ mile, LNAV Cat E and Circling Cat E visibility ¼ mile.

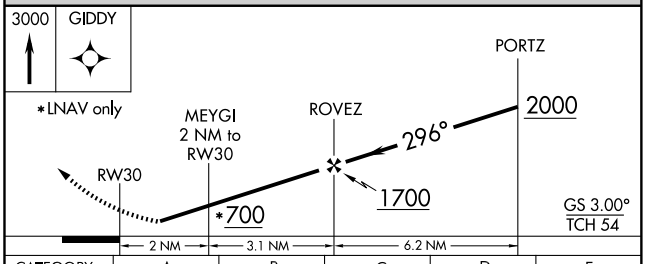
MISSED APPROACH: Climb to 3000 direct GIDDY and hold.

ATIS	HOUSTON APP CON	BEAUMONT TOWER ★	GND CON	CLNC DEL	UNICOM
126.3	121.3 377.1	119.5 (CTAF)	121.9	118.3	122.95

RADAR REQUIRED







CATEGORY	A	B	C	D	E
LPV DA	263-¾ 251 (300-¾)				
LNAV/VNAV DA	404-1¼ 392 (400-1¼)				404-1½ 392 (400-1½)
LNAV MDA	540-1 528 (600-1)		540-1½ 528 (600-1½)	540-1¾ 528 (600-1¾)	
CIRCLING	540-1 525 (600-1)		540-1½ 525 (600-1½)	580-2 565 (600-2)	820-2¾ 805 (900-2¾)

REIL Rwys 16, 30 and 34
HIRL Rwys 12-30, 16-34

SC-5, 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	5070
CH 72616	341°	TDZE	15
W34A		Apt Elev	15

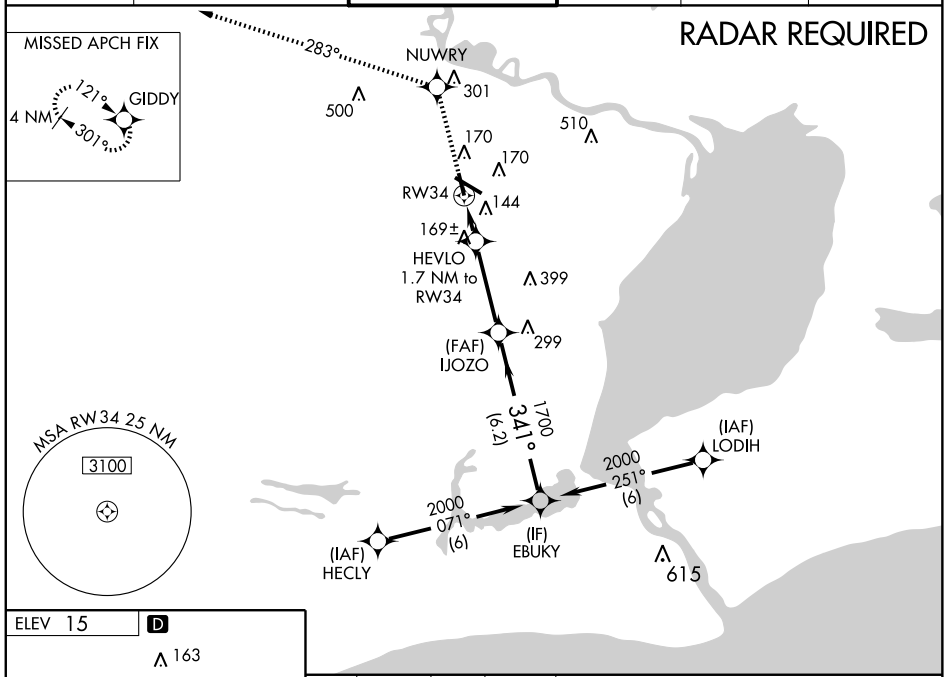
RNAV (GPS) RWY 34

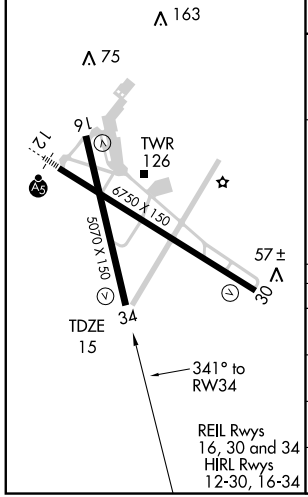
BEAUMONT-PORT ARTHUR/SOUTHEAST TEXAS RGNL (BPT)

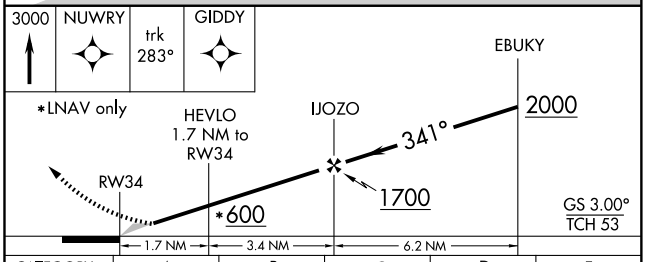
Baro-VNAV NA when using Orange County altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Orange County altimeter setting and increase all DA 32 feet and all MDA 40 feet, increase LNAV Cat C and Circling Cat E visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct NUWRY and via track 283° to GIDDY and hold.

ATIS	HOUSTON APP CON	BEAUMONT TOWER ★	GND CON	CLNC DEL	UNICOM
126.3	121.3 377.1	119.5 (CTAF) L	121.9	118.3	122.95







CATEGORY	A	B	C	D	E
LPV DA	215-¾ 200 (200-¾)				
LNAV/VNAV DA	437-1½ 422 (500-1½)				
LNAV MDA	480-1 465 (500-1)		480-1¼ 465 (500-1¼)	480-1½ 465 (500-1½)	480-1¾ 465 (500-1¾)
CIRCLING	480-1 465 (500-1)		480-1½ 465 (500-1½)	580-2 565 (600-2)	820-2¾ 805 (900-2¾)

SC-5, 08 APR 2010 to 06 MAY 2010

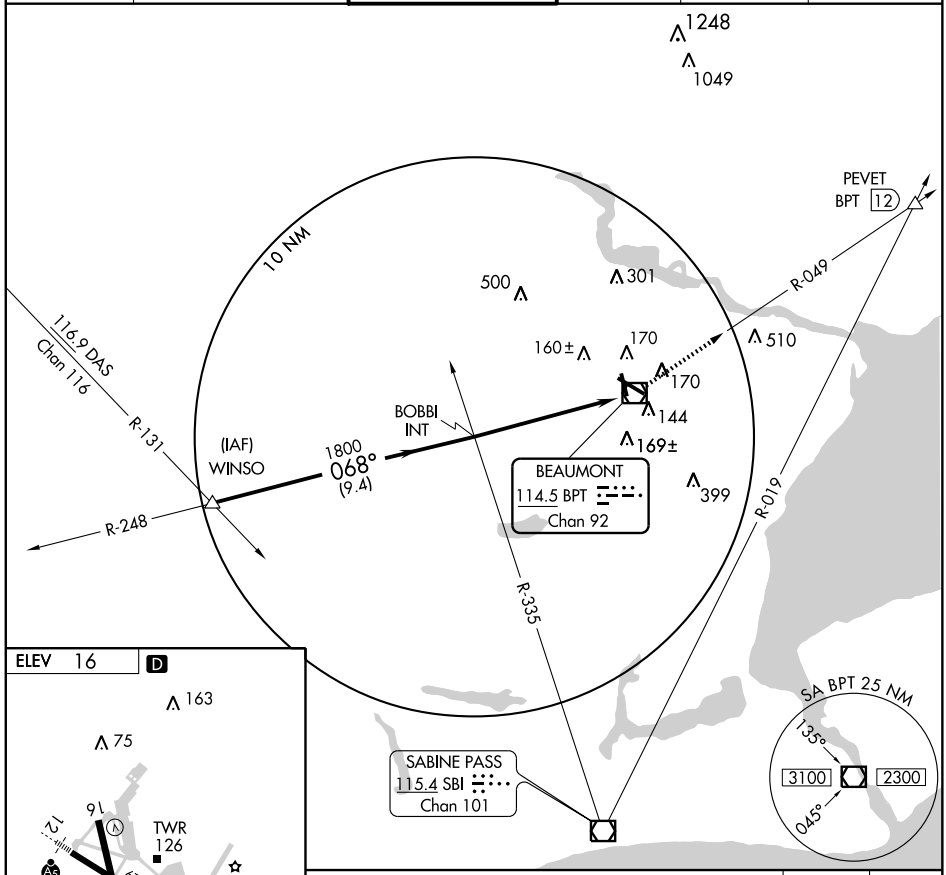
VOR/DME BPT	APP CRS	Rwy Idg	N/A
114.5	068°	TDZE	N/A
Chan 92		Apt Elev	16

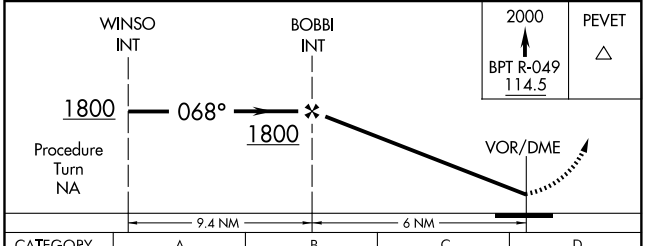
VOR-A

BEAUMONT-PORT ARTHUR/ SOUTHEAST TEXAS RGNL (BPT)

MISSED APPROACH: Climb to 2000 via BPT VOR/DME R-049 to PEVET Int.

ATIS	HOUSTON APP CON	BEAUMONT TOWER ★	GND CON	CLNC DEL	UNICOM
126.3	121.3 377.1	119.5 (CTAF)	121.9	118.3	122.95





CATEGORY	A	B	C	D
CIRCLING	480-1 464 (500-1)		480-1½ 464 (500-1½)	580-2 564 (600-2)

REIL Rwys 16, 30 and 34
HIRL Rwys 12-30, 16-34

SC-5, 08 APR 2010 to 06 MAY 2010

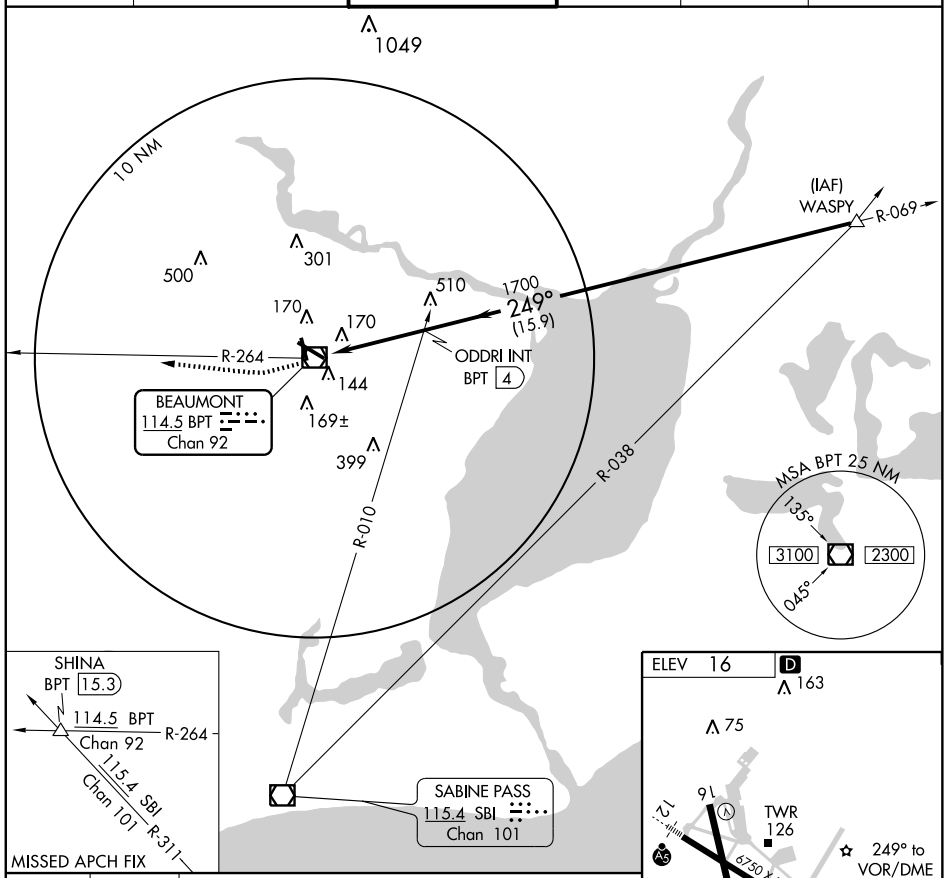
VOR/DME BPT	APP CRS	Rwy Idg	N/A
114.5	249°	TDZE	N/A
Chan 92		Apt Elev	16

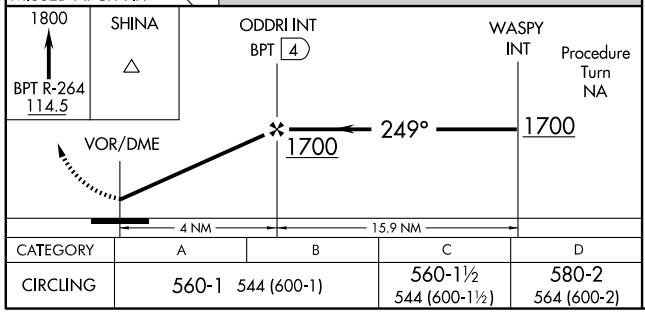
VOR-B

BEAUMONT-PORT ARTHUR/SOUTHEAST TEXAS RGNL (BPT)

MISSED APPROACH: Climb to 1800 via BPT R-264 to SHINA Int.

ATIS	HOUSTON APP CON	BEAUMONT TOWER ★	GND CON	CLNC DEL	UNICOM
126.3	121.3 377.1	119.5 (CTAF)	121.9	118.3	122.95





CATEGORY	A	B	C	D
CIRCLING	560-1 544 (600-1)		560-1½ 544 (600-1½)	580-2 564 (600-2)

REIL Rwys 16, 30 and 34
HIRL Rwys 12-30, 16-34

SC-5, 08 APR 2010 to 06 MAY 2010

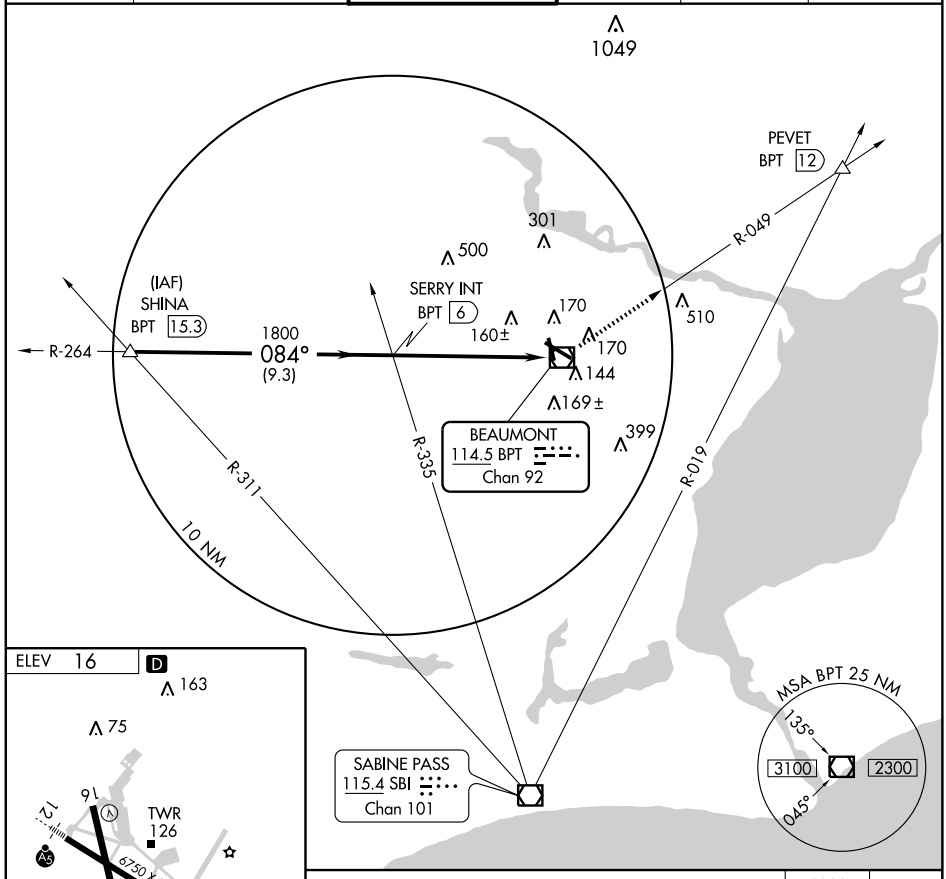
VOR/DME BPT	APP CRS	Rwy Idg	N/A
114.5	084°	TDZE	N/A
Chan 92		Apt Elev	16

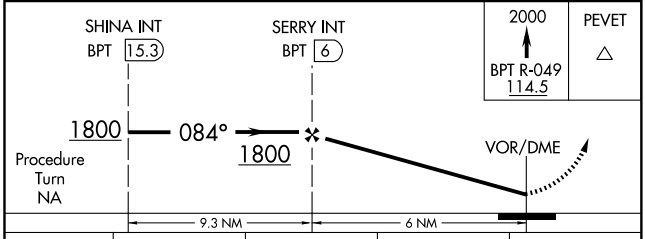
VOR-C

BEAUMONT-PORT ARTHUR/SOUTHEAST TEXAS RGNL (BPT)

MISSED APPROACH: Climb to 2000 via BPT VOR/DME R-049 to PEVET Int.

ATIS	HOUSTON APP CON	BEAUMONT TOWER ★	GND CON	CLNC DEL	UNICOM
126.3	121.3 377.1	119.5 (CTAF)	121.9	118.3	122.95





CATEGORY	A	B	C	D
CIRCLING	480-1 464 (500-1)		480-1½ 464 (500-1½)	580-2 564 (600-2)

REIL Rwys 16, 30 and 34
HIRL Rwys 12-30, 16-34

SC-5, 08 APR 2010 to 06 MAY 2010

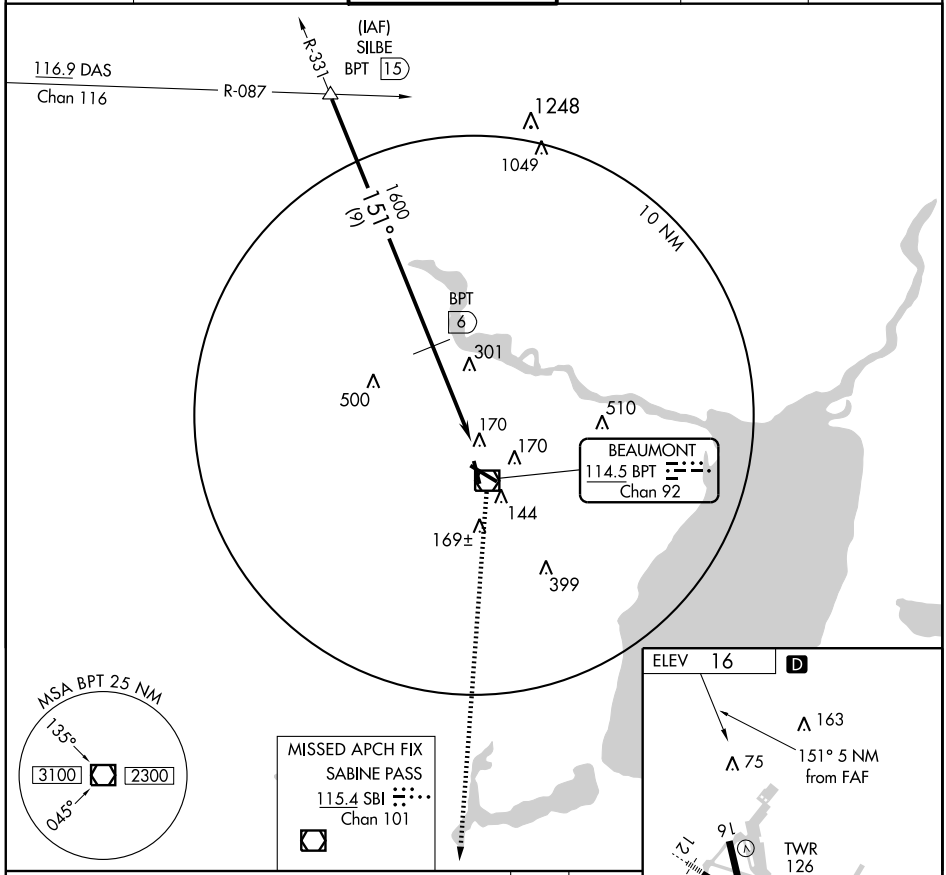
VOR/DME BPT	APP CRS	Rwy Idg	N/A
114.5	151°	TDZE	N/A
Chan 92		Apt Elev	16

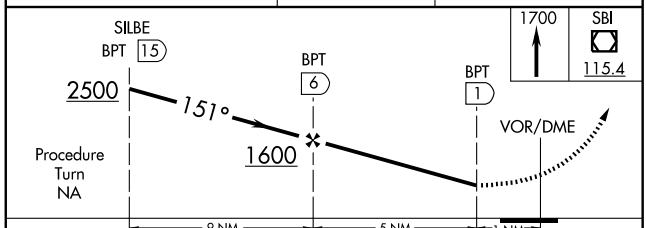
VOR/DME-D

BEAUMONT-PORT ARTHUR/SOUTHEAST TEXAS RGNL (BPT)

MISSED APPROACH: Climb to 1700 direct SBI VOR/DME.

ATIS	HOUSTON APP CON	BEAUMONT TOWER★	GND CON	CLNC DEL	UNICOM
126.3	121.3 377.1	119.5 (CTAF)	121.9	118.3	122.95





CATEGORY	A	B	C	D
CIRCLING	560-1 544 (600-1)		560-1½ 544 (600-1½)	580-2 564 (600-2)

REIL Rwys 16, 30 and 34
HIRL Rwys 12-30, 16-34

SC-5, 08 APR 2010 to 06 MAY 2010

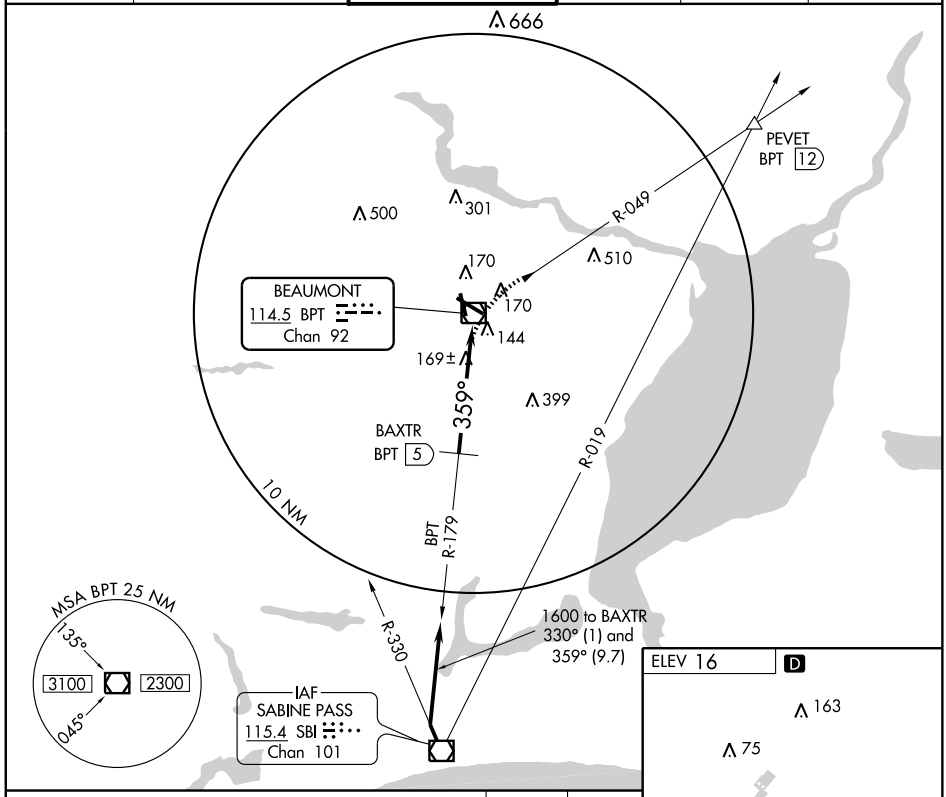
VOR BPT 114.5 Chan 92	APP CRS 359°	Rwy Idg 5070 TDZE 16 Apt Elev 16

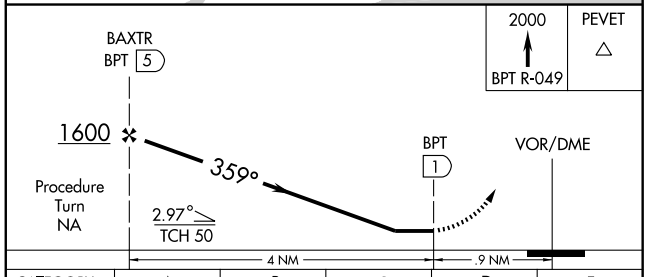
VOR/DME RWY 34

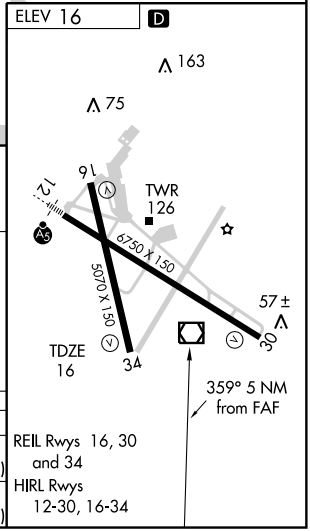
BEAUMONT-PORT ARTHUR/SOUTHEAST TEXAS RGNL (BPT)

MISSED APPROACH: Climb to 2000 via BPT VOR/DME R-049 to PEVET Int.

ATIS	HOUSTON APP CON	BEAUMONT TOWER★	GND CON	CLNC DEL	UNICOM
126.3	121.3 377.1	119.5 (CTAF)	121.9	118.3	122.95







CATEGORY	A	B	C	D	E
S-34	500-1¼ 484 (500-1¼)			500-1½ 484 (500-1½)	500-1¾ 484 (500-1¾)
CIRCLING	500-1¼ 484 (500-1¼)		500-1½ 484 (500-1½)	580-2 564 (600-2)	820-2¾ 804 (900-2¾)

SC-5, 08 APR 2010 to 06 MAY 2010

VOR/DME BPT	APP CRS	Rwy Idg	6750
114.5	120°	TDZE	16
Chan 92		Apt Elev	16

VOR RWY 12

BEAUMONT-PORT ARTHUR/SOUTHEAST TEXAS RGNL (BPT)

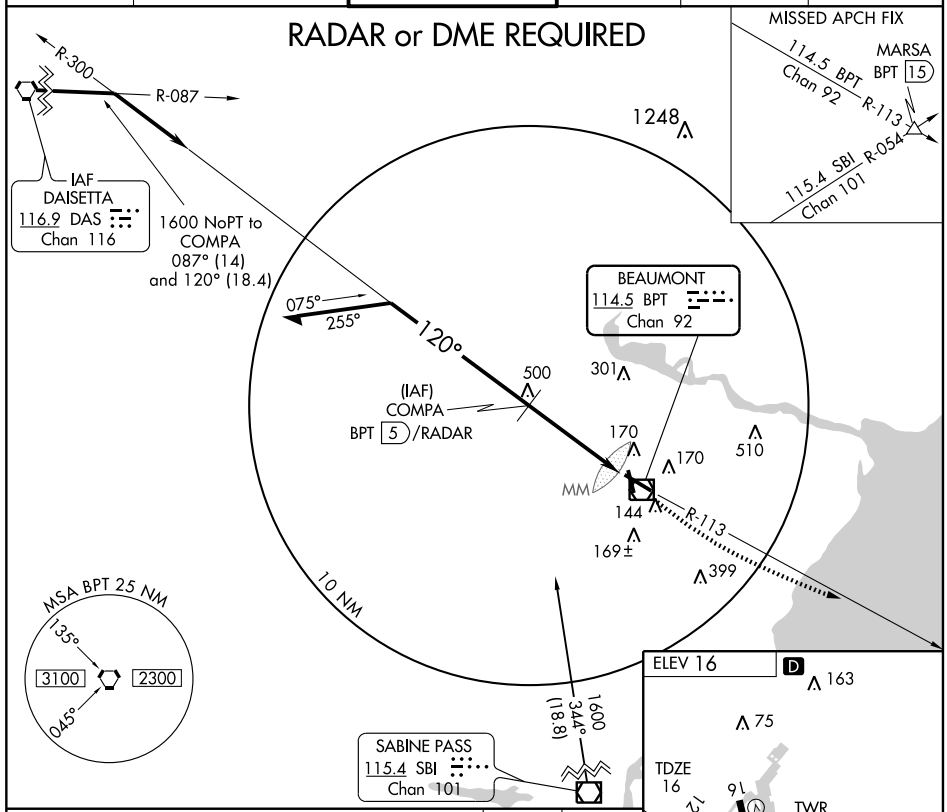
For inoperative MALSR, increase S-12 Cats A/B visibility to RVR 5000 and Cat D to RVR 6000.
* Cat E procedure turn not authorized.

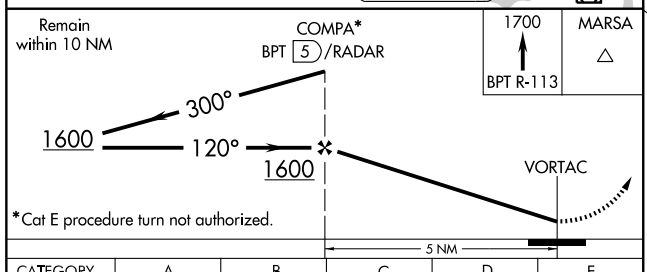
MALSR

MISSED APPROACH: Climb to 1700 via BPT R-113 to MARSA Int/BPT 15 DME.

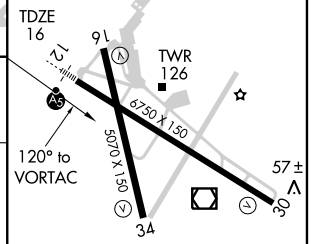
ATIS	HOUSTON APP CON	BEAUMONT TOWER *	GND CON	CLNC DEL	UNICOM
126.3	121.3 377.1	119.5 (CTAF)	121.9	118.3	122.95

RADAR or DME REQUIRED





*Cat E procedure not authorized.



CATEGORY	A	B	C	D	E
S-12	420/40 404 (500-¾)			420/50 404 (500-1)	
CIRCLING	480-1 464 (500-1)		480-1½ 464 (500-1½)	580-2 564 (600-2)	820-2¾ 804 (900-2¾)

REIL Rwys 16, 30 and 34
HIRL Rwys 12-30, 16-34

SC-5, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	4551
124°	TDZE	268
	Apt Elev	268

RNAV (GPS) RWY 12
BEEVILLE MUNI (BEA)

Use Corpus Christi Intl altimeter setting.
NA DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2000 direct JOSUK and hold.

AWOS-3	HOUSTON CENTER	UNICOM
118.675	134.6 322.5	122.8 L (CTAF)

Radar required for arrivals at CUVUM

(IAF) CUVUM

(IAF) THREE RIVERS THX

2000 NoPT 088° (10.2) 4 NM

(IF/IAF) NEYIB

2000 NoPT 214° (5)

124° 304°

2000 124° (6.2)

(IAF) ZAMLI

2000 NoPT 034° (6.4)

(FAF) ECEPA

882

MSA RW12 25 NM
2100

KINGSVILLE 4 MOA

850 703 669 620 542 685

RW12

JOSUK 124° 4 NM 304°

ELEV 268

124° to RW12

8 l

2530 X 60

12

TDZE 268

36

4551 X 75

0.5% UP

30

MIRL Rwy 12-30 L

4 NM Holding Pattern

2000 JOSUK

NEYIB 304° 124° ECEPA 124° 2000

VGSI and descent angles not coincident.

RW12 3.05° TCH 40

6.2 NM 5.2 NM

CATEGORY	A	B	C	D
LNAV MDA	1000-1 732 (800-1)		1000-2 732 (800-2)	NA
CIRCLING	1000-1 732 (800-1)	1020-1¼ 752 (800-1¼)	1120-2½ 852 (900-2½)	NA

SC-3, 08 APR 2010 to 06 MAY 2010

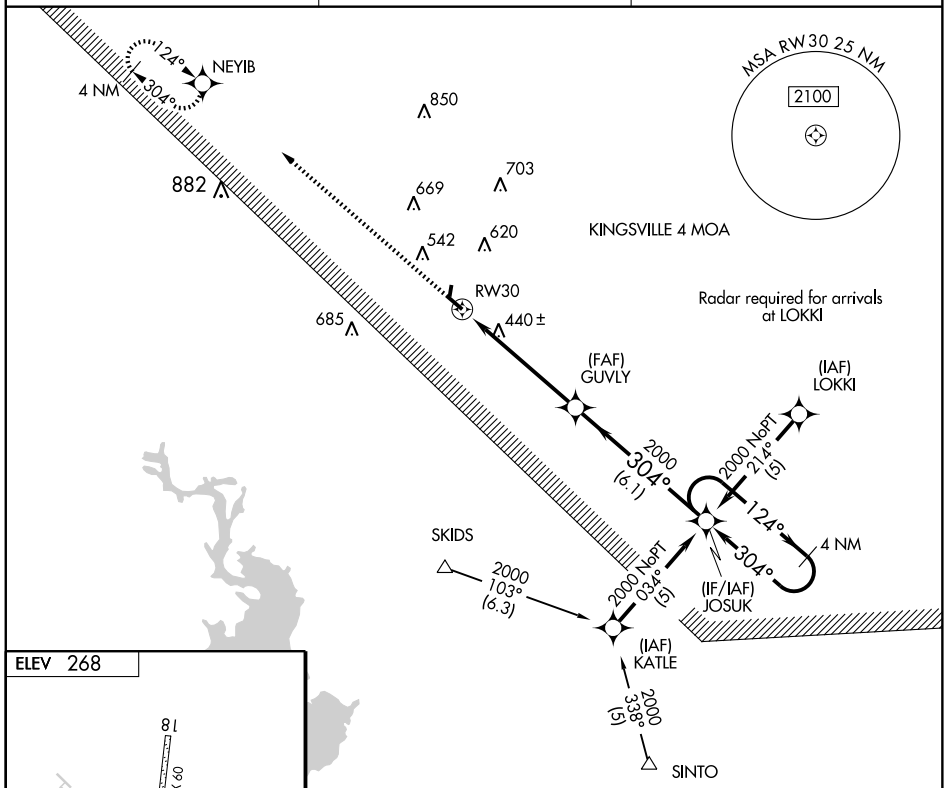
APP CRS	Rwy Idg	4551
304°	TDZE	262
	Apt Elev	268

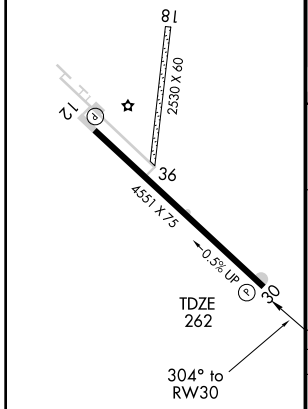
RNAV (GPS) RWY 30
BEEVILLE MUNI (BEA)

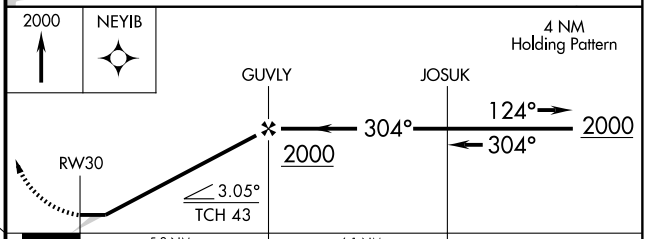
Use Corpus Christi Intl altimeter setting.
NA DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2000 direct NEYIB and hold.

AWOS-3	HOUSTON CENTER	UNICOM
118.675	134.6 322.5	122.8 L (CTAF)







CATEGORY	A	B	C	D
LNAV MDA	1060-1 798 (800-1)	1060-1¼ 798 (800-1¼)	1060-2¼ 798 (800-2¼)	NA
CIRCLING	1060-1 792 (800-1)	1060-1¼ 792 (800-1¼)	1120-2½ 852 (900-2½)	NA

SC-3, 08 APR 2010 to 06 MAY 2010

VORTAC THX	APP CRS	Rwy Idg	4551
111.4	106°	TDZE	268
Chan 51		Apt Elev	268

VOR/DME RWY 12

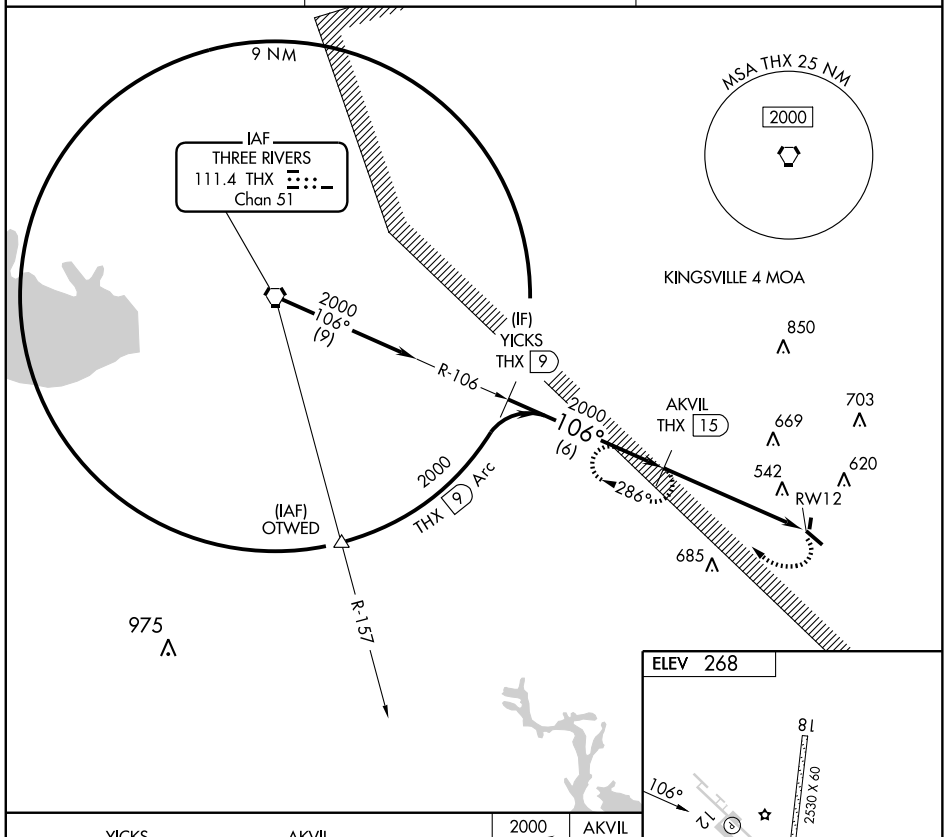
BEEVILLE MUNI (BEA)

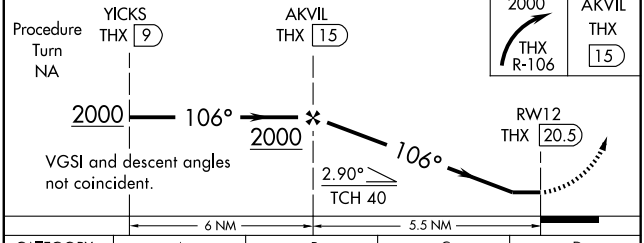
Use Corpus Christi Intl altimeter setting.

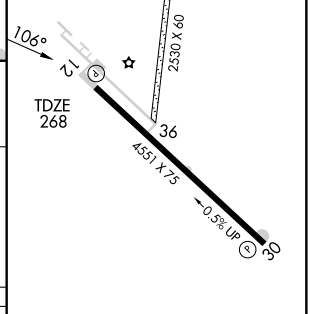
NA

MISSED APPROACH: Climbing right turn to 2000 via THX VORTAC R-106 to AKVIL THX VORTAC 15 DME and hold. Continue climb-in-hold to 2000.

AWOS-3	HOUSTON CENTER	UNICOM
118.675	134.6 322.5	122.8 L (CTAF)







CATEGORY	A	B	C	D
S-12	1000-1 732 (800-1)	1000-1¼ 732 (800-1¼)	1000-2 732 (800-2)	NA
CIRCLING	1000-1 732 (800-1)	1020-1¼ 752 (800-1¼)	1120-2½ 852 (900-2½)	NA

Knots	60	90	120	150	180
Min:Sec					

SC-3. 08 APR 2010 to 06 MAY 2010

BIG LAKE, TEXAS AL-6703 (FAA)

APP CRS	Rwy Idg	4032
161°	TDZE	2706
	Apt Elev	2706

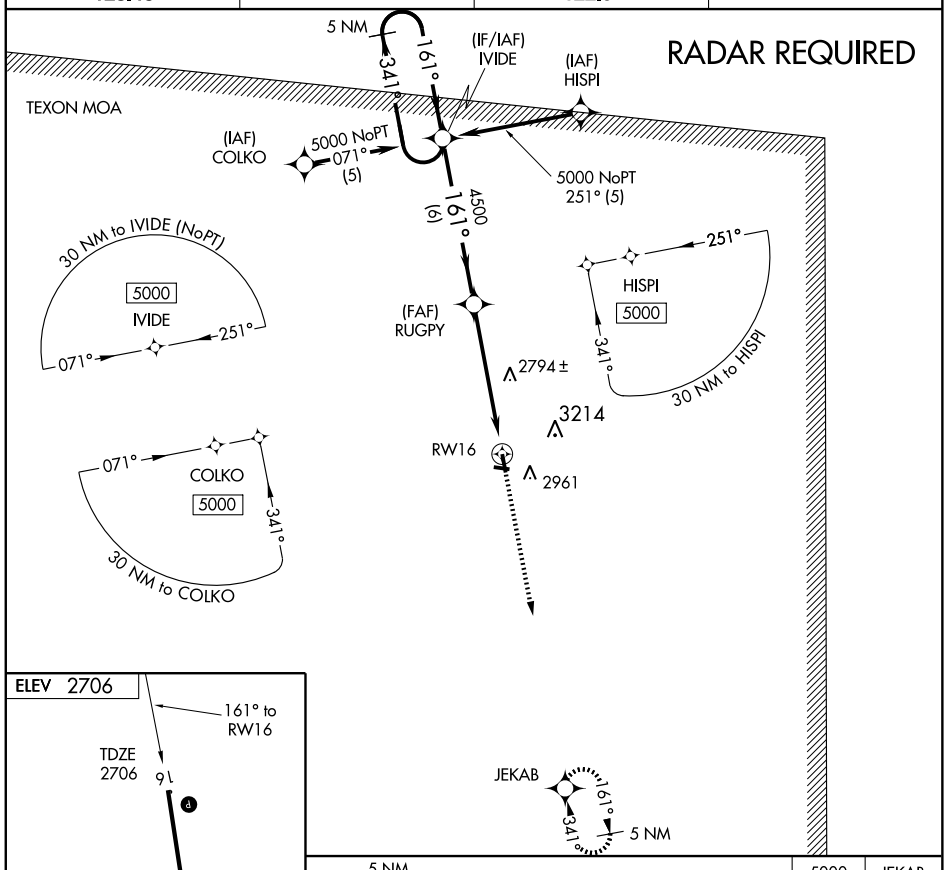
RNAV (GPS) RWY 16

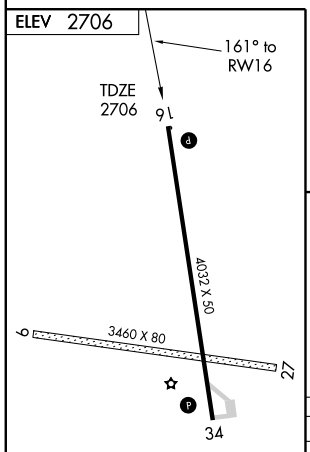
BIG LAKE/ REAGAN COUNTY (E41)

Use San Angelo altimeter setting; If not received, procedure NA.
Circling NA east of Rwy 16-34. DME/DME RNP-0.3 NA.

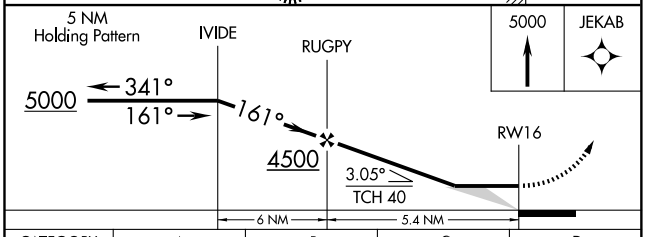
MISSED APPROACH: Climb to 5000 direct JEKAB and hold.

SAN ANGELO ASOS	FORT WORTH CENTER	CTAF	
128.45	126.15 322.55	122.9	123.5 L





MIRL Rwy 16-34 L



CATEGORY	A	B	C	D
LNAV MDA	3460-1 754 (800-1)	3460-1¼ 754 (800-1¼)	3460-2¼ 754 (800-2¼)	NA
CIRCLING	3460-1 754 (800-1)	3460-1¼ 754 (800-1¼)	3460-2¼ 754 (800-2¼)	NA

SC-3. 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	8802
173°	TDZE	2562
	Apt Elev	2573

RNAV (GPS) RWY 17

BIG SPRING McMAHON-WRINKLE (BPG)

When VGSI inoperative, circling Rwy 6 NA at night. Circling NA east of Rwy 17-35. Inoperative table does not apply to LNAV Cat C. DME/DME RNP-0.3 NA. VDP NA when using Midland Intl altimeter setting. When local altimeter setting not received, use Midland Intl altimeter setting and increase all MDA 140 feet, increase LNAV Cats C and D and circling Cat C visibility ½ mile, circling Cat D visibility ¼ mile.

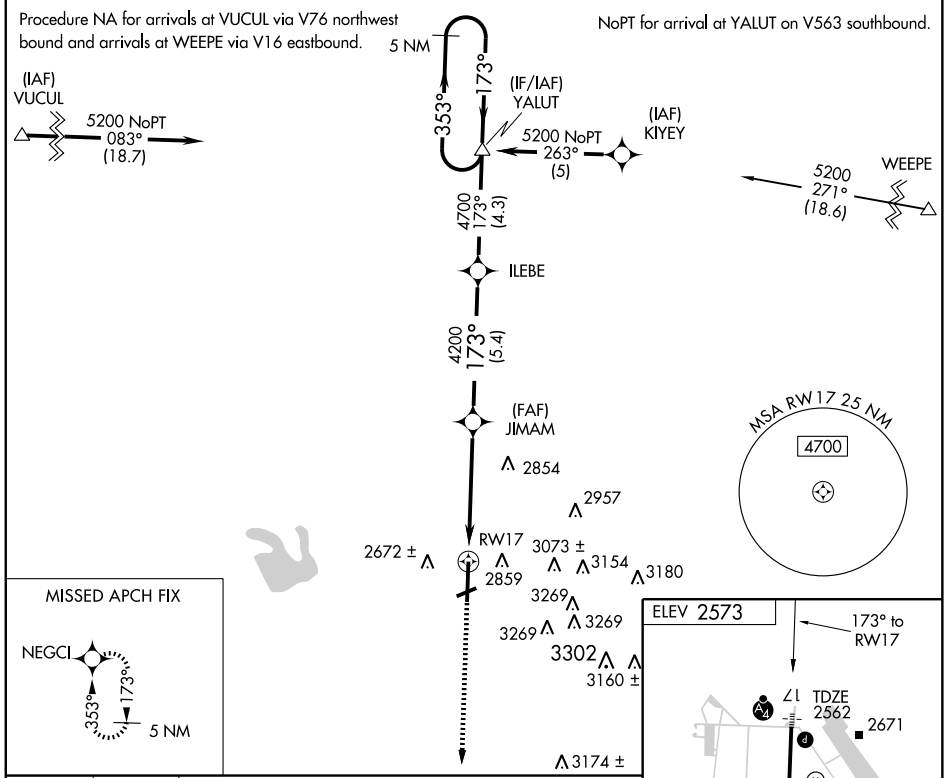
SSALS

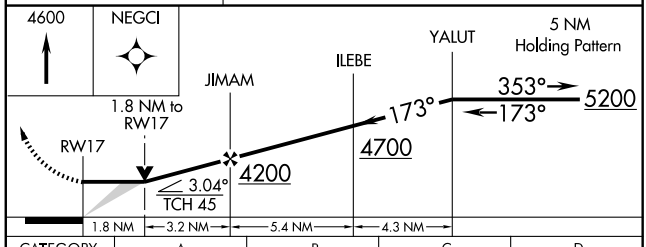
MISSED APPROACH: Climb to 4600 direct NEGCI and hold.

AWOS-3	FORT WORTH CENTER	UNICOM
118.025	133.7 350.2	122.8 (CTAF) L

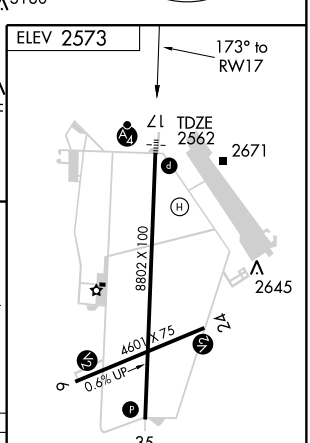
Procedure NA for arrivals at VUCUL via V76 northwest bound and arrivals at WEEPE via V16 eastbound.

NoPT for arrival at YALUT on V563 southbound.





CATEGORY	A	B	C	D
LNAV MDA	3160-¾ 598 (600-¾)		3160-1½ 598 (600-1½)	3160-1¾ 598 (600-1¾)
CIRCLING	3160-1 587 (600-1)		3160-1½ 587 (600-1½)	3160-2 587 (600-2)



MIRL Rwys 6-24 and 17-35 L

SC-2, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	8802
353°	TDZE	2563
	Apt Elev	2573

RNAV (GPS) RWY 35

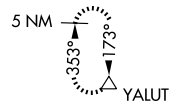
BIG SPRING McMAHON-WRINKLE (BPG)

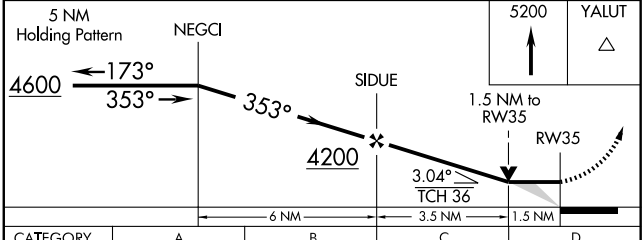
When VGSI inoperative, circling Rwy 6 NA at night. Circling NA East of Rwy 17-35. DME/DME RNP-0.3 NA. VDP NA when using Midland Intl altimeter setting. When local altimeter setting not received, use Midland Intl altimeter setting and increase all MDA 140 feet, increase LNAV Cats C and D visibility ½ mile and circling Cats C and D visibility ¼ mile.

MISSED APPROACH: Climb to 5200 direct YALUT and hold.

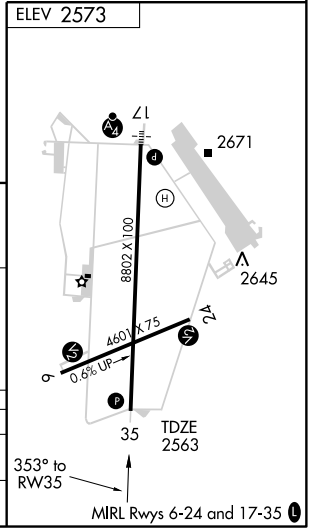
AWOS-3	FORT WORTH CENTER	UNICOM
118.025	133.7 350.2	122.8 (CTAF) L

MISSED APCH FIX





CATEGORY	A	B	C	D
LNAV MDA	3060-1	497 (500-1)	3060-1¼ 497 (500-1¼)	3060-1½ 497 (500-1½)
CIRCLING	3060-1	487 (500-1)	3060-1½ 487 (500-1½)	3140-2 567 (600-2)



SC-2, 08 APR 2010 to 06 MAY 2010

VORTAC BGS 114.3 Chan 90	APP CRS 180°	Rwy Idg 8802 TDZE 2562 Apt Elev 2573

VOR/DME RWY 17

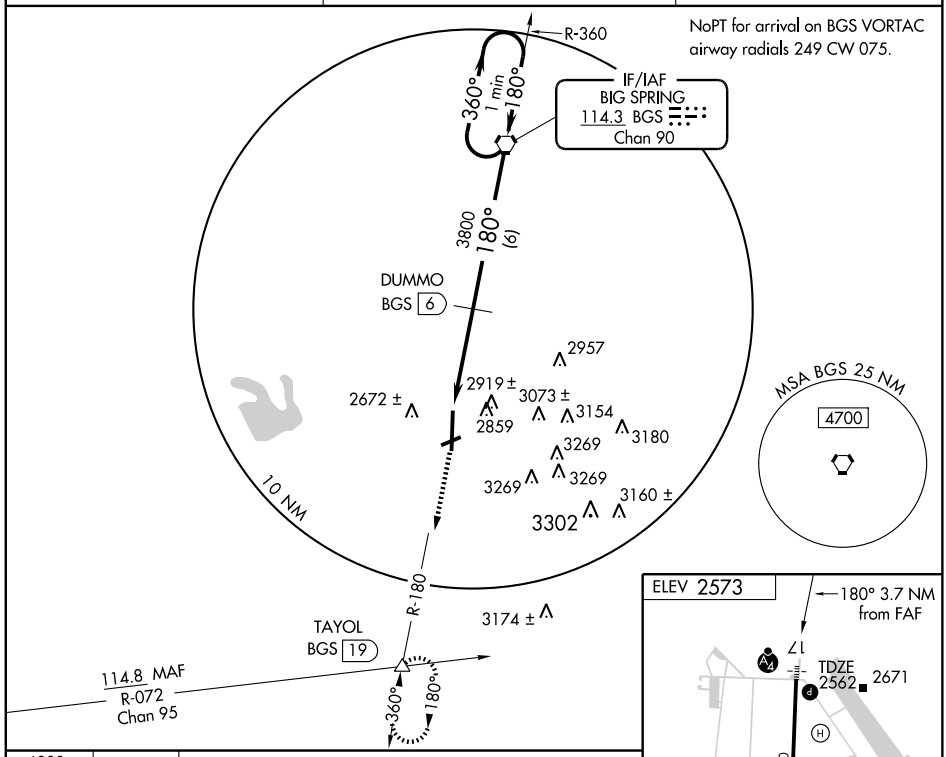
BIG SPRING McMAHON-WRINKLE (BPG)

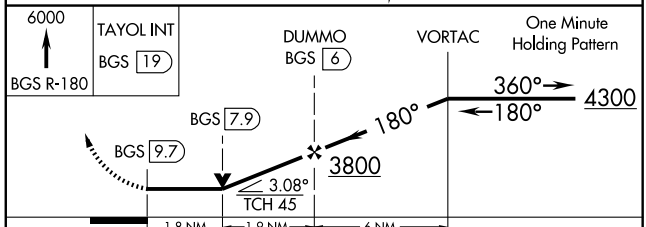
When VGSI inoperative, circling Rwy 6 NA at night. Circling NA east of Rwy 17-35. Inoperative table does not apply to S-17 Cat C, when using Midland Intl altimeter setting inoperative table does not apply to S-17 Cat B. VDP NA when using Midland Intl altimeter setting. When local altimeter setting not received, use Midland Intl altimeter setting and increase all MDA 140 feet, increase S-17 Cats B, C, and D and circling Cats C and D visibility ½ mile, circling Cat B visibility ¼ mile.

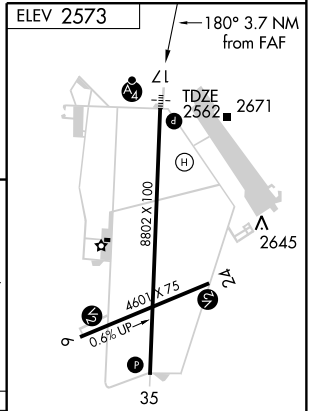
SSALS

MISSED APPROACH: Climb to 6000 via BGS VORTAC R-180 to TAYOL INT/BGS 19 DME and hold, continue climb-in-hold to 6000.

AWOS-3	FORT WORTH CENTER	UNICOM
118.025	133.7 350.2	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-17	3180-¾ 618 (700-¾)		3180-1¾ 618 (700-1¾)	3180-2 618 (700-1)
CIRCLING	3180-1 607 (700-1)		3180-1¾ 607 (700-1¾)	3180-2 607 (700-2)

MIRL Rwys 6-24 and 17-35 L

SC-2, 08 APR 2010 to 06 MAY 2010

VORTAC BGS	APP CRS	Rwy Idg	8802
114.3	359°	TDZE	2563
Chan 90		Apt Elev	2573

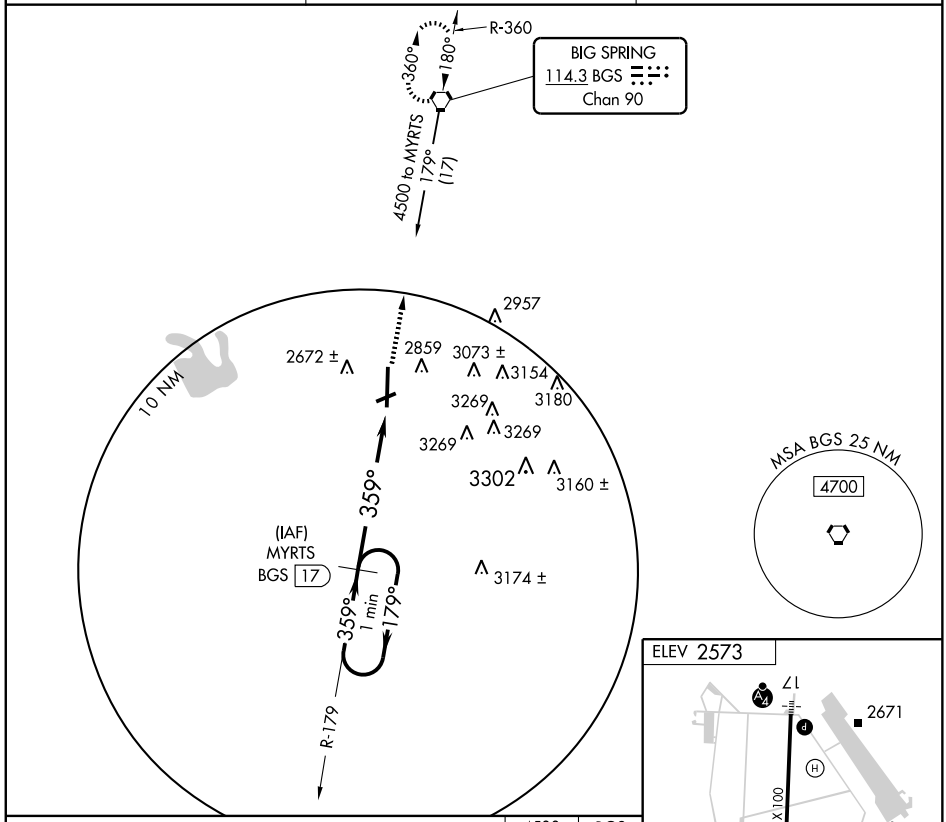
VOR/DME RWY 35

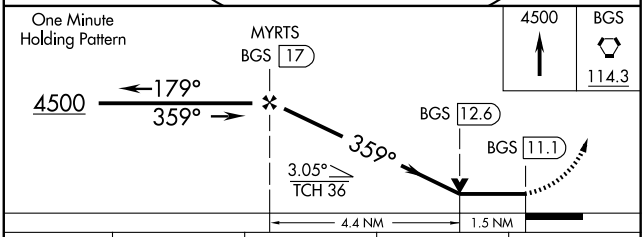
BIG SPRING McMAHON-WRINKLE (BPG)

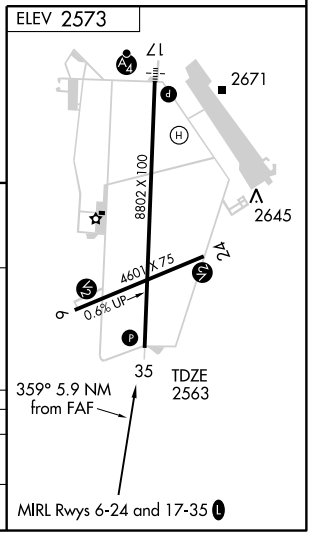
When VGSI inoperative, circling Rwy 6 NA at night. Circling NA east of Rwy 17-35. VDP NA when using Midland Intl altimeter setting. When local altimeter setting not received, use Midland Intl altimeter setting and increase all MDA 140 feet, increase S-35 Cats C and D and circling Cats C and D visibility ¼ mile.

MISSED APPROACH: Climb to 4500 direct to BGS VORTAC and hold.

AWOS-3	FORT WORTH CENTER	UNICOM
118.025	133.7 350.2	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-35	3080-1	517 (600-1)	3080-1½ 517 (600-1½)	3080-1¾ 517 (600-1¾)
CIRCLING	3080-1	507 (600-1)	3080-1½ 507 (600-1½)	3140-2 567 (600-2)

SC-2. 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	4000
176°	TDZE	618
	Apt Elev	618

RNAV (GPS) RWY 17

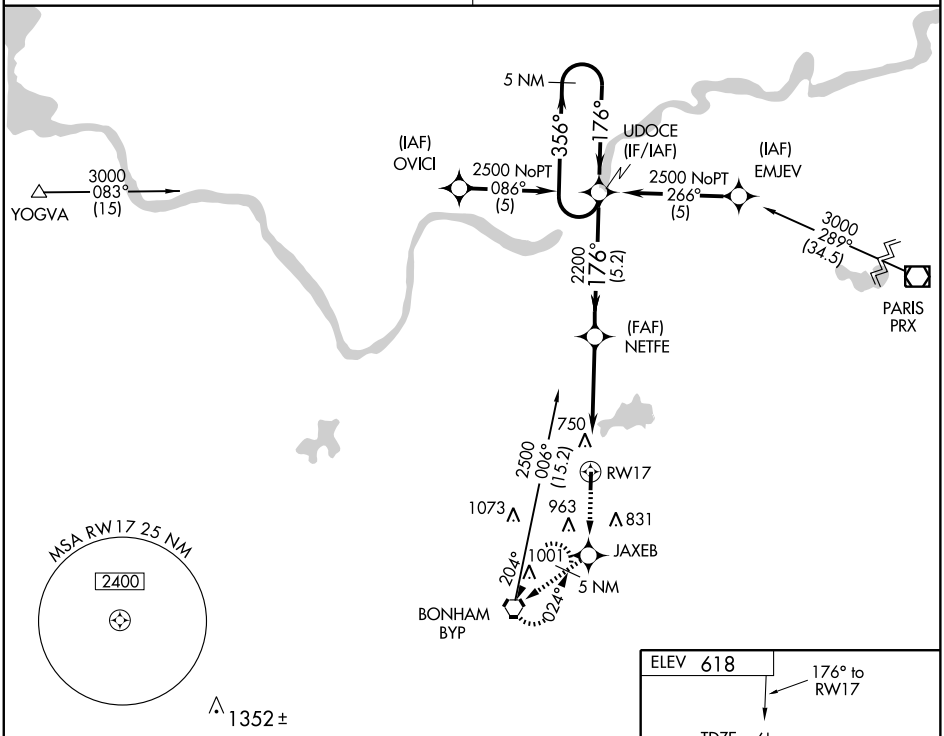
BONHAM/ JONES FIELD (FØØ)

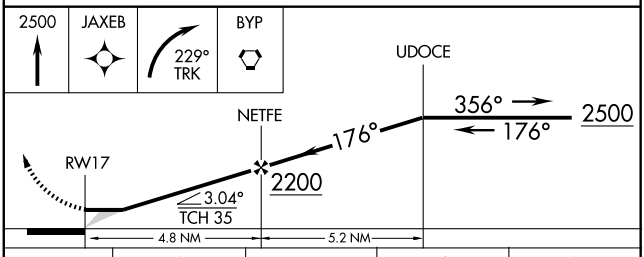
DME/DME RNP-0.3 NA. Use Majors altimeter setting; if not received, use Paris altimeter setting and increase all MDAs 20 feet.

NA

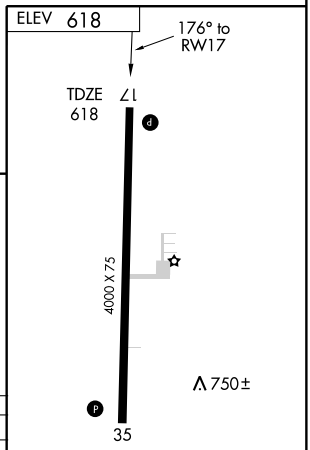
MISSED APPROACH: Climb to 2500 direct JAXEB and via 229° track to BYP VORTAC and hold, continue climb-in-hold to 2500.

FORT WORTH CENTER	UNICOM
127.6 254.3	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1140-1	522 (600-1)	NA	
CIRCLING	1200-1	582 (600-1)	NA	



MIRL Rwy 17-35 L

SC-2, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	4000
356°	TDZE	618
	Apt Elev	618

RNAV (GPS) RWY 35

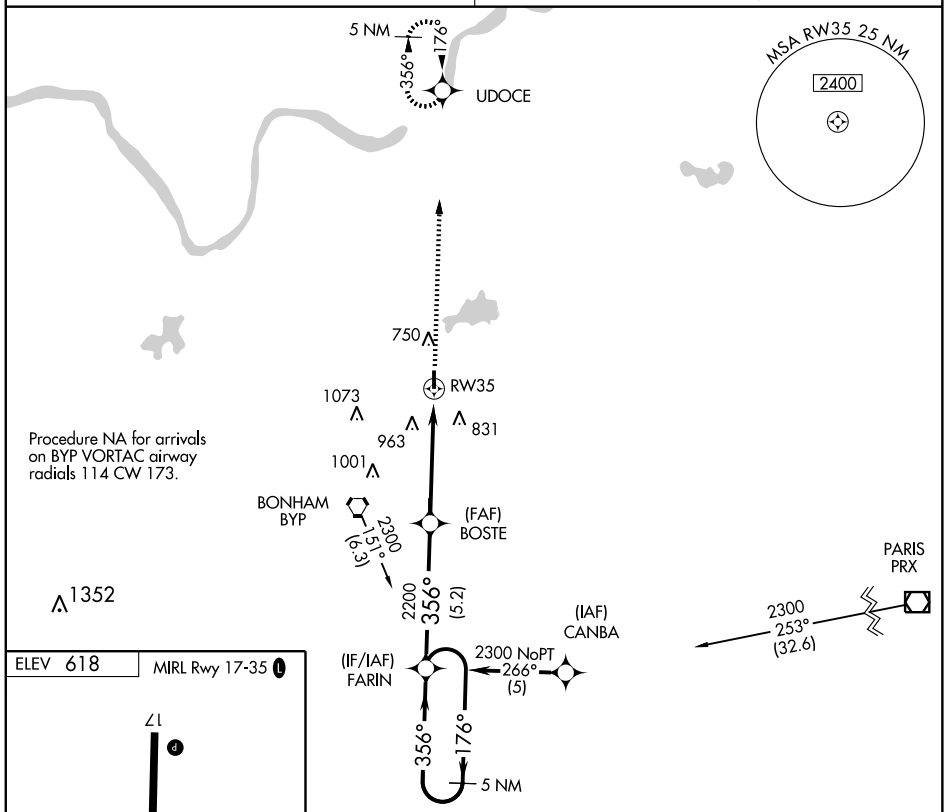
BONHAM/ JONES FIELD (F00)

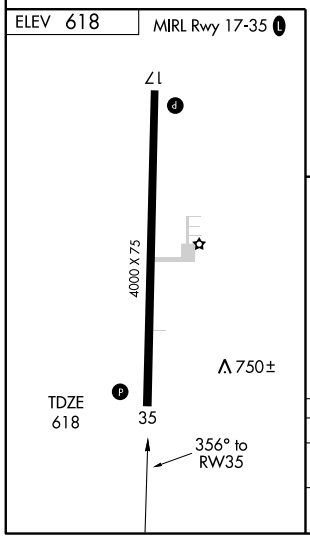
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Majors altimeter setting; if not received, use Paris altimeter setting.

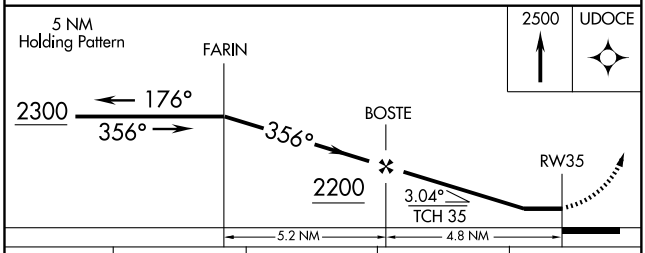
NA

MISSED APPROACH: Climb to 2500 direct UDOCE and hold.

FORT WORTH CENTER	UNICOM
127.6 254.3	122.8 (CTAF)







CATEGORY	A	B	C	D
LNAV MDA	1340-1 722 (800-1)		NA	
CIRCLING	1340-1 722 (800-1)		NA	

SC-2, 08 APR 2010 to 06 MAY 2010

VORTAC BYP	APP CRS	Rwy Idg	4000
114.6	202°	TDZE	618
Chan 93		Apt Elev	618

VOR/DME RWY 17

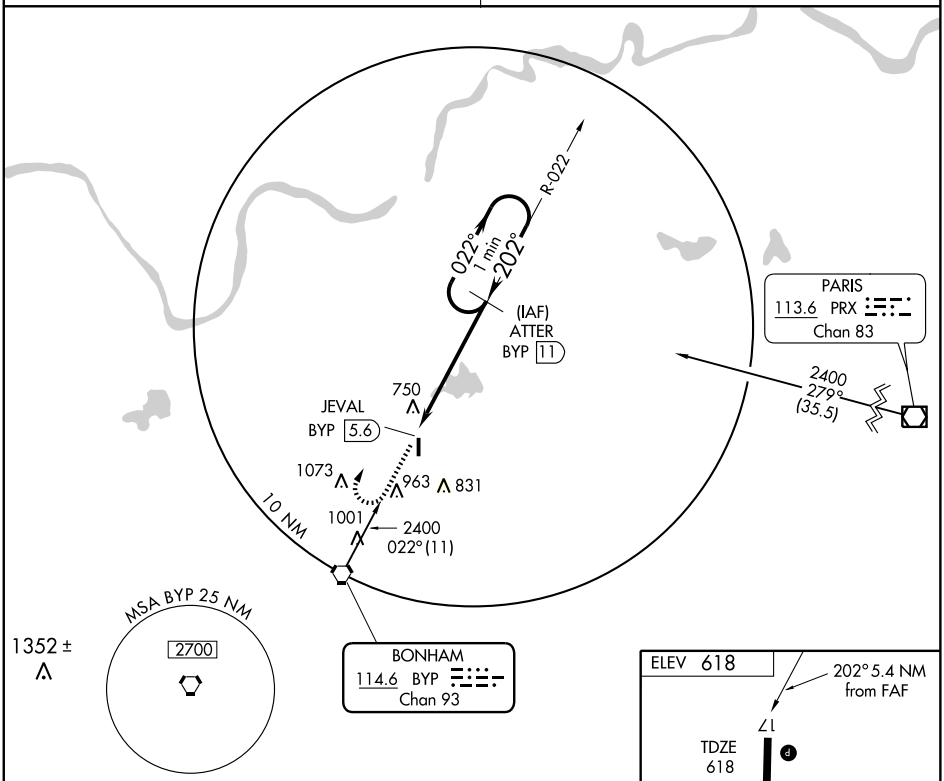
BONHAM/ JONES FIELD (F00)

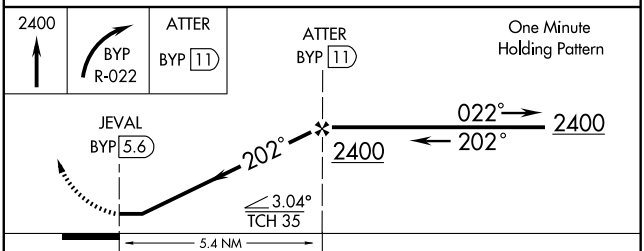
Use Majors altimeter setting; if not received, use Paris altimeter setting and increase all MDAs 20 feet.

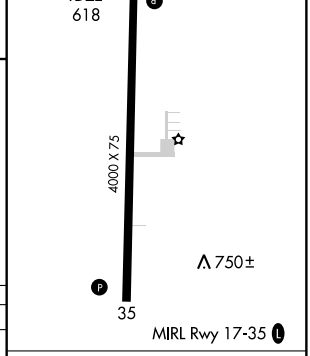
NA

MISSED APPROACH: Climb to 2400, then right turn via BYP R-022 to ATTER/11 DME and hold.

FORT WORTH CENTER	UNICOM
127.6 254.3	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-17	1140-1	522 (600-1)	NA	
CIRCLING	1200-1	582 (600-1)	NA	

Knots	60	90	120	150	180
Min:Sec					

SC-2, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	6300
171°	TDZE	3013
	Apt Elev	3055

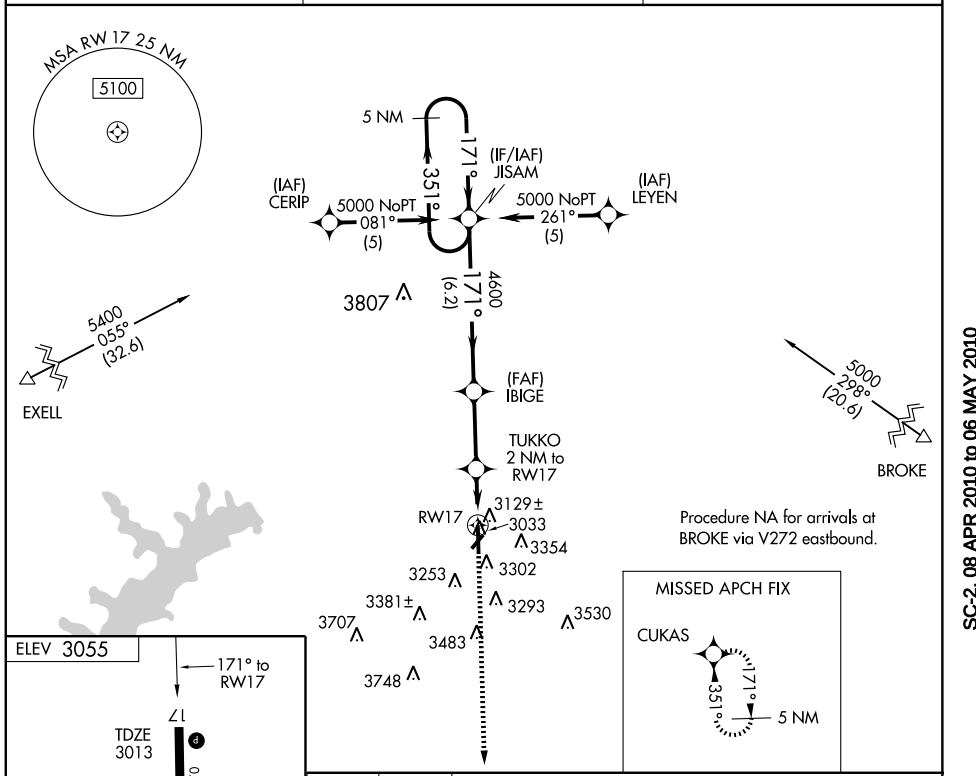
RNAV (GPS) RWY 17

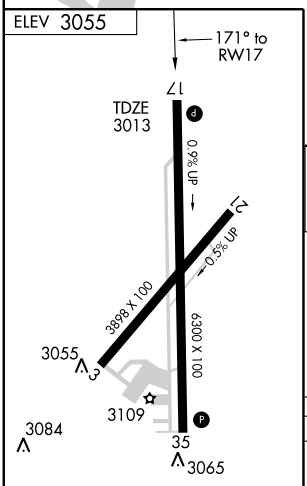
BORGER/HUTCHINSON COUNTY (BGD)

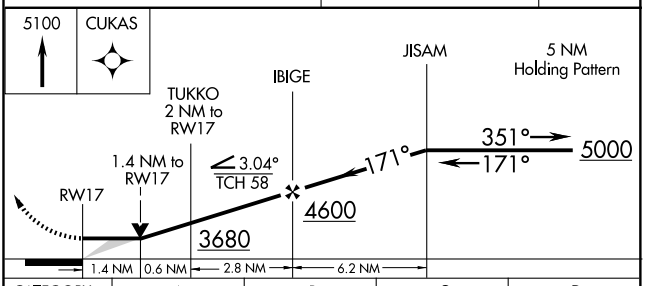
When local altimeter setting not received, use Pampa altimeter setting; increase all MDA 80 feet, LNAV and circling Cat C and D visibilities ¼ mile. VDP NA when using Pampa altimeter setting. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 5100 direct CUKAS and hold.

ASOS	AMARILLO APP CON ★	UNICOM
118.325	119.5 307.0	123.0 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	3500-1 487 (500-1)		3500-1¼ 487 (500-1¼)	3500-1½ 487 (500-1½)
CIRCLING	3620-1 565 (600-1)	3660-1 605 (700-1)	3660-1¾ 605 (700-1¾)	3660-2 605 (700-2)

MIRL Rwys 3-21 and 17-35 L

SC-2, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	6300
351°	TDZE	3055
	Apt Elev	3055

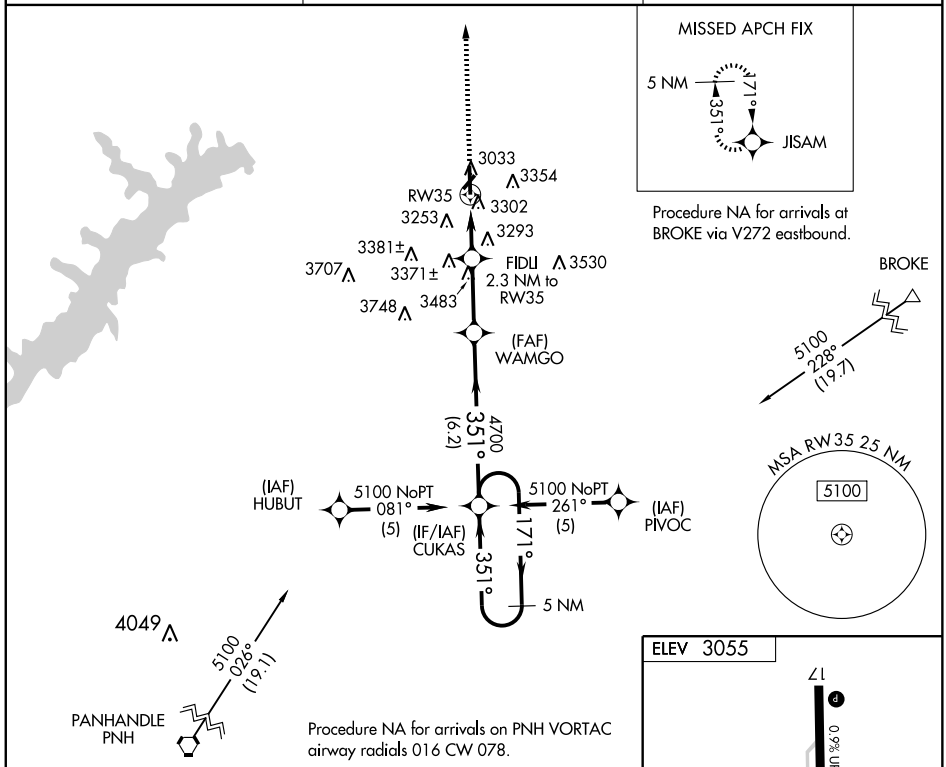
RNAV (GPS) RWY 35

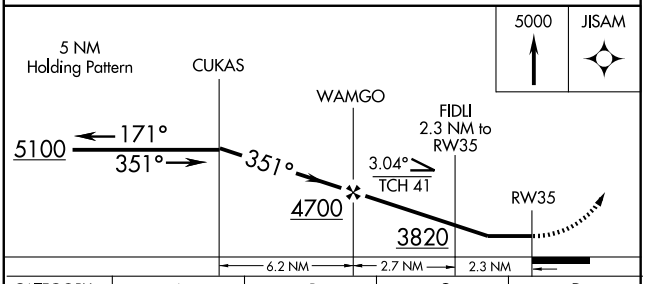
BORGER/HUTCHINSON COUNTY (BGD)

When local altimeter setting not received, use Pampa altimeter setting; increase all MDA 80 feet, LNAV Cat D and circling Cat C, D visibility ¼ mile. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

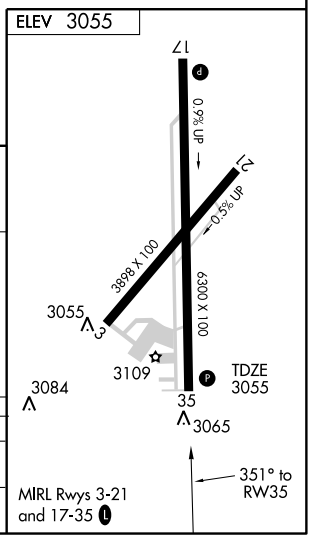
MISSED APPROACH: Climb to 5000 direct JISAM and hold.

ASOS	AMARILLO APP CON ★	UNICOM
118.325	119.5 307.0	123.0 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	3560-1 505 (600-1)		3560-1½ 505 (600-1½)	
CIRCLING	3620-1 565 (600-1)	3660-1 605 (700-1)	3660-1¾ 605 (700-1¾)	3660-2 605 (700-2)



SC-2, 08 APR 2010 to 06 MAY 2010

VORTAC BGD	APP CRS	Rwy Idg	6300
108.6	355°	TDZE	3055
Chan 23		Apt Elev	3055

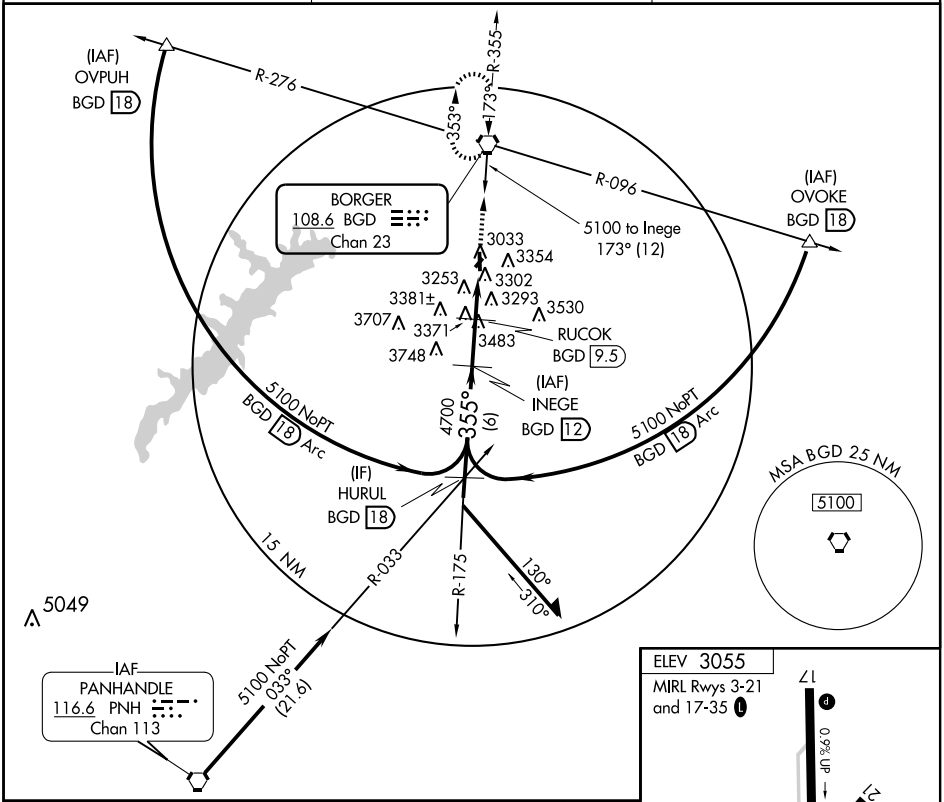
VOR/DME RWY 35

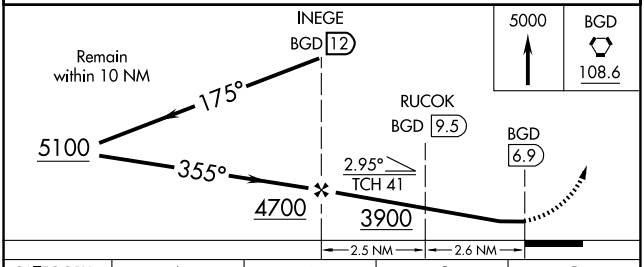
BORGER/ HUTCHINSON COUNTY (BGD)

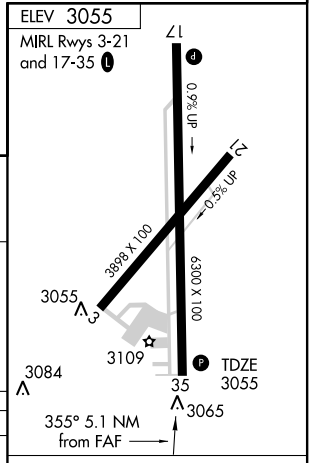
Visibility reduction by helicopters NA. When local altimeter setting not received, use Perry Lefors Field altimeter setting; increase all MDA 80 feet and increase all Cat C and D visibilities ¼ mile.

MISSED APPROACH: Climb to 5000 direct BGD VORTAC and hold.

ASOS	AMARILLO APP CON ★	UNICOM
118.325	119.5 307.0	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-35	3680-1	625 (700-1)	3680-1¾ 625 (700-1¾)	3680-2 625 (700-2)
CIRCLING	3680-1	625 (700-1)	3680-1¾ 625 (700-1¾)	3680-2 625 (700-2)

Knots	60	90	120	150	180
Min:Sec					

SC-2, 08 APR 2010 to 06 MAY 2010

VORTAC BGD 108.6 Chan 23	APP CRS 175°	Rwy Idg 6300 TDZE 3013 Apt Elev 3055

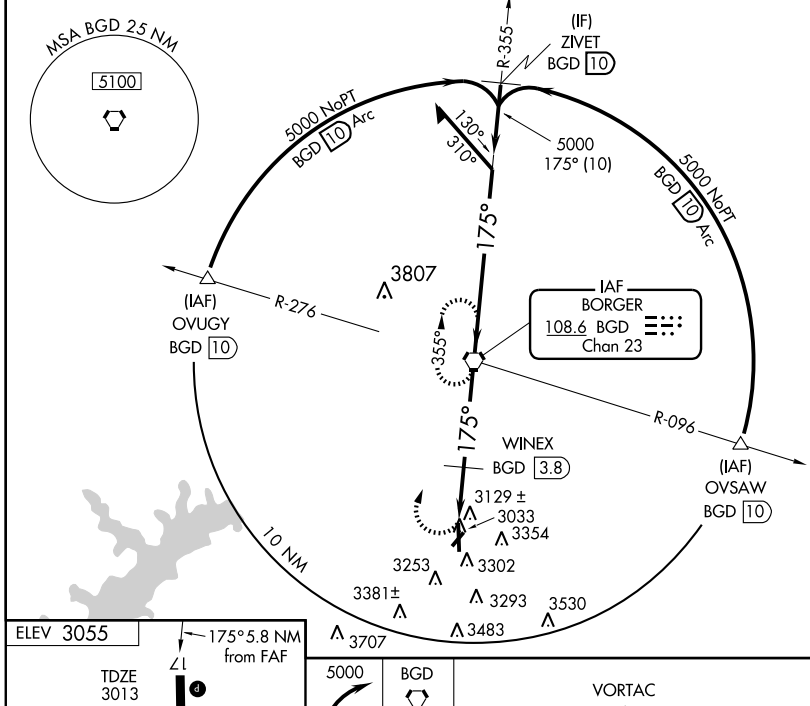
VOR RWY 17

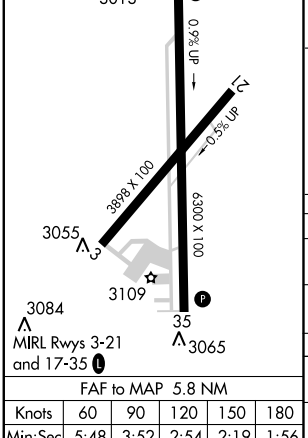
BORGER/HUTCHINSON COUNTY (BGD)

Visibility reduction by helicopters NA. When local altimeter setting not received, use Pampa altimeter setting; increase all MDA 80 feet and S-17 Cat C, D visibility and circling Cat C, D visibility ¼ mile, increase WINEX fix minimums S-17 Cat D visibility ¼ mile and circling Cat C, D visibility ¼ mile.

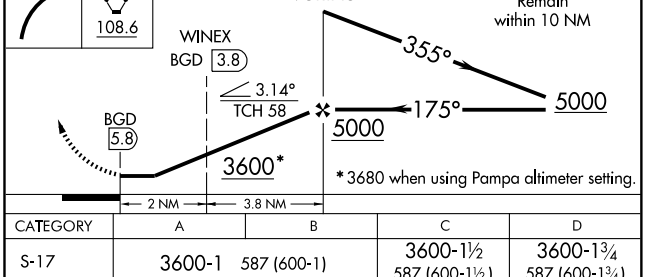
MISSED APPROACH: Climbing right turn to 5000 direct BGD VORTAC and hold.

ASOS	AMARILLO APP CON ★	UNICOM
118.325	119.5 307.0	123.0 (CTAF) L





FAF to MAP 5.8 NM					
Knots	60	90	120	150	180
Min:Sec	5:48	3:52	2:54	2:19	1:56



CATEGORY	A	B	C	D
S-17	3600-1 587 (600-1)		3600-1½ 587 (600-1½)	3600-1¾ 587 (600-1¾)
CIRCLING	3620-1 565 (600-1)	3660-1 605 (700-1)	3660-1¾ 605 (700-1¾)	3660-2 605 (700-2)
WINEX FIX MINIMUMS				
S-17	3520-1 507 (500-1)		3520-1½ 507 (500-1½)	
CIRCLING	3620-1 565 (600-1)	3660-1 605 (700-1)	3660-1¾ 605 (700-1¾)	3660-2 605 (700-2)

SC-2, 08 APR 2010 to 06 MAY 2010

NDB GMZ	APP CRS	Rwy Idg	3603
356	160°	TDZE	1101
		Apt Elev	1101

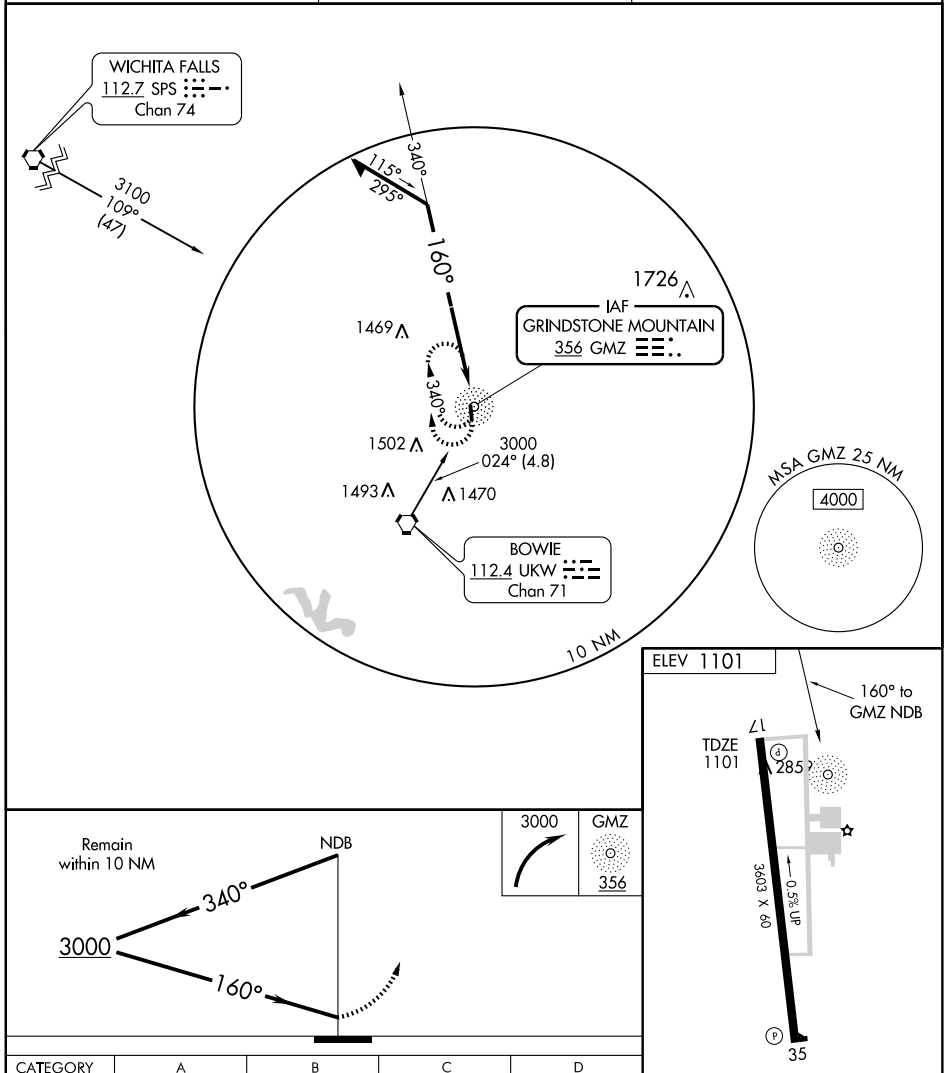
NDB RWY 17
BOWIE MUNI (ØF2)

Use Sheppard AFB/Wichita Falls Muni, TX altimeter setting.

NA

MISSED APPROACH: Climbing right turn to 3000 in GMZ NDB holding pattern.

AWOS-3	FORT WORTH CENTER	UNICOM
118.75	133.25 285.55	122.8 (CTAF) L



CATEGORY	A	B	C	D
S-17	1880-1 779 (800-1)	1880-1¼ 779 (800-1¼)	1880-2¼ 779 (800-2¼)	NA
CIRCLING	1880-1 779 (800-1)	1880-1¼ 779 (800-1¼)	1880-2¼ 779 (800-2¼)	NA

MIRL Rwy 17-35 L

SC-2, 08 APR 2010 to 06 MAY 2010

NDB GMZ 356	APP CRS 353°	Rwy Idg 3603 TDZE 1098 Apt Elev 1101

NDB RWY 35

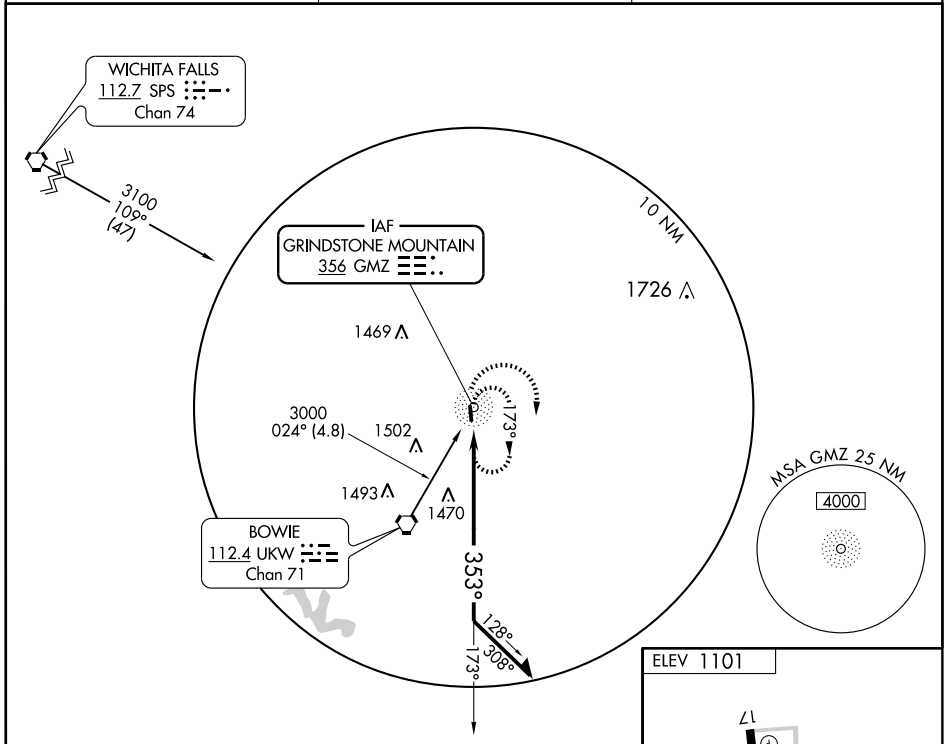
BOWIE MUNI (ØF2)

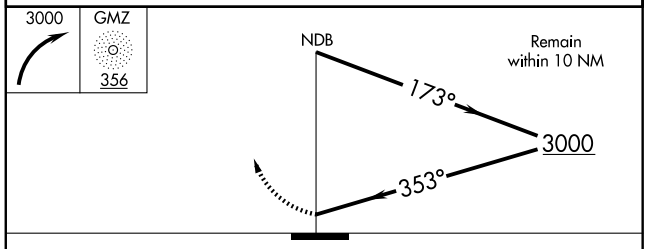
NA

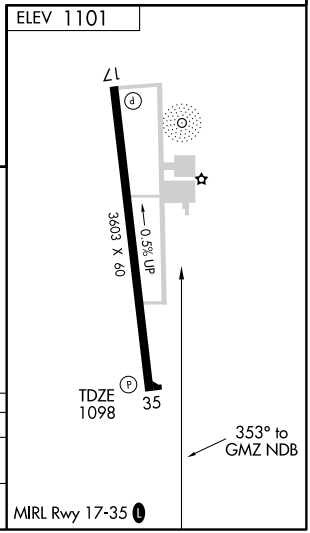
Use Sheppard AFB/Wichita Falls Muni, TX altimeter setting.

MISSED APPROACH: Climbing right turn to 3000 in GMZ NDB holding pattern.

AWOS-3	FORT WORTH CENTER	UNICOM
118.75	133.25 285.55	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-35	1980-1¼ 882 (900-1¼)		1980-2¾ 882 (900-2¾)	NA
CIRCLING	1980-1¼ 879 (900-1¼)		1980-2¾ 879 (900-2¾)	NA

SC-2, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	3603
167°	TDZE	1101
	Apt Elev	1101

RNAV (GPS) RWY 17

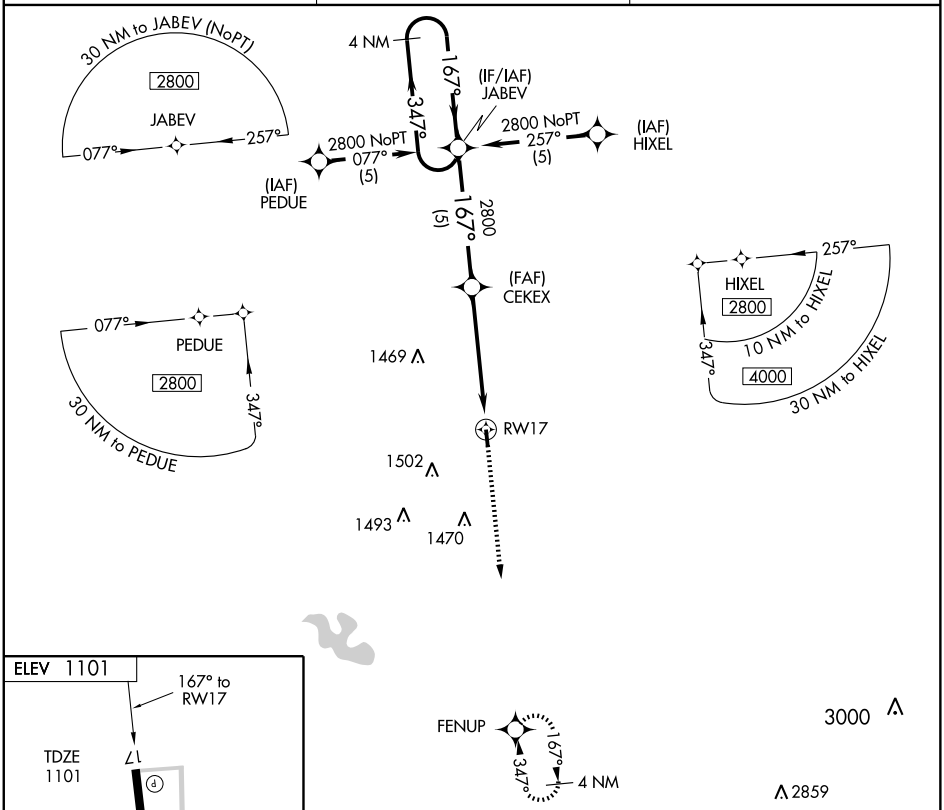
BOWIE MUNI (ØF2)

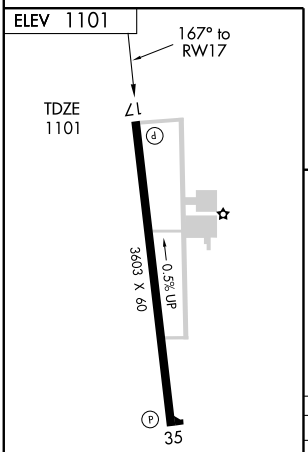
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. Use Sheppard AFB/Wichita Falls Muni altimeter setting.

NA

MISSED APPROACH: Climb to 3000 direct to FENUP WP and hold.

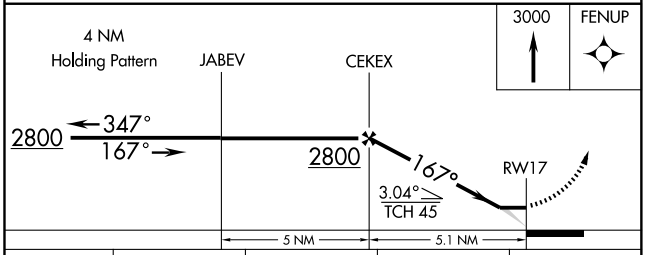
AWOS-3	FORT WORTH CENTER	UNICOM
118.75	133.25 285.55	122.8 (CTAF) L





3000

2859



CATEGORY	A	B	C	D
LNAV MDA	1640-1	539 (600-1)	1640-1½ 539 (600-1½)	NA
CIRCLING	1660-1	559 (600-1)	1680-1½ 579 (600-1½)	NA

MIRL Rwy 17-35 L

SC-2. 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	3603
347°	TDZE	1098
	Apt Elev	1101

RNAV (GPS) RWY 35

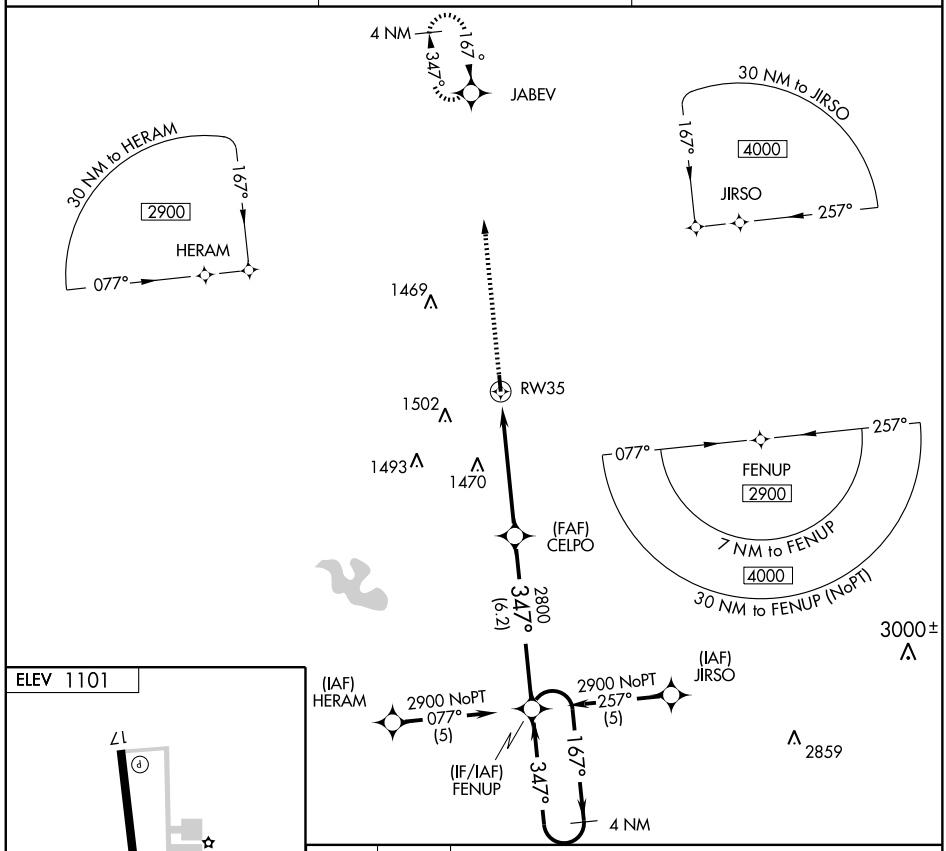
BOWIE MUNI (ØF2)

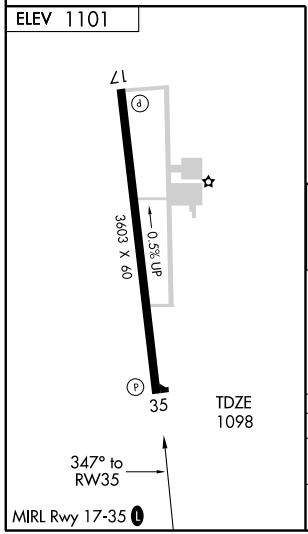
DME/DME RNP-0.3 NA. Use Decatur altimeter setting; when not received, use Gainsville altimeter setting and increase all MDA 60 feet, increase Cat B and C visibility ¼ mile.

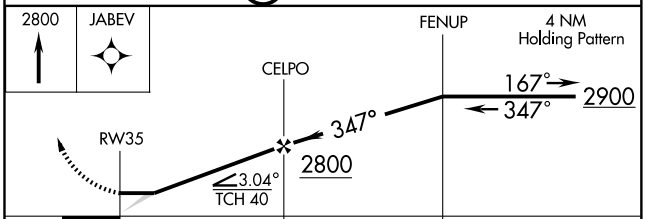
NA

MISSED APPROACH: Climb to 2800 direct JABEV and hold.

AWOS-3	FORT WORTH CENTER	UNICOM
118.75	133.25 285.55	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1780-1	682 (700-1)	1780-2 682 (700-2)	NA
CIRCLING	1780-1	679 (700-1)	1780-2 679 (700-2)	NA

SC-2, 08 APR 2010 to 06 MAY 2010

NDB BBD 380	APP CRS 167°	Rwy Idg 4605 TDZE 1827 Apt Elev 1827

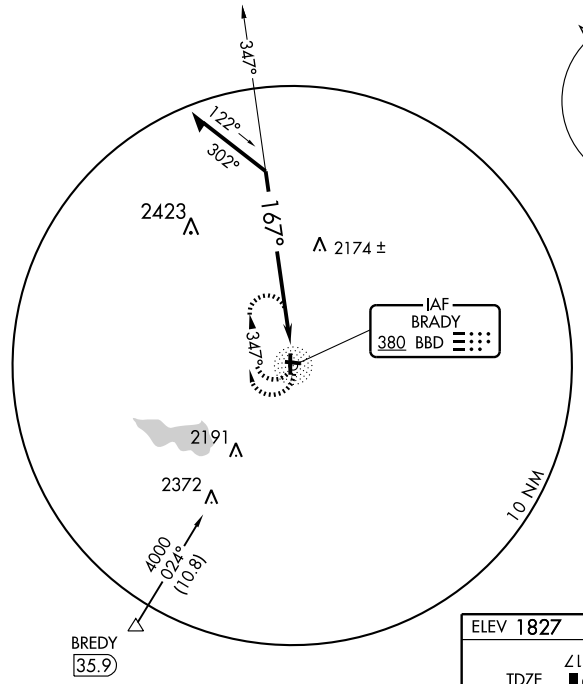
NDB RWY 17

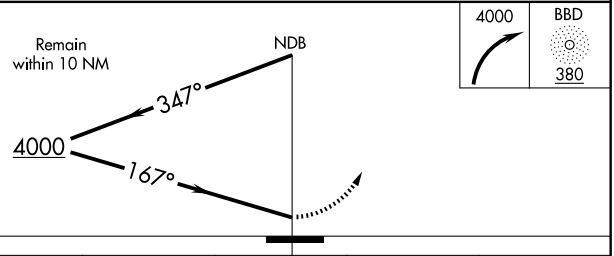
BRADY/CURTIS FIELD (BBD)

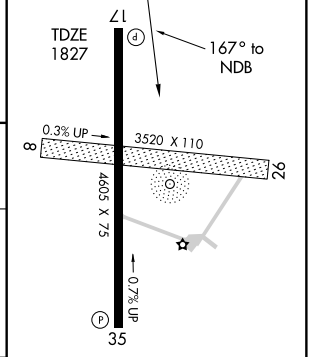
Circling to Rwy 35 NA at night. Visibility reduction by helicopters NA. When local altimeter setting not received, use Junction altimeter setting and increase all MDAs 120 feet and increase S-17 and circling Cat B visibility ¼ mile and Cat C visibility ½ mile.

MISSED APPROACH: Climbing right turn to 4000 in BBD NDB holding pattern.

AWOS-3	HOUSTON CENTER	UNICOM
118.375	132.35 317.5	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-17	2540-1	713 (800-1)	2540-2 713 (800-1)	NA
CIRCLING	2540-1	713 (800-1)	2540-2 713 (800-1)	NA

MIRL Rwy 17-35 L

SC-3. 08 APR 2010 to 06 MAY 2010

WAAS CH 53608 W17A	APP CRS 173°	Rwy Idg 4605 TDZE 1827 Apt Elev 1827

RNAV (GPS) RWY 17

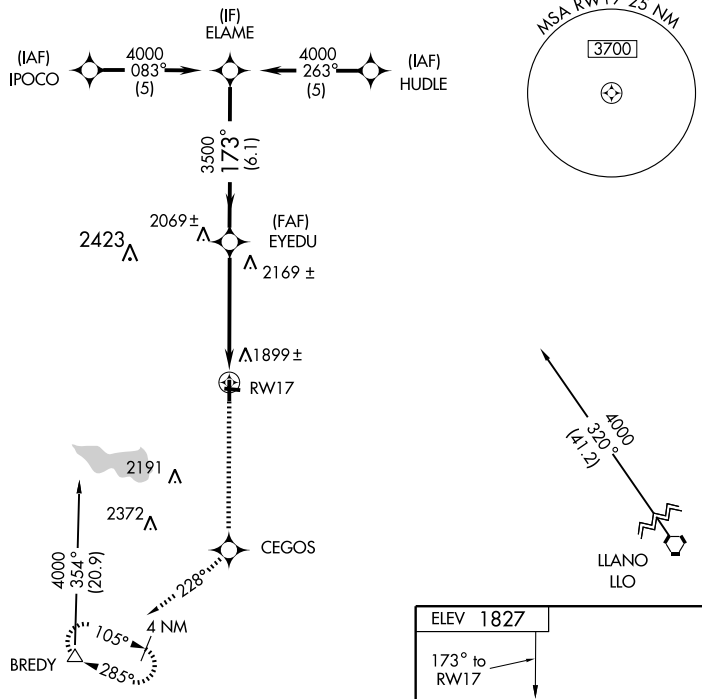
BRADY/ CURTIS FIELD (BBD)

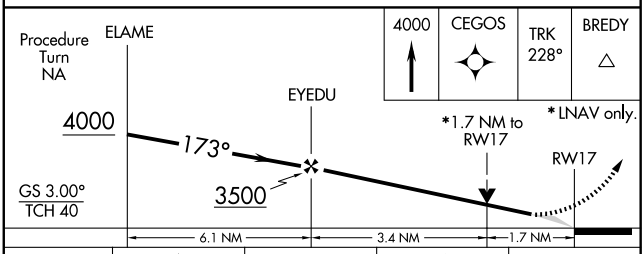
Circling to Rwy 35 NA at night. DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F). When local altimeter setting not received, use Junction altimeter setting and increase all DA/MDA 120 feet, increase LPV all Cats visibility ¼ mile, LNAV and circling Cat C visibility ½ mile. VDP and Baro-VNAV NA when using Junction altimeter setting.

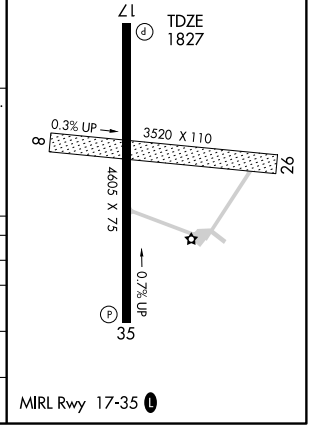
MISSED APPROACH: Climb to 4000 direct CEGOS and via 228° track to BREDY and hold.

AWOS-3	HOUSTON CENTER	UNICOM
118.375	132.35 317.5	122.8 (CTAF) L

Procedure NA for arrivals at LLO Vortac via V161-568 southbound.







CATEGORY	A	B	C	D
LPV DA	2077-1	250 (300-1)		NA
LNAV/ VNAV DA	2191-1¼	364 (400-1¼)		NA
LNAV MDA	2420-1	593 (600-1)	2420-1½ 593 (600-1½)	NA
CIRCLING	2420-1	593 (600-1)	2420-1½ 593 (600-1½)	NA

MIRL Rwy 17-35 L

SC-3. 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	4605
CH 49108	353°	TDZE	1823
W35A		Apt Elev	1827

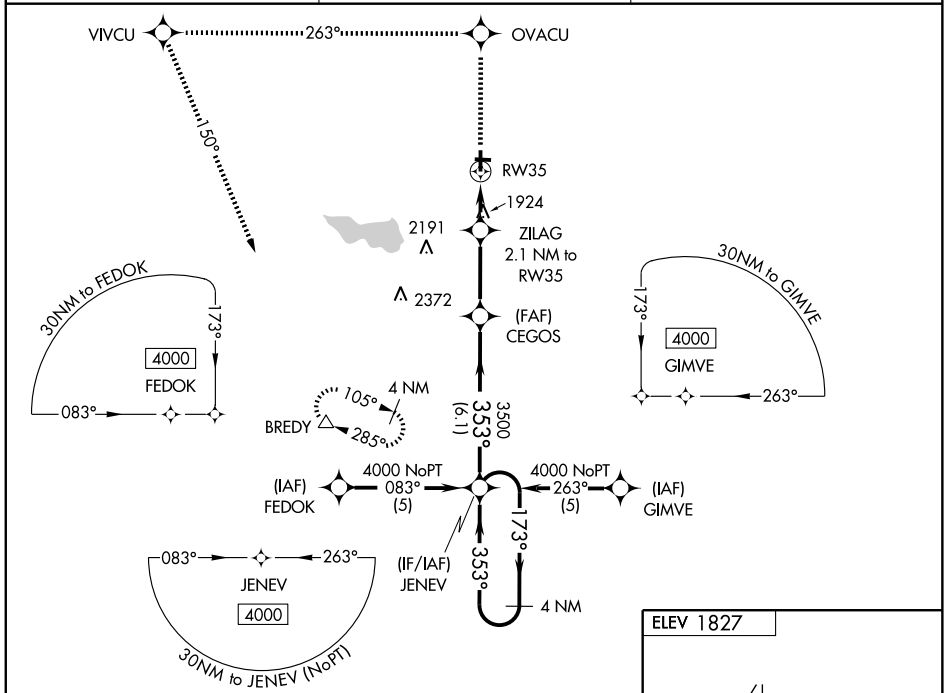
RNAV (GPS) RWY 35

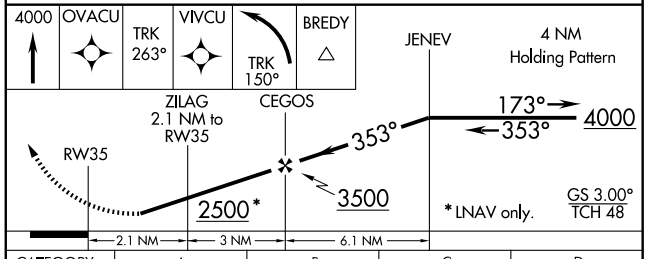
BRADY/ CURTIS FIELD (BBD)

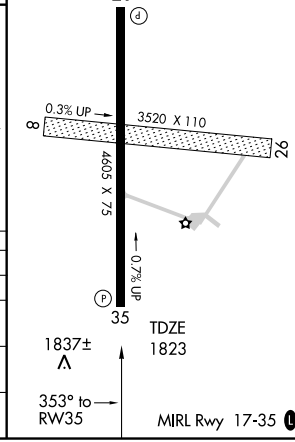
DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F). When local altimeter setting not received, use Junction altimeter setting and increase all DA/MDA 120 feet, increase LPV, LNAV/VNAV all Cats visibility ½ mile, LNAV Cat C visibility ¼ mile. Baro-VNAV NA when using Junction altimeter setting. Procedure NA at night. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 4000 direct OVACU and via 263° track to VIVCU and left turn via 150° track to BREDY and hold.

AWOS-3	HOUSTON CENTER	UNICOM
118.375	132.35 317.5	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	2073-1 250 (300-1)			NA
LNAV/VNAV DA	2107-1 284 (300-1)			NA
LNAV MDA	2240-1 417 (500-1)		2240-1¼ 417 (500-1¼)	NA
CIRCLING	2240-1 413 (500-1)	2280-1 453 (500-1)	2280-1½ 453 (500-1½)	NA

SC-3, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	4998
338°	TDZE	1283
	Apt Elev	1283

GPS RWY 35

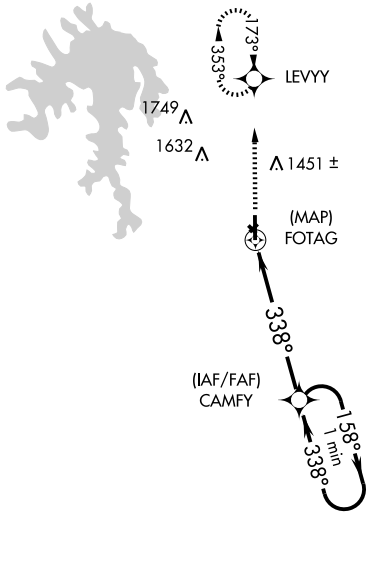
BRECKENRIDGE/STEPHENS COUNTY (BKD)

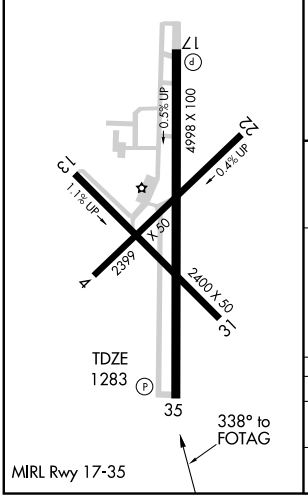
NA

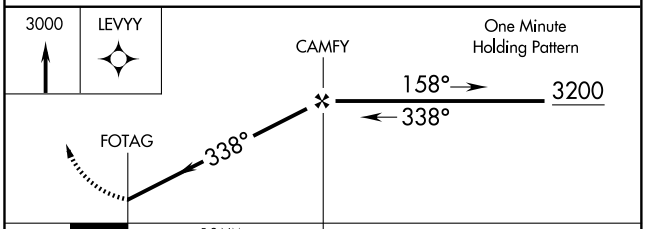
Use Abilene Regional altimeter setting.

MISSED APPROACH: Climb to 3000 direct LEVYY and hold.

AWOS-3	FORT WORTH CENTER	UNICOM
120.175	127.0 360.6	122.8 (CTAF)







CATEGORY	A	B	C	D
S-35	1900-1 617 (700-1)		1900-1¾ 617 (700-1¾)	1900-2 617 (700-2)
CIRCLING	1900-1 617 (700-1)		1900-1¾ 617 (700-1¾)	1940-2 657 (700-2)

SC-2, 08 APR 2010 to 06 MAY 2010

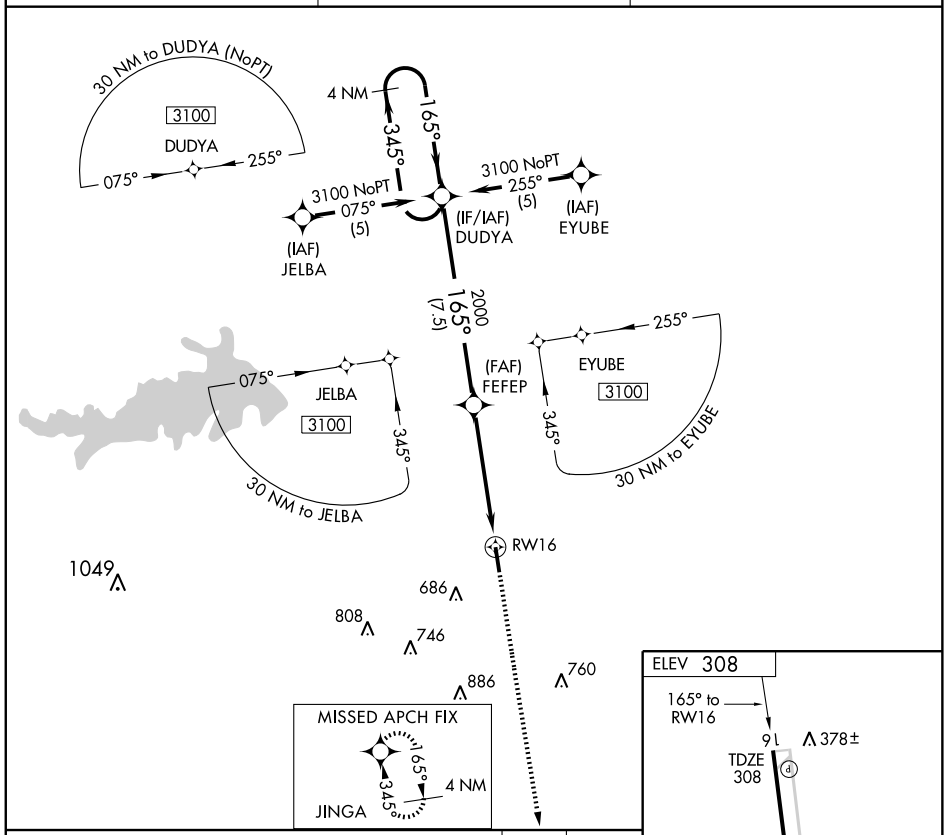
APP CRS	Rwy Idg	5496
165°	TDZE	308
	Apt Elev	308

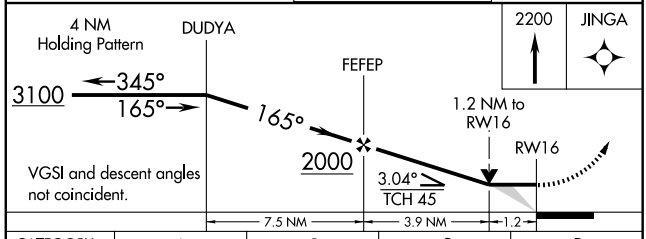
RNAV (GPS) RWY 16
BRENHAM MUNI (11R)

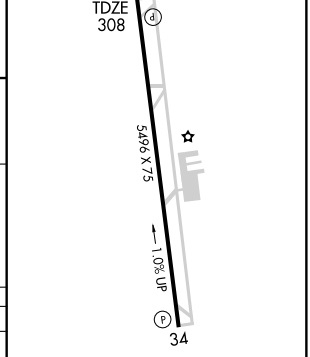
When local altimeter setting not received, use College Station altimeter setting and increase all MDAs 60 ft. GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2200 direct JINGA WP and hold.

AWOS-3	HOUSTON CENTER	UNICOM
121.125	120.4 371.9	123.075 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	780-1	472 (500-1)	780-1¼ 472 (500-1¼)	780-1½ 472 (500-1½)
CIRCLING	780-1	472 (500-1)	800-1½ 492 (500-1½)	1040-2¼ 732 (800-2¼)

MIRL Rwy 16-34 L
REIL Rwys 16 and 34

SC-5, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	5496
345°	TDZE	269
	Apt Elev	308

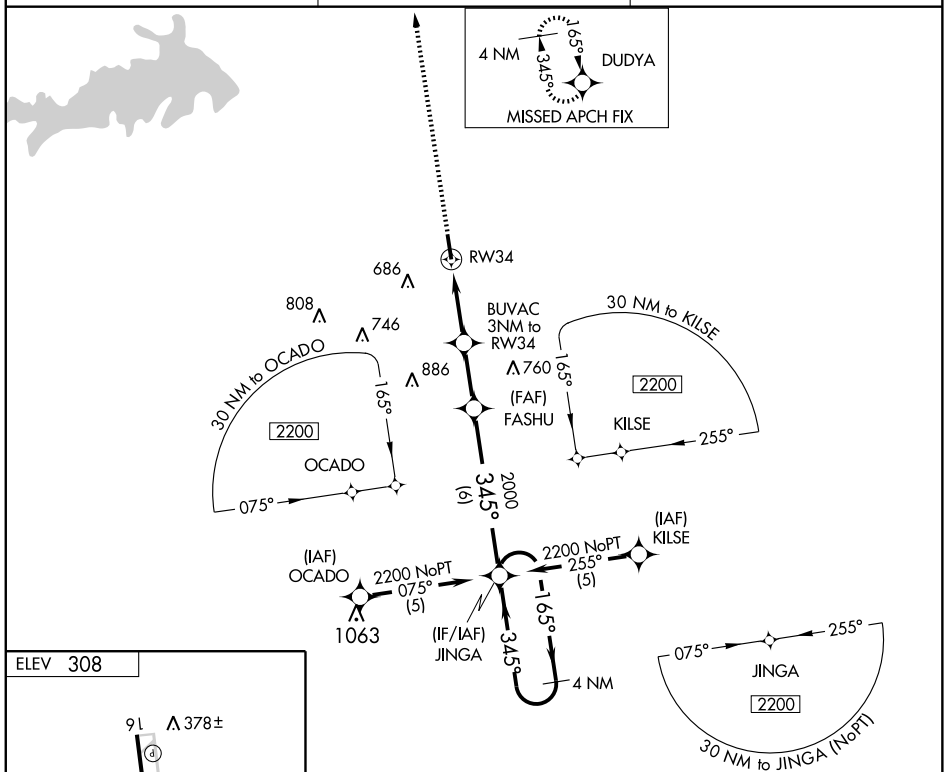
RNAV (GPS) RWY 34

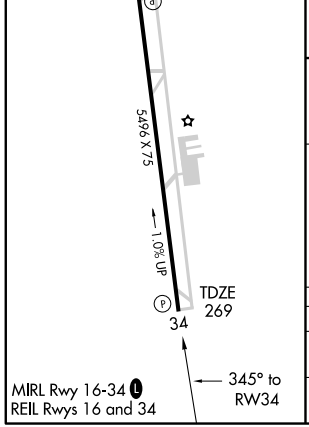
BRENHAM MUNI (11R)

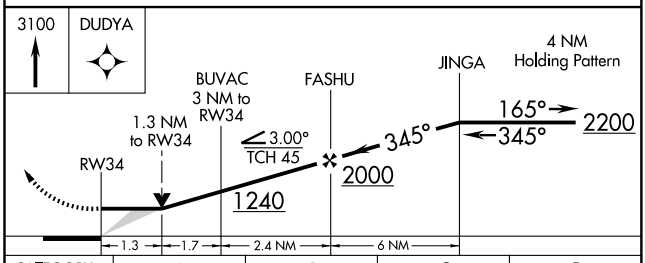
When local altimeter setting not received, use College Station altimeter setting and increase all MDAs 60 ft. GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.

MISSED APPROACH: CLimb to 3100 direct DUDYA WP and hold.

AWOS-3	HOUSTON CENTER	UNICOM
121.125	120.4 371.9	123.075 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	700-1 431 (400-1)		700-1¼ 431 (400-1¼)	700-1½ 431 (400-1½)
CIRCLING	780-1 472 (500-1)		800-1½ 492 (500-1½)	1040-2¼ 732 (800-2¼)

SC-5, 08 APR 2010 to 06 MAY 2010

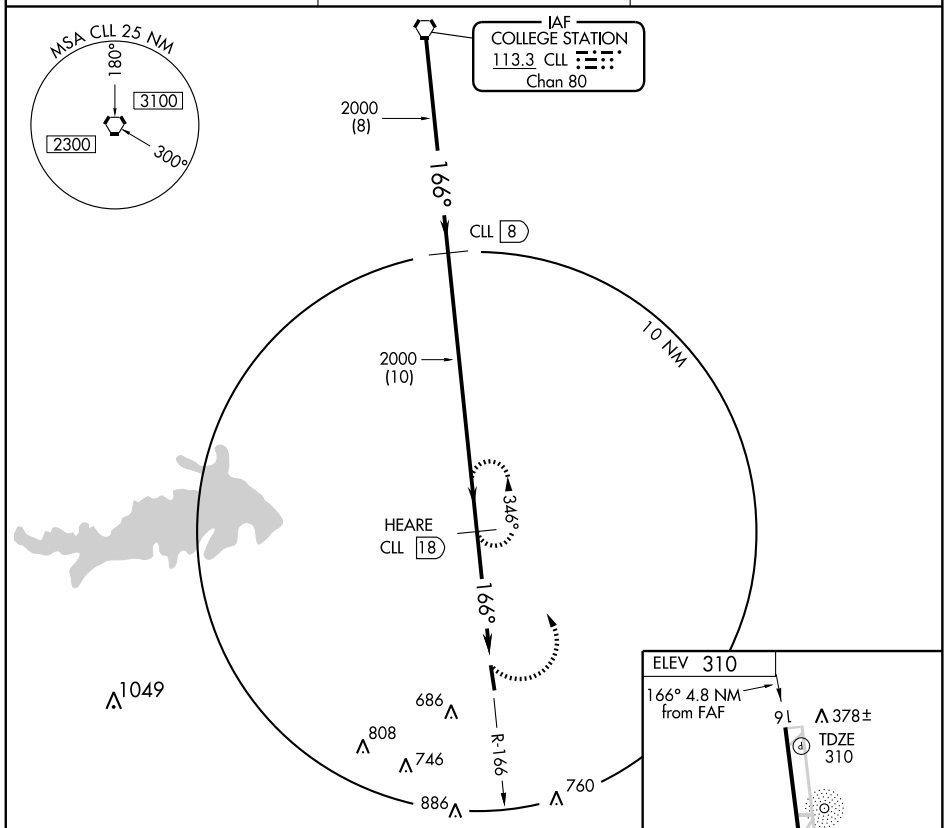
VOR CLL 113.3 Chan 80	APP CRS 166°	Rwy Idg 5496 TDZE 310 Apt Elev 310

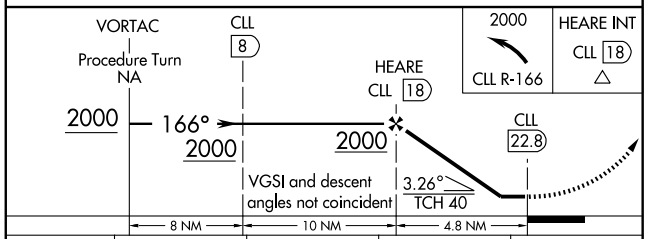
VOR/DME RWY 16
BRENHAM MUNI (11R)

NA

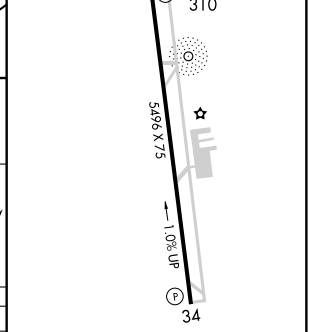
MISSED APPROACH: Climbing left turn to 2000 via CLL R-166 to HEARE/18 DME and hold.

AWOS-3	HOUSTON CENTER	UNICOM
121.125	120.4 371.9	123.075 (CTAF) L





CATEGORY	A	B	C	D
S-16	920-1	610 (700-1)	920-1¾ 610 (700-1¾)	920-2 610 (700-2)
CIRCLING	920-1	610 (700-1)	920-1¾ 610 (700-1¾)	1080-2½ 770 (800-2½)



MIRL Rwy 16-34 L
REIL Rwys 16 and 34

SC-5, 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	4004
CH 49215	176°	TDZE	841
W18A		Apt Elev	852

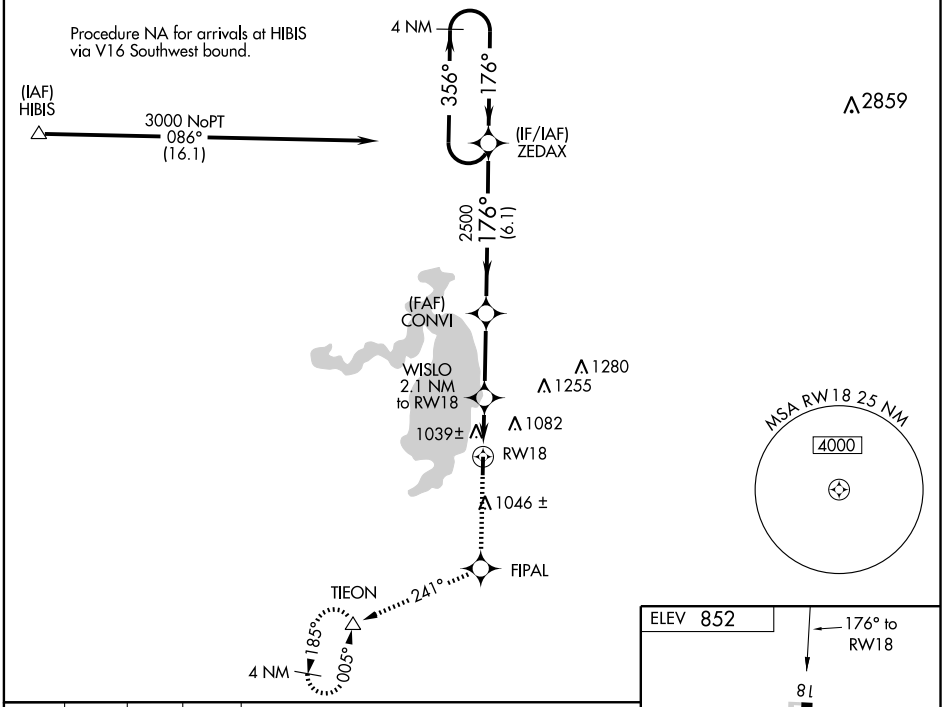
RNAV (GPS) RWY 18

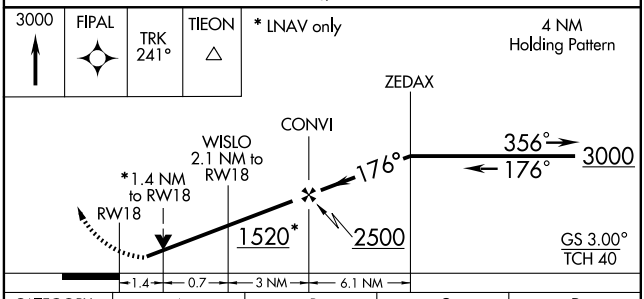
BRIDGEPORT MUNI (XBP)

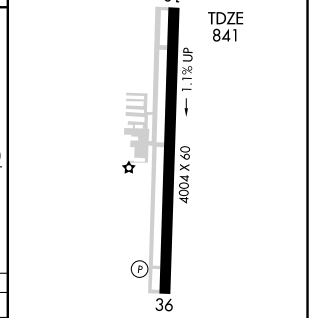
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimter setting not received, use Decatur altimeter setting and increase all DA 58 feet and all MDA 60 feet and LPV and LNAV/VNAV Cats A/B visibility ¼ mile. Baro-VNAV and VDP NA when using Decatur altimeter setting.

MISSED APPROACH: Climb to 3000 direct FIPAL and via track 241° to TIEON and hold, continue climb-in-hold to 3000.

AWOS-3	FORT WORTH CENTER	UNICOM
119.225	127.0 360.6	123.0 (CTAF)







CATEGORY	A	B	C	D
LPV DA	1235-1½	394 (400-1½)	NA	
LNAV/VNAV DA	1366-2	525 (600-2)	NA	
LNAV MDA	1300-1	459 (500-1)	NA	
CIRCLING	1480-1	628 (700-1)	NA	

MIRL Rwy 18-36

SC-2, 08 APR 2010 to 06 MAY 2010

VORTAC UKW	APP CRS	Rwy Idg	4004
112.4	175°	TDZE	841
Chan 71		Apt Elev	852

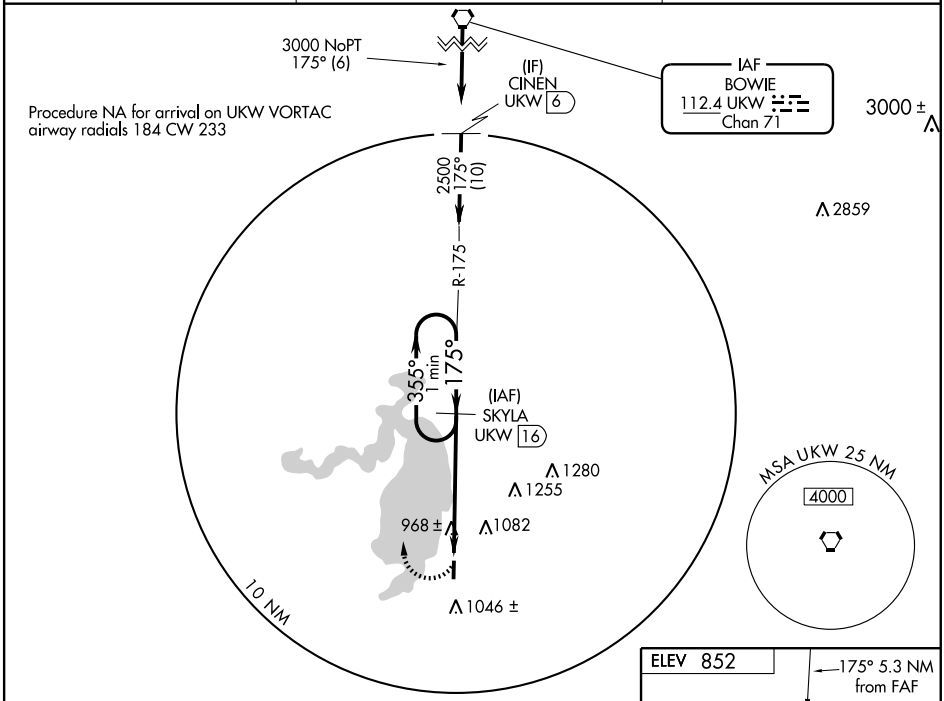
VOR/DME RWY 18

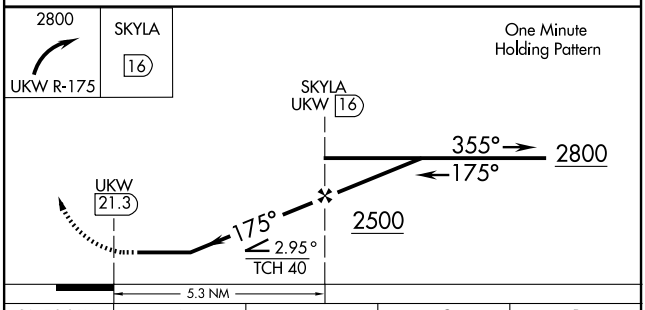
BRIDGEPORT MUNI (XBP)

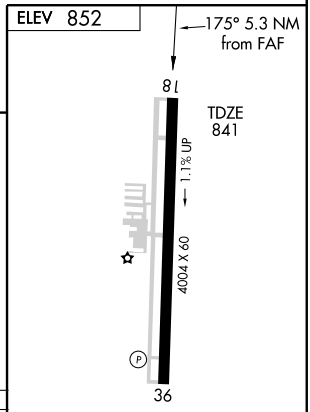
Visibility reduction by helicopters NA. When local altimeter setting not received, use Decatur altimeter setting and increase all MDA 60 feet.

MISSED APPROACH: Climbing right turn to 2800 via UKW VORTAC R-175 to SKYLA/UKW 16 DME and hold.

AWOS-3	FORT WORTH CENTER	UNICOM
119.225	127.0 360.6	123.0 (CTAF)







CATEGORY	A	B	C	D
S-18	1440-1 599 (600-1)	1440-1¼ 599 (600-1¼)	NA	
CIRCLING	1480-1 628 (700-1)	1480-1¼ 628 (700-1¼)	NA	

MIRL Rwy 17-35

SC-2, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	5217
017°	TDZE	3256
	Apt Elev	3264

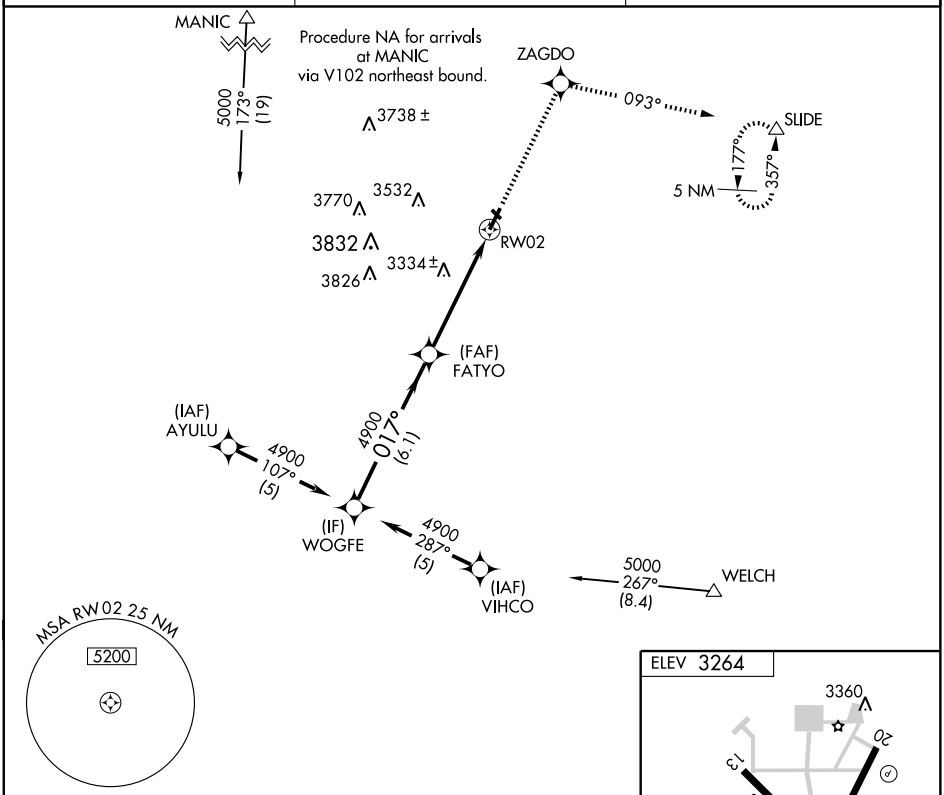
RNAV (GPS) RWY 2

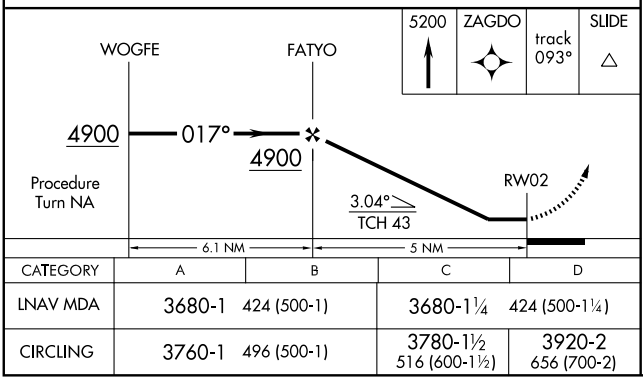
BROWNFIELD/TERRY COUNTY (BFE)

T NA — DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Seminole altimeter setting, when not received, use Lubbock altimeter setting.

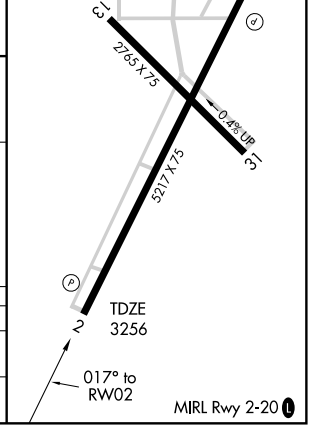
MISSED APPROACH: Climb to 5200 direct ZAGDO and via track 093° to SLIDE and hold.

SEMINOLE AWOS-3	LUBBOCK APP CON	UNICOM
118.075	119.9 335.6	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	3680-1 424 (500-1)		3680-1¼ 424 (500-1¼)	
CIRCLING	3760-1 496 (500-1)		3780-1½ 516 (600-1½)	3920-2 656 (700-2)



SC-2, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	5217
197°	TDZE	3264
	Apt Elev	3264

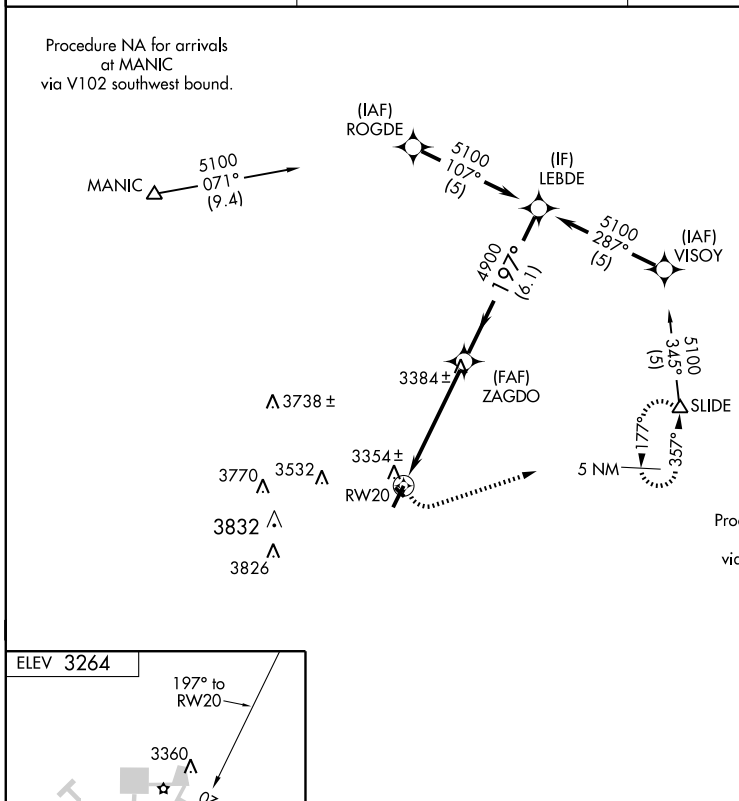
RNAV (GPS) RWY 20

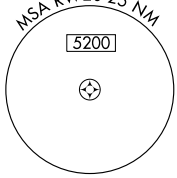
BROWNFIELD/ TERRY COUNTY (BFE)

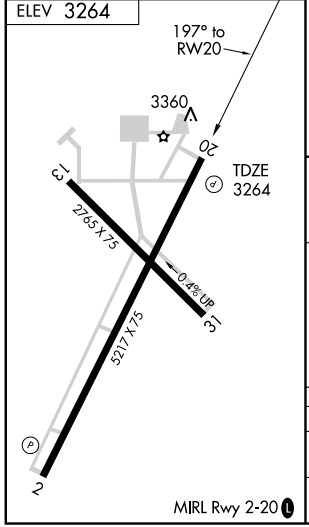
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Seminole altimeter setting, when not received, use Lubbock altimeter setting.

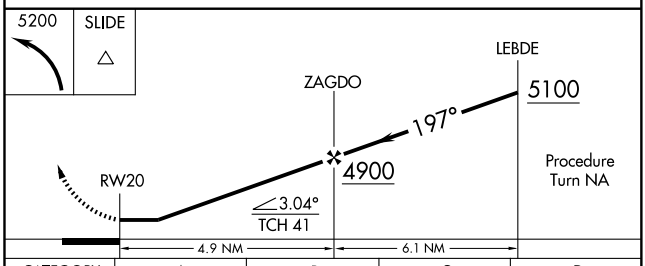
MISSED APPROACH: Climbing left turn to 5200 direct SLIDE and hold.

SEMINOLE AWOS-3	LUBBOCK APP CON	UNICOM
118.075	119.9 335.6	122.8 (CTAF) L









CATEGORY	A	B	C	D
LNAV MDA	3700-1	436 (500-1)	3700-1¼ 436 (500-1¼)	3700-1½ 436 (500-1½)
CIRCLING	3760-1	496 (500-1)	3780-1½ 516 (600-1½)	3920-2 656 (700-2)

MIRL Rwy 2-20 L

SC-2, 08 APR 2010 to 06 MAY 2010

AIRPORT DIAGRAM

BROWNSVILLE/ SOUTH PADRE ISLAND INTL (BRO)
BROWNSVILLE, TEXAS
AL-61 (FAA)

ATIS
128.55
BROWNSVILLE TOWER ★
118.9 239.3
GND CON
121.9

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

25°55′ N

116

17
ELEV
20

HANGARS

FIRE
STATION

AIR
FREIGHT
TERMINAL

13R
ELEV
17

13L
ELEV
17

177.0°

130.2°

3000 X 75

FBO
107

HANGARS

PASSENGER
TERMINAL

CONTROL
TOWER
127

6000 X 150

310.2°
31R

ELEV
19

7399 X 150

25°54′ N

357.0°

35

FIELD
ELEV
22

310.2°
31L

ELEV
20

VAR 5.2° E

JANUARY 2005
ANNUAL RATE OF CHANGE
0.1° W

RWY 13L-31R
S10, D50
RWY 13R-31L
S75, D170, ST175, DT240
RWY 17-35
S75, D144, ST175, DT150

97°26′ W

97°25′ W

SC-3, 08 APR 2010 to 06 MAY 2010

LOC I-BRO	APP CRS	Rwy Idg	7399
110.3	128°	TDZE	19
Chan 40		Apt Elev	22

ILS or LOC RWY 13R

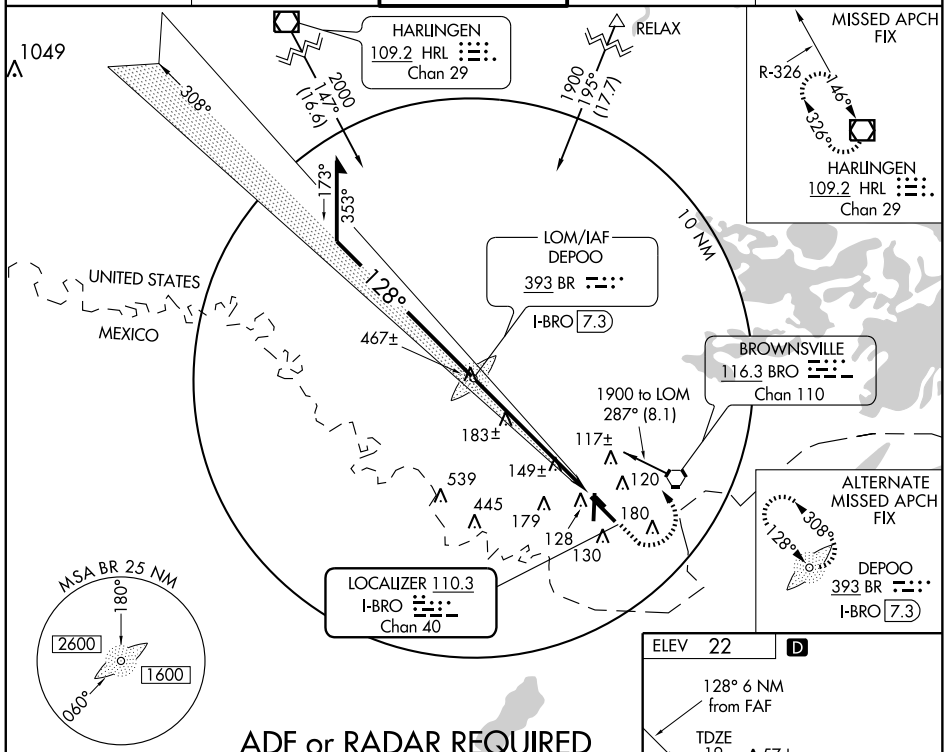
BROWNSVILLE/ SOUTH PADRE ISLAND INTL (BRO)

⚠ When local altimeter setting not received use Port Isabel altimeter setting and increase all DA 38 feet and all MDAs 40 feet and S-LOC 13R Cat D visibility to RVR 5000. For inoperative MALSR increase S-ILS 13R all Cats visibility to RVR 5000.

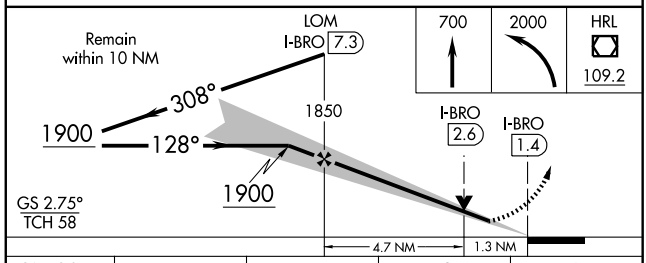
MALSR

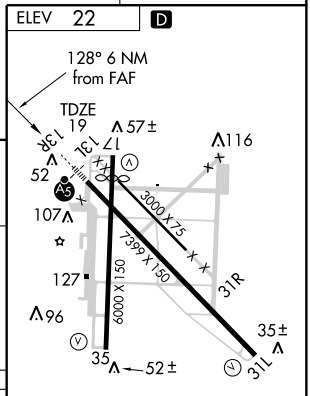
MISSED APPROACH: Climb to 700 then climbing left turn to 2000 direct HRL VOR/DME and hold.

ATIS	VALLEY APP CON	BROWNSVILLE TOWER ★	GND CON	UNICOM
128.55	119.5 257.6	118.9 (CTAF) 239.3	121.9	122.95



ADF or RADAR REQUIRED





MIRL Rwy 17-35
HIRL Rwy 13R-31L

CATEGORY	A	B	C	D
S-ILS 13R	219/24		200 (200-½)	
S-LOC 13R	440/24 421 (500-½)		440/40 421 (500-¾)	
CIRCLING	440-1 418 (500-1)	540-1 518 (600-1)	540-1½ 518 (600-1½)	580-2 558 (600-1)

FAF to MAP 6 NM

Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00

SC-3, 08 APR 2010 to 06 MAY 2010

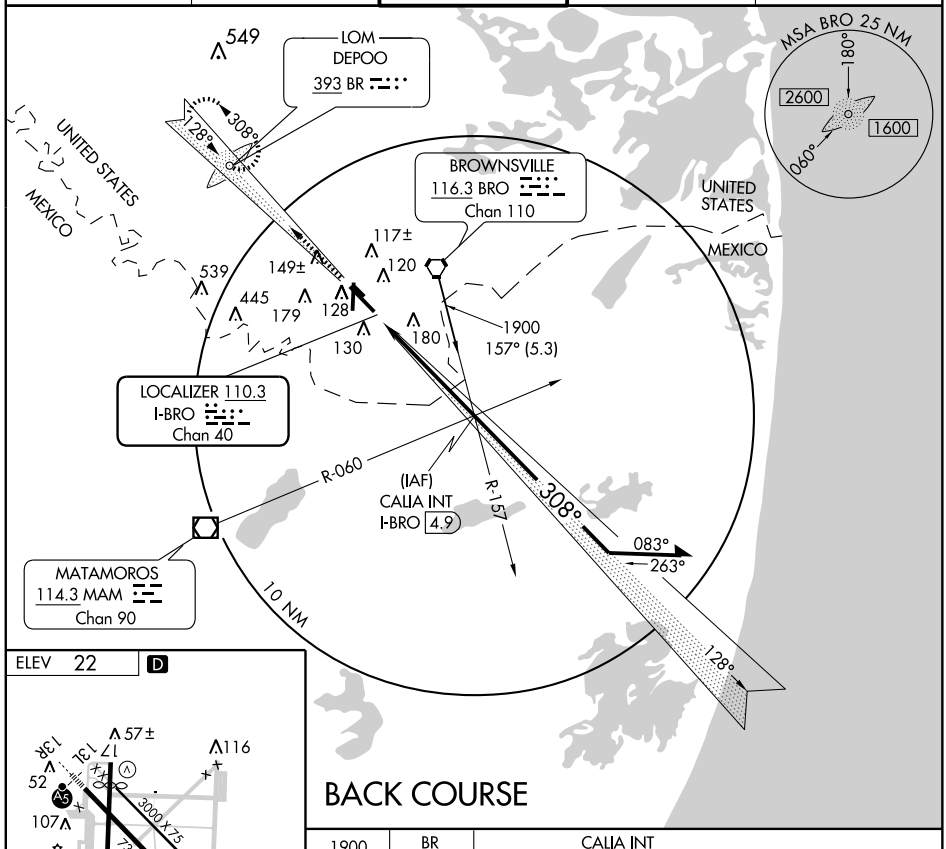
LOC I-BRO	APP CRS	Rwy Idg	7399
110.3	308°	TDZE	20
Chan 40		Apt Elev	22

LOC BC RWY 31L

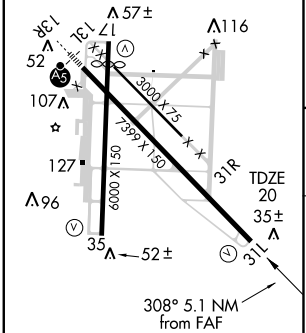
BROWNSVILLE/SOUTH PADRE ISLAND INTL (BRO)

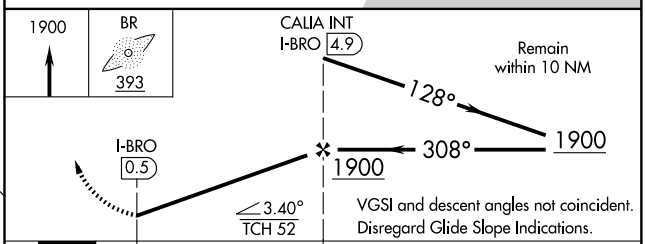
MISSED APPROACH: Climb to 1900 direct BR LOM and hold.

ATIS	VALLEY APP CON	BROWNSVILLE TOWER★	GND CON	UNICOM
128.55	119.5 257.6	118.9 (CTAF) 239.3	121.9	122.95



SC-3, 08 APR 2010 to 06 MAY 2010





FAF to MAP 4.4 NM					
Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

CATEGORY	A	B	C	D
S-31L		340-1 320 (400-1)		
CIRCLING	440-1 418 (500-1)	480-1 458 (500-1)	480-1½ 458 (500-1½)	580-2 558 (600-2)

APP CRS	Rwy Idg	7399
128°	TDZE	19
	Apt Elev	22

RNAV (GPS) RWY 13R

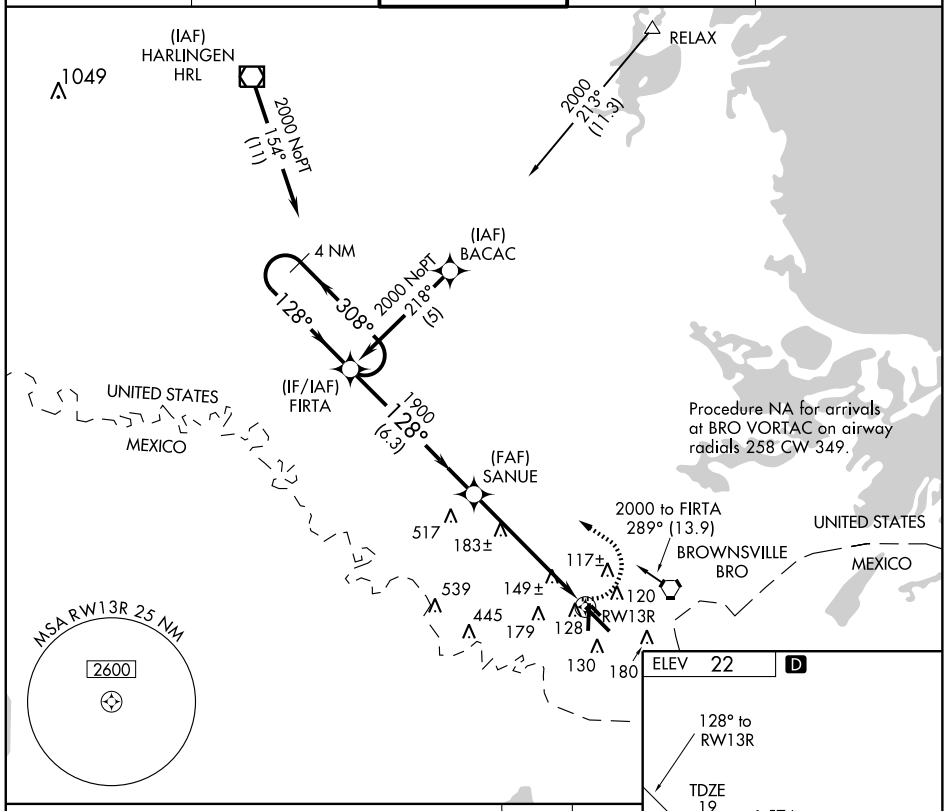
BROWNSVILLE/ SOUTH PADRE ISLAND INTL (BRO)

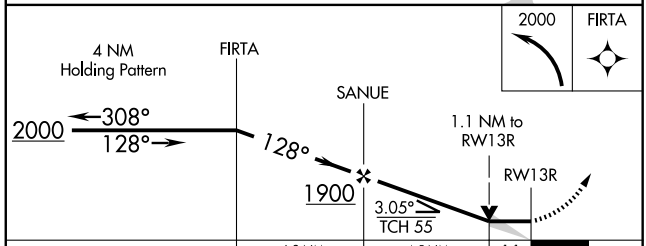
When local altimeter setting not received use Port Isabel altimeter setting and increase all MDAs 40 feet. For inoperative MALSR increase LNAV Cat D visibility to RVR 6000. VDP NA when using Port Isabel altimeter setting. DME/DME RNP-0.3 NA.

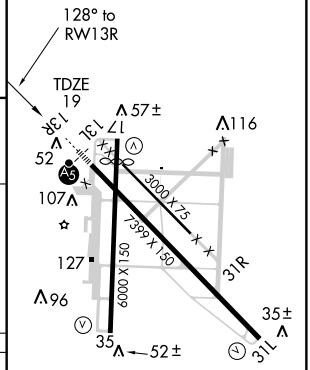
MALSR

MISSED APPROACH: Climbing left turn to 2000 direct FIRTA and hold.

ATIS	VALLEY APP CON	BROWNSVILLE TOWER★	GND CON	UNICOM
128.55	119.5 257.6	118.9 (CTAF) 239.3	121.9	122.95







CATEGORY	A	B	C	D
LNAV MDA	440/24 421 (500-½)		440/40 421 (500-¾)	440/50 421 (500-1)
CIRCLING	440-1 418 (500-1)	540-1 518 (600-1)	540-1½ 518 (600-1½)	580-2 558 (600-2)

MIRL Rwy 17-35
HIRL Rwy 13R-31L

VORTAC BRO	APP CRS	Rwy Idg	5810
116.3	173°	TDZE	20
Chan110		Apt Elev	23

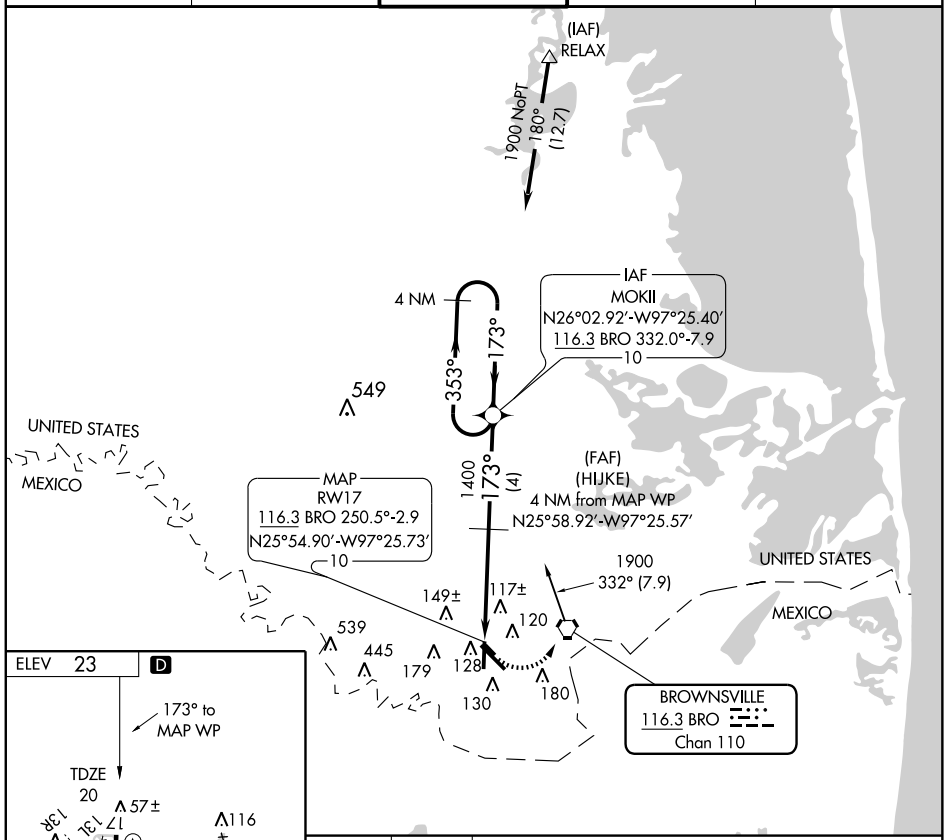
VOR/DME RNAV or GPS RWY 17

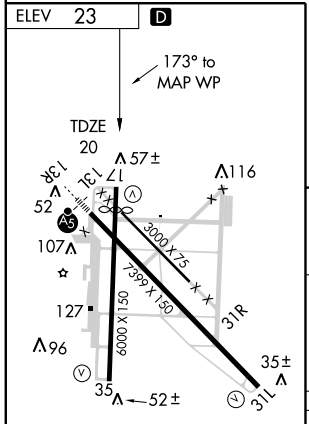
BROWNSVILLE/SOUTH PADRE ISLAND INTL (BRO)

Night straight in minimums NA

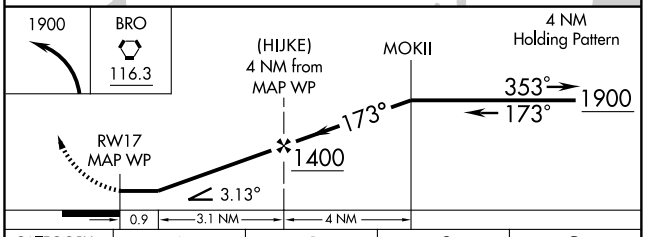
MISSED APPROACH: Climbing left turn to 1900 direct BRO VORTAC.

ATIS	VALLEY APP CON	BROWNSVILLE TOWER ★	GND CON	UNICOM
128.55	119.5 257.6	118.9 (CTAF) L 239.3	121.9	122.95





MIRL Rwy 17-35
HIRL Rwy 13R-31L



CATEGORY	A	B	C	D
S-17	400-1 380 (400-1)			400-1¼ 380 (400-1¼)
CIRCLING	420-1 397 (400-1)	480-1 457 (500-1)	480-1½ 457 (500-1½)	580-2 557 (600-2)

SC-3, 08 APR 2010 to 06 MAY 2010

BROWNSVILLE, TEXAS

AL-61 (FAA)

VORTAC BRO	APP CRS	Rwy Idg	6000
116.3	353°	TDZE	23
Chan 110		Apt Elev	23

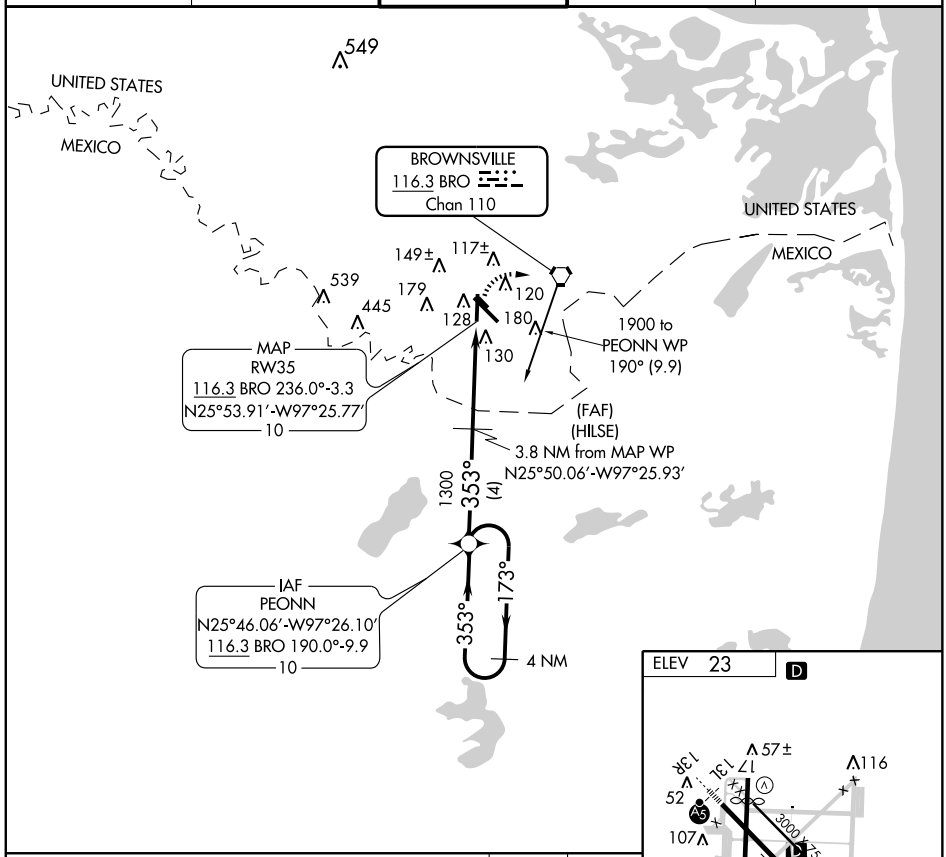
VOR/DME RNAV or GPS RWY 35

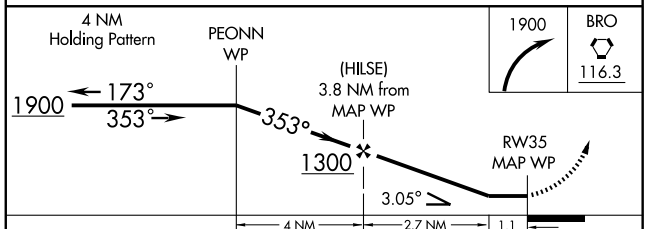
BROWNSVILLE/SOUTH PADRE ISLAND INTL (BRO)

Night straight in minimums not authorized when BRO tower closed.

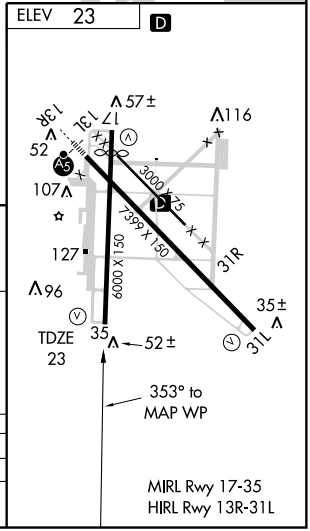
MISSED APPROACH: Climbing right turn to 1900 direct BRO VORTAC.

ATIS	VALLEY APP CON	BROWNSVILLE TOWER ★	GND CON	UNICOM
128.55	119.5 257.6	118.9 (CTAF) Ⓛ 239.3	121.9	122.95





CATEGORY	A	B	C	D
S-35	440-1 417 (500-1)		440-1¼ 417 (500-1¼)	
CIRCLING	440-1 417 (500-1)	480-1 457 (500-1)	480-1½ 457 (500-1½)	580-2 557 (600-2)



SC-3, 08 APR 2010 to 06 MAY 2010

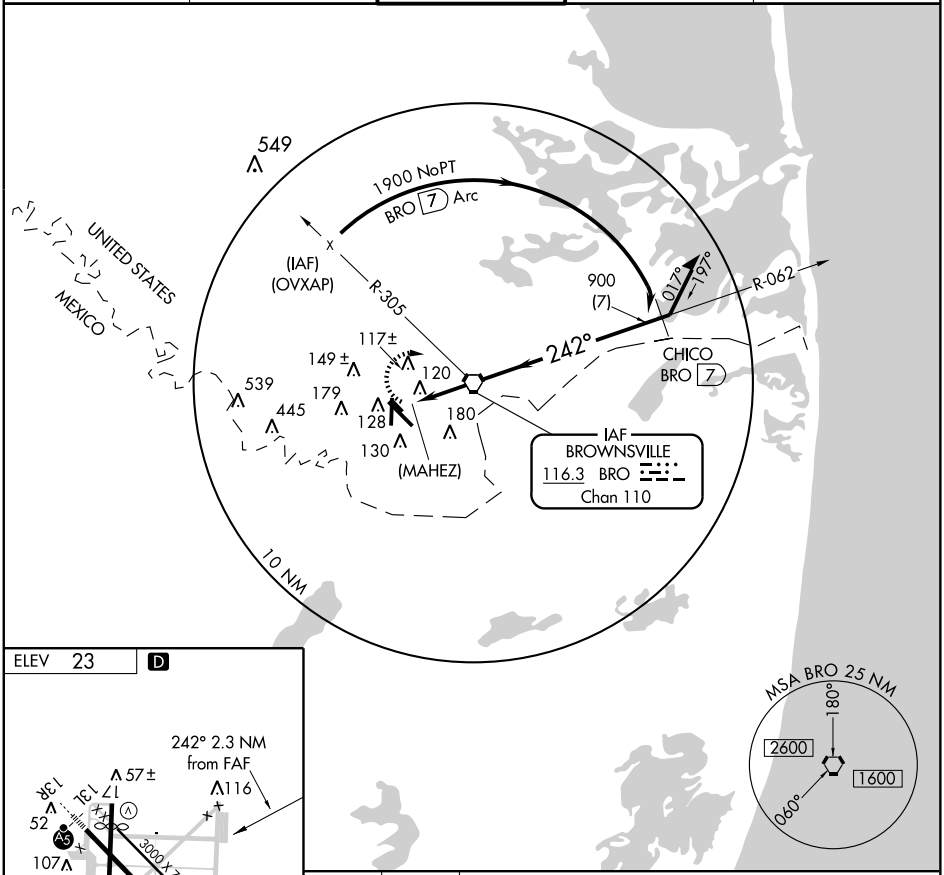
VORTAC BRO 116.3 Chan110	APP CRS 242°	Rwy Idg N/A TDZE N/A Apt Elev 23

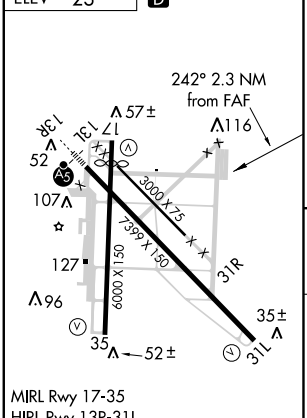
VOR or TACAN or GPS-A

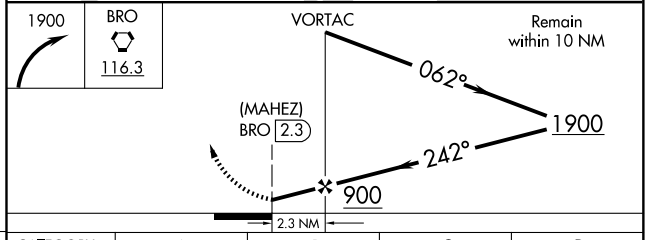
BROWNSVILLE/SOUTH PADRE ISLAND INTL (BRO)

MISSED APPROACH: Climbing right turn to 1900 direct BRO VORTAC. (TACAN aircraft climbing right turn to 1900 via BRO R-062 to CHICO/BRO 7 DME and hold NE, right turn, 242° inbound).

ATIS	VALLEY APP CON	BROWNSVILLE TOWER★	GND CON	UNICOM
128.55	119.5 257.6	118.9 (CTAF) 239.3	121.9	122.95







FAF to MAP 2.3 NM					
Knots	60	90	120	150	180
Min:Sec	2:18	1:32	1:09	0:55	0:46

CATEGORY	A	B	C	D
CIRCLING	440-1 417 (500-1)	480-1 457 (500-1)	480-1½ 457 (500-1½)	580-2 557 (600-2)

SC-3, 08 APR 2010 to 06 MAY 2010

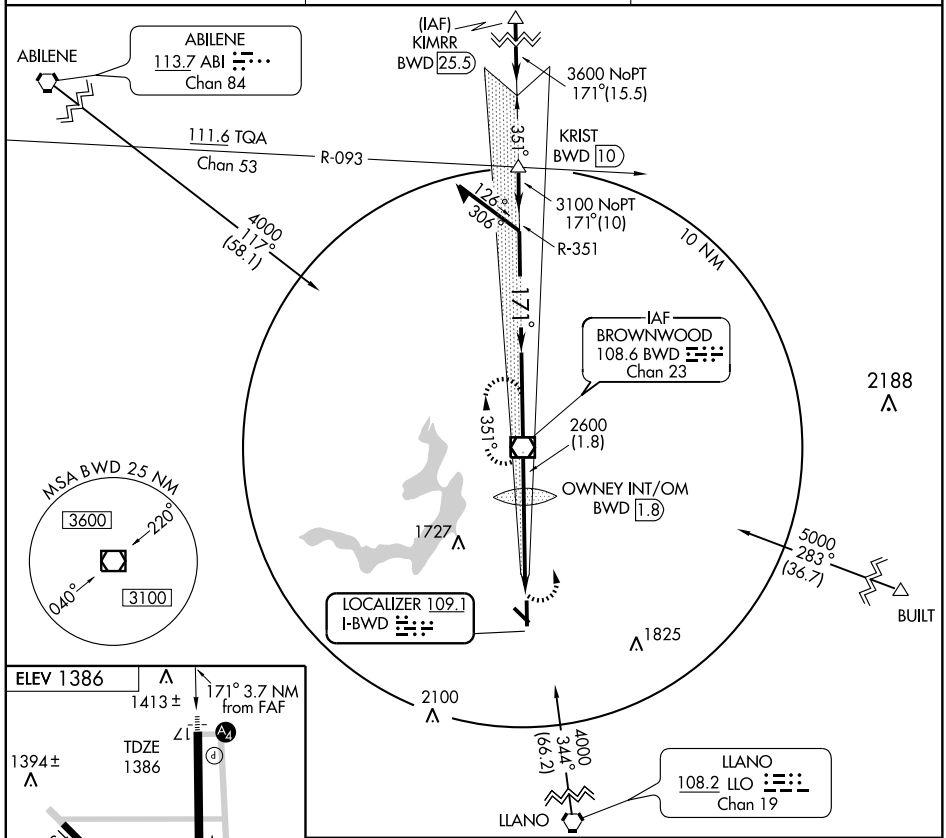
LOC I-BWD	APP CRS	Rwy Idg	5599
109.1	171°	TDZE	1386
		Apt Elev	1386

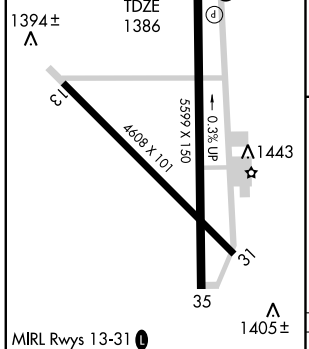
LOC RWY 17

BROWNWOOD RGNL (BWD)

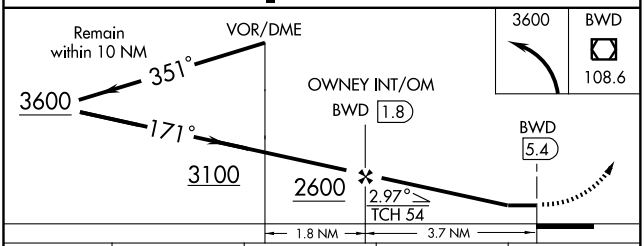
NA	MALS	MISSED APPROACH: Climbing left turn to 3600 direct BWD VOR/DME and hold.
Inoperative table does not apply.		

AWOS-3	FORT WORTH CENTER	UNICOM
118.325	127.45 290.3	122.8 (CTAF) L





FAF to MAP 3.7 NM					
Knots	60	90	120	150	180
Min:Sec	3:42	2:28	1:51	1:29	1:14



CATEGORY	A	B	C	D
S-17	1820-1 434 (500-1)		1820-1¼ 434 (500-1¼)	1820-1½ 434 (500-1½)
CIRCLING	1820-1 434 (500-1)	1840-1 454 (500-1)	1840-1½ 454 (500-1½)	1940-2 554 (600-2)

SC-3, 08 APR 2010 to 06 MAY 2010

WAAS CH 70325 W17A	APP CRS 171°	Rwy Idg 5599 TDZE 1387 Apt Elev 1387

RNAV (GPS) RWY 17

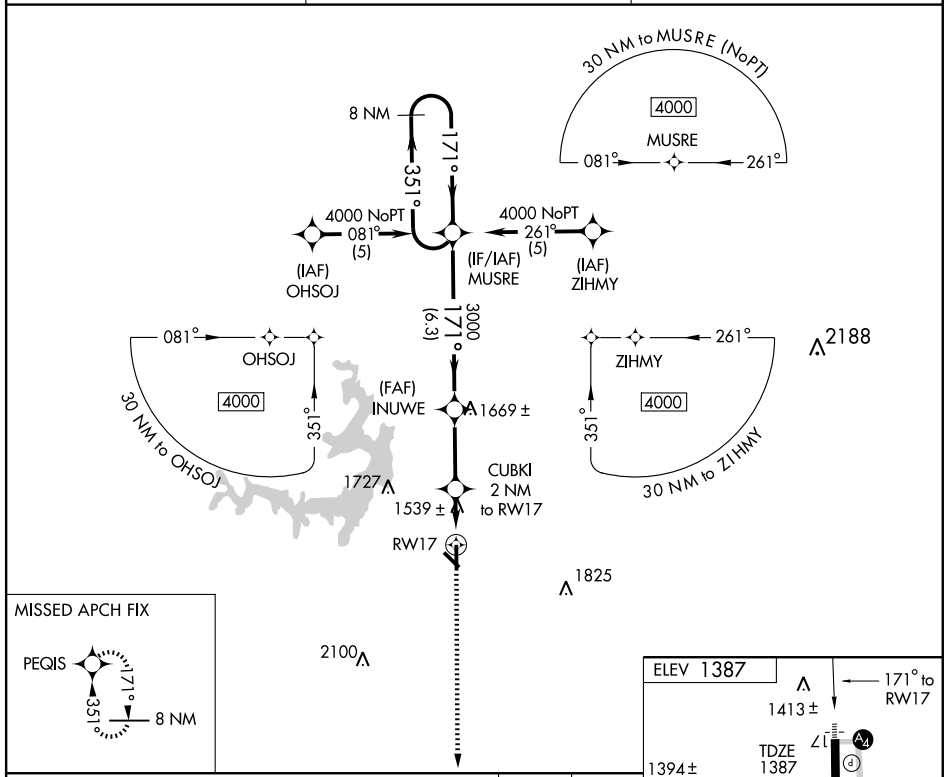
BROWNWOOD RGNL (BWD)

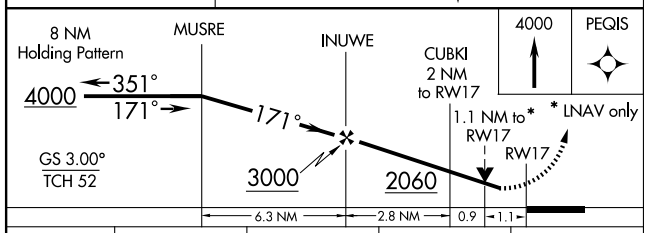
⚠ If local altimeter setting not received, use Comanche County-City altimeter setting and increase all DAs/MDAs 60 feet. Inoperative table does not apply to LPV all CATs and LNAV CAT C. VDP NA with Comanche County-City Altimeter setting. DME/DME RNP-0.3 NA.

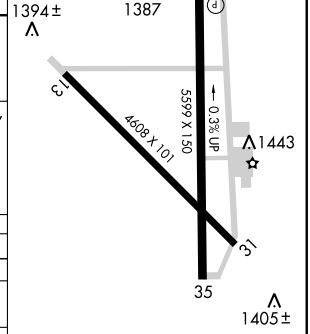
MALS

MISSED APPROACH: Climb to 4000 direct PEQIS and hold.

AWOS-3	FORT WORTH CENTER	UNICOM
118.325	127.45 290.3	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1637-¾	250 (300-¾)		
LNAV/VNAV DA	NA			
LNAV MDA	1800-¾ 413 (500-¾)		1800-1¼ 413 (500-1¼)	
CIRCLING	1840-1 453 (500-1)		1840-1½ 453 (500-1½)	1940-2 553 (600-2)

MIRL Rwys 13-31 L and 17-35 L

SC-3. 08 APR 2010 to 06 MAY 2010

WAAS CH 77525 W35A	APP CRS 351°	Rwy Idg 5599 TDZE 1386 Apt Elev 1387

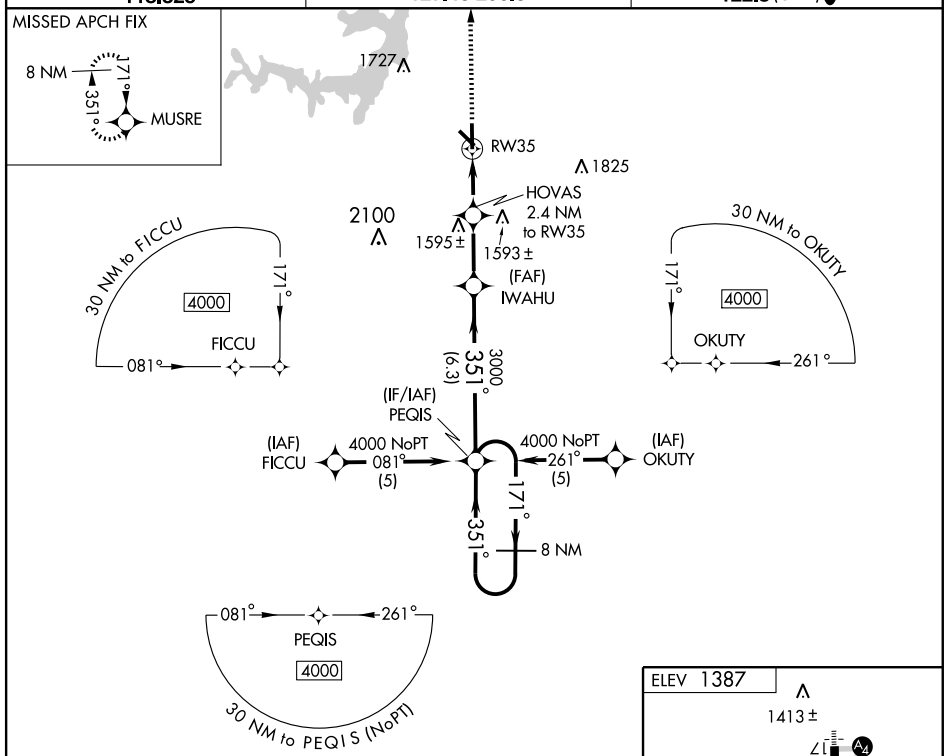
RNAV (GPS) RWY 35

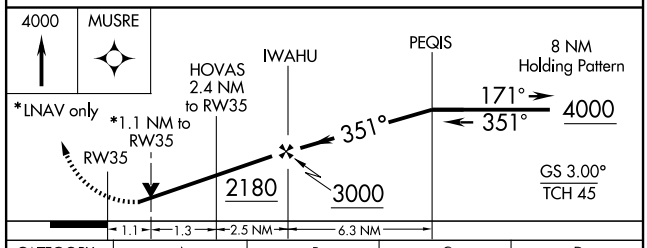
BROWNWOOD RGNL (BWD)

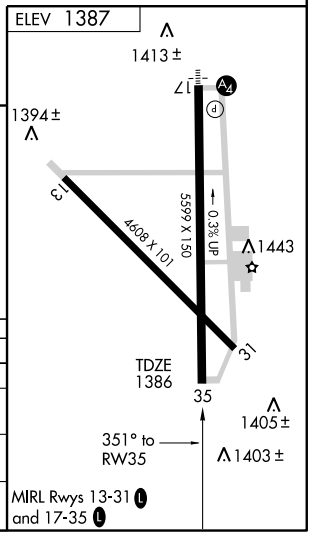
⚠ If local altimeter setting not received, use Comanche County-City altimeter setting and increase all DAs/MDAs 60 feet. VDP NA with Comanche County-City altimeter setting. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 4000 direct MUSRE and hold.

AWOS-3	FORT WORTH CENTER	UNICOM
118.325	127.45 290.3	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1636-1 250 (300-1)			
LNAV/VNAV DA	NA			
LNAV MDA	1780-1 394 (400-1)			1780-1¼ 394 (400-1¼)
CIRCLING	1840-1 453 (500-1)		1840-1½ 453 (500-1½)	1940-2 553 (600-2)

SC-3. 08 APR 2010 to 06 MAY 2010

VOR/DME BWD	APP CRS	Rwy Idg	5599
108.6	351°	TDZE	1385
Chan 23		Apt Elev	1386

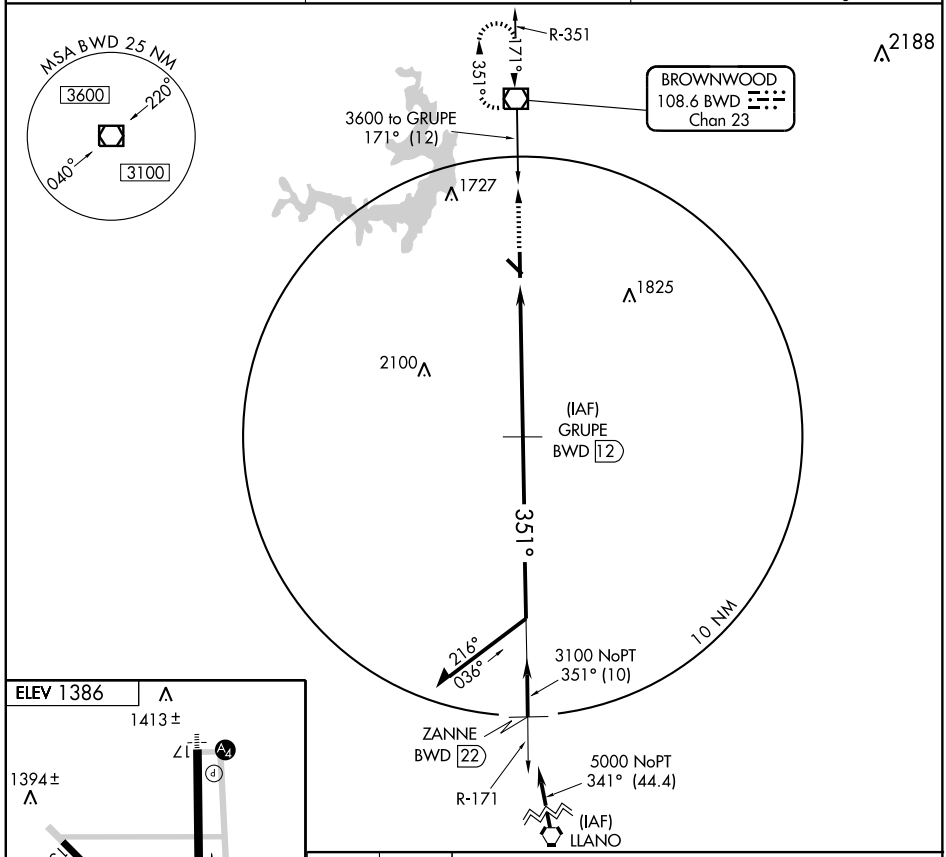
VOR/DME RWY 35

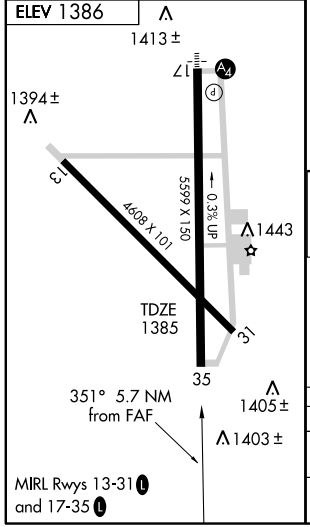
BROWNWOOD RGNL (BWD)

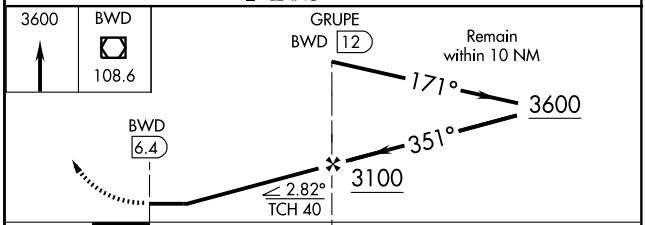
NA

MISSED APPROACH: Climb to 3600 direct BWD VOR/DME and hold.

AWOS-3	FORT WORTH CENTER	UNICOM
118.325	127.45 290.3	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-35	1880-1	495 (500-1)	1880-1¼ 495 (500-1¼)	1880-1½ 495 (500-1½)
CIRCLING	1880-1	494 (500-1)	1880-1½ 494 (500-1½)	1940-2 554 (600-2)

SC-3, 08 APR 2010 to 06 MAY 2010

VOR/DME BWD	APP CRS	Rwy Idg	5599
108.6	171°	TDZE	1386
Chan 23		Apt Elev	1386

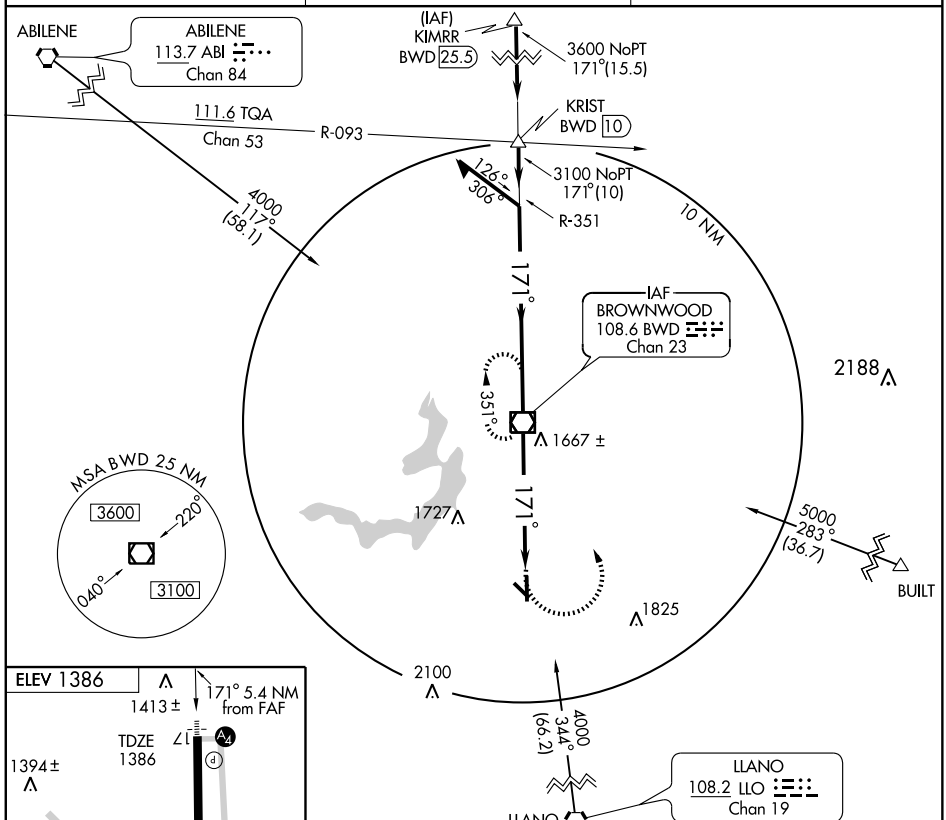
VOR RWY 17
BROWNWOOD RGNL (BWD)

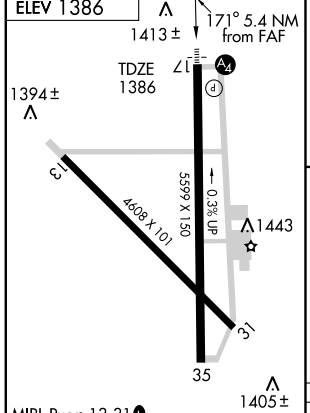
NA Inoperative table does not apply.

MALS (A4)

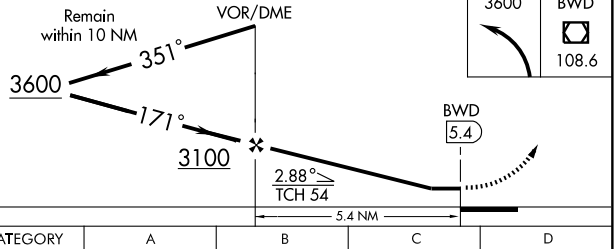
MISSED APPROACH: Cimbing left turn to 3600 direct BWD VOR/DME and hold.

AWOS-3	FORT WORTH CENTER	UNICOM
118.325	127.45 290.3	122.8 (CTAF) L





FAF to MAP 5.4 NM					
Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48



CATEGORY	A	B	C	D
S-17	1820-1 434 (500-1)		1820-1¼ 434 (500-1¼)	1820-1½ 434 (500-1½)
CIRCLING	1820-1 434 (500-1)	1840-1 454 (500-1)	1840-1½ 454 (500-1½)	1940-2 554 (600-2)

SC-3. 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	4000
CH 69403	148°	TDZE	361
W15A		Apt Elev	367

RNAV (GPS) RWY 15

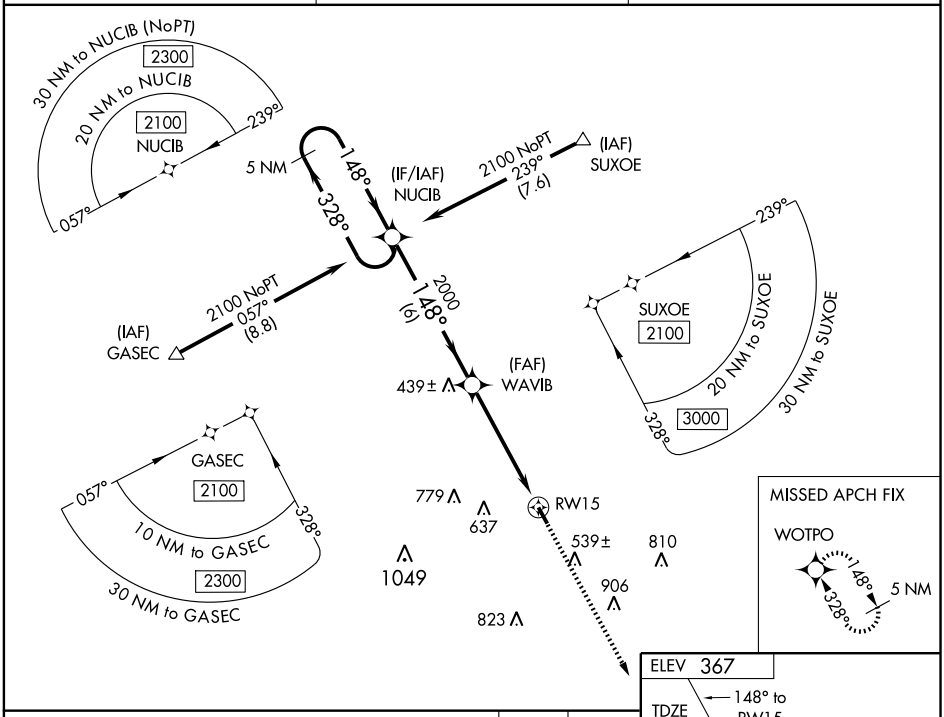
BRYAN/COULTER FIELD (CFD)

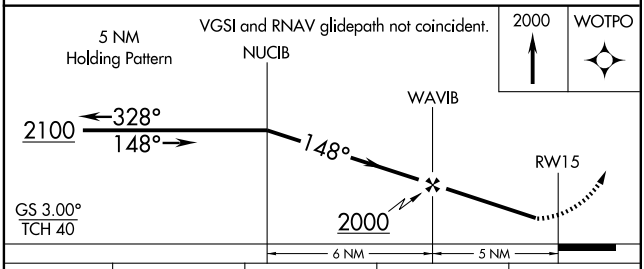
T NA W

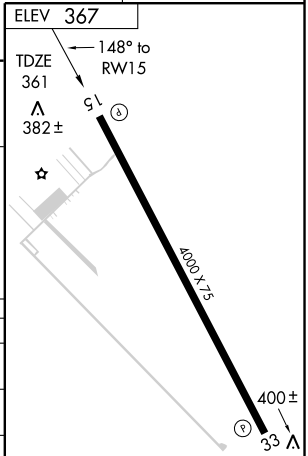
BARO-VNAV NA. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use College Station altimeter setting; if not received, use Caldwell Muni altimeter setting and increase all DAs 31 feet and all MDAs 40 feet.

MISSED APPROACH: Climb to 2000 direct WOTPO and hold.

COLLEGE STATION ASOS	HOUSTON CENTER	UNICOM
126.85	120.4 371.9	123.0 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	636-1 275 (300-1)		NA	
LNAV/VNAV DA	707-1¼ 346 (400-1¼)		NA	
LNAV MDA	720-1 359 (400-1)		NA	
CIRCLING	740-1 373 (400-1)	820-1 453 (500-1)	NA	

REIL Rwy 15-33
MIRL Rwy 15-33 L

SC-5, 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	4000
CH 70603	328°	TDZE	367
W33A		Apt Elev	367

RNAV (GPS) RWY 33

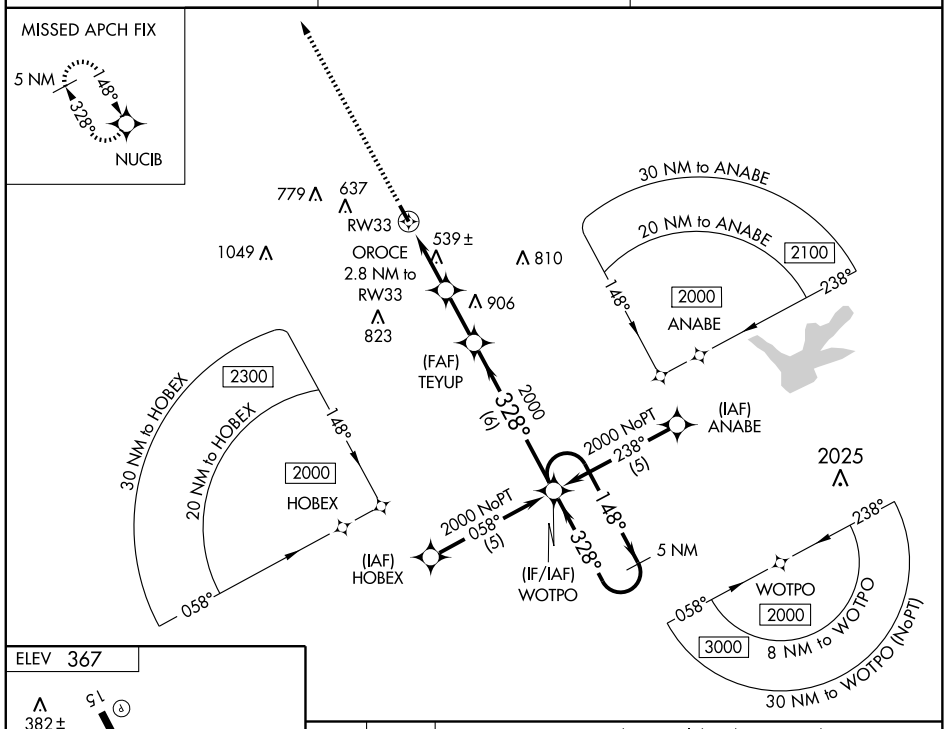
BRYAN/COULTER FIELD (CFD)

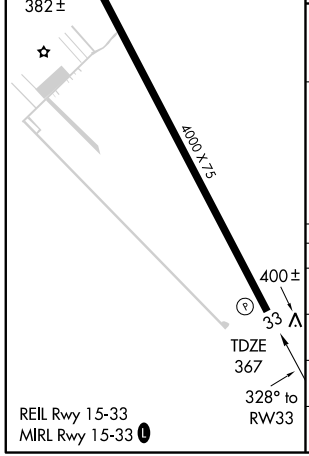
T
A NA
W

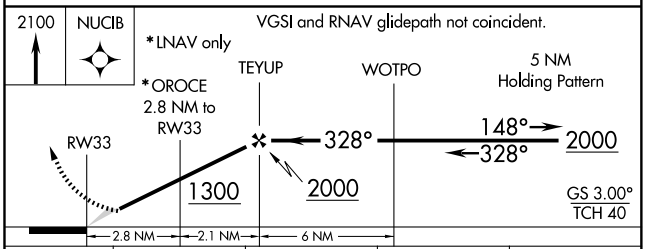
BARO-VNAV NA. DME/DME RNP-0.3 NA. Use College Station altimeter setting; if not received, use Caldwell Muni altimeter setting and increase all DAs 31 feet and all MDAs 40 feet.

MISSED APPROACH: Climb to 2100 direct NUCIB and hold.

COLLEGE STATION ASOS	HOUSTON CENTER	UNICOM
126.85	120.4 371.9	123.0 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	642-1	275 (300-1)	NA	
LNAV/VNAV DA	695-1¼	328 (400-1¼)	NA	
LNAV MDA	880-1	513 (600-1)	NA	
CIRCLING	880-1	513 (600-1)	NA	

SC-5, 08 APR 2010 to 06 MAY 2010

VORTAC CLL	APP CRS	Rwy Idg	N/A
113.3	207°	TDZE	N/A
Chan 80		Apt Elev	367

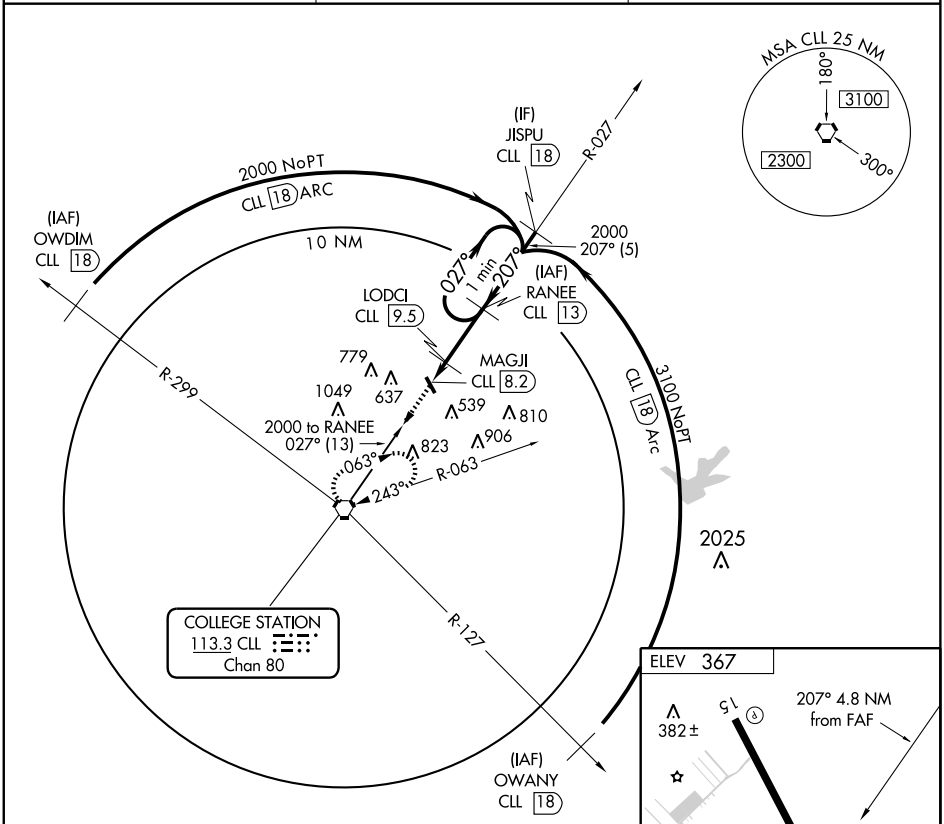
VOR/DME-A

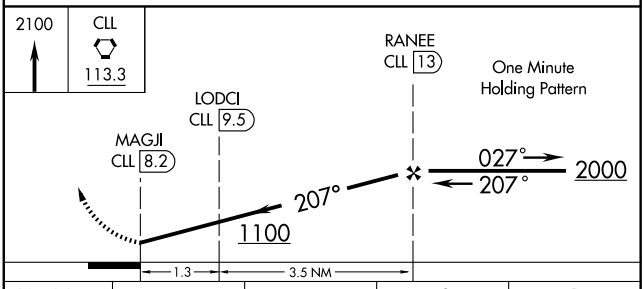
BRYAN/COULTER FIELD (CFD)

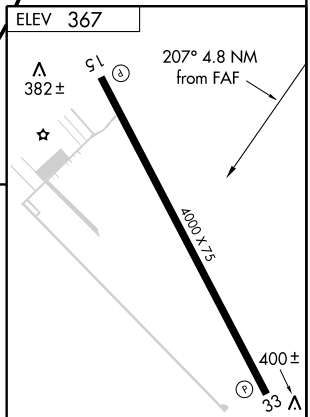
NA — Use College Station altimeter setting; if not received, use Caldwell Muni altimeter setting and increase all MDAs 40 feet.

MISSED APPROACH: Climb to 2100 direct CLL VORTAC and hold.

COLLEGE STATION ASOS	HOUSTON CENTER	UNICOM
126.85	120.4 371.9	123.0 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	800-1 433 (500-1)	820-1 453 (500-1)	NA	

REIL Rwy 15-33
MIRL Rwy 15-33 L

SC-5, 08 APR 2010 to 06 MAY 2010

NDB BMQ	APP CRS	Rwy Idg	5000
341	015°	TDZE	1270
		Apt Elev	1284

NDB RWY 1

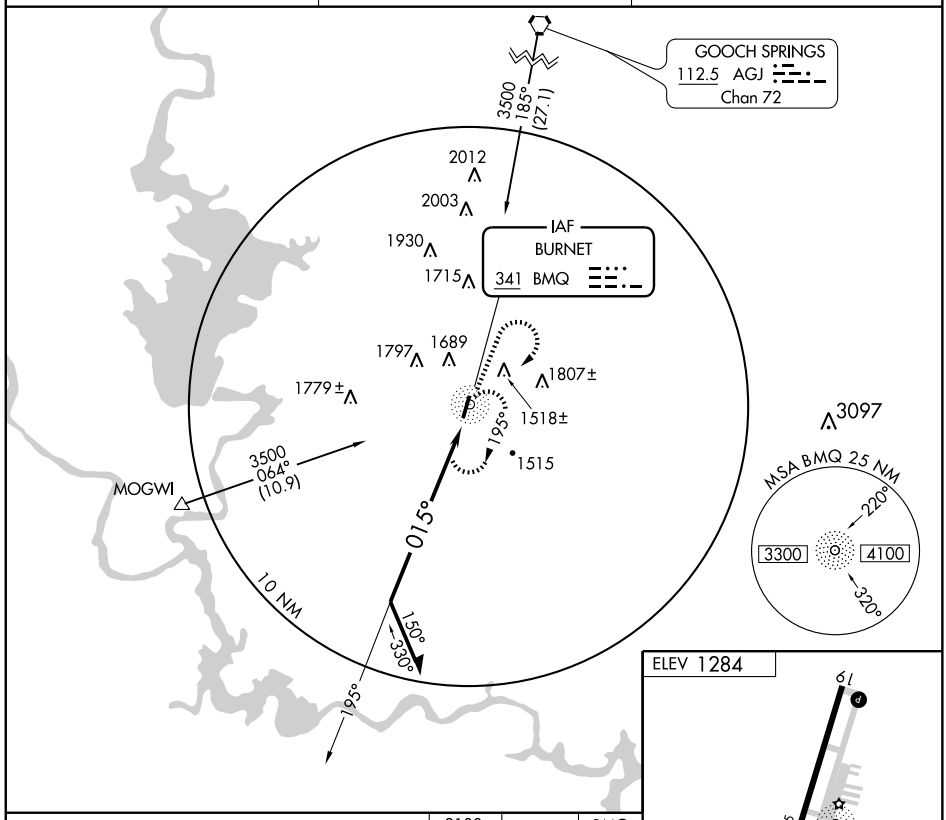
BURNET MUNI/KATE CRADDOCK FIELD (BMQ)

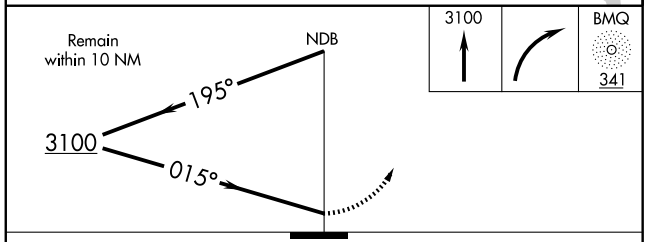
When local altimeter setting not received, use Lago Vista altimeter setting and increase all MDA 60 feet, increase S-1 Cats B and C visibility ¼ mile and Circling Cat C visibility ¼ mile.

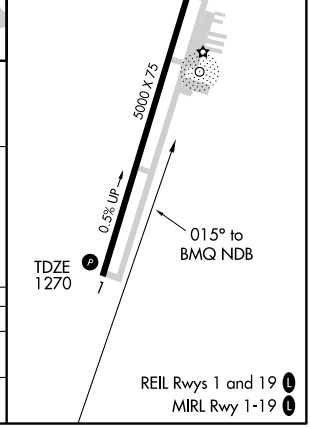
NA

MISSED APPROACH: Climb to 3100 then right turn direct BMQ NDB and hold.

ASOS	HOUSTON CENTER	UNICOM
119.925	132.35 317.5	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-1	1960-1 690 (700-1)		1960-2 690 (700-2)	NA
CIRCLING	2000-1 716 (800-1)	2040-1¼ 756 (800-1¼)	2040-2¼ 756 (800-2¼)	NA

SC-3. 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	5000
009°	TDZE	1270
	Apt Elev	1284

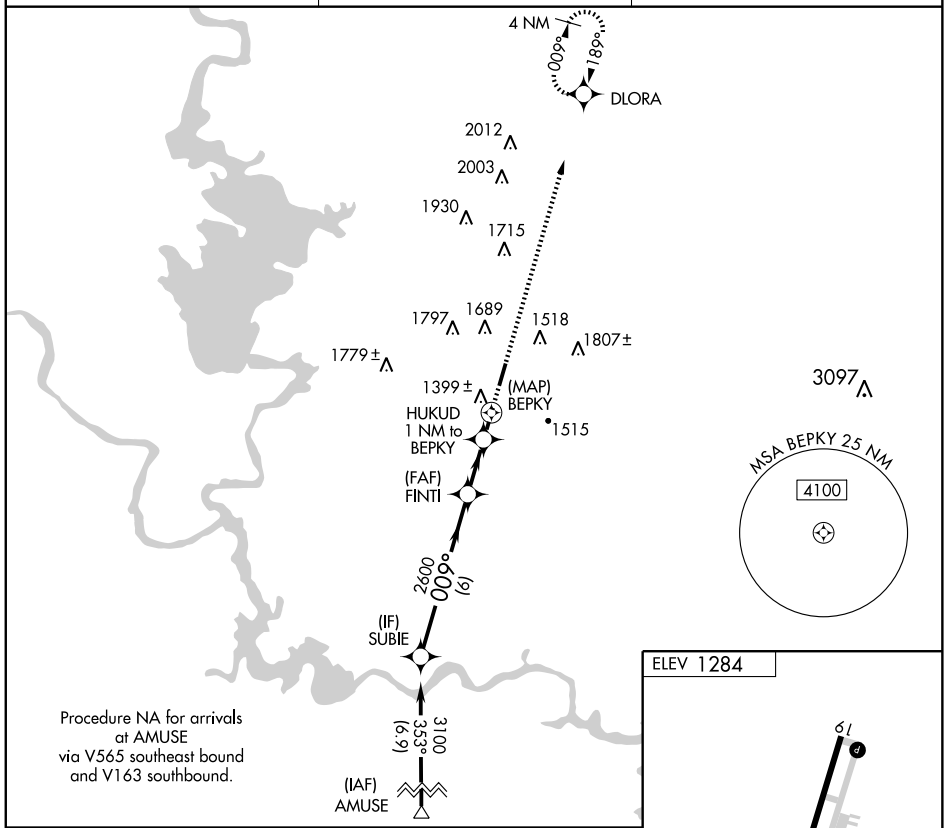
RNAV (GPS) RWY 1

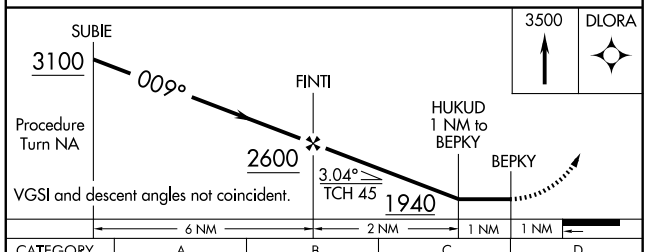
BURNET MUNI/KATE CRADDOCK FIELD (BMQ)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Lago Vista altimeter setting and increase all MDA 60 feet, increase Circling Cat C visibility ¼ mile.

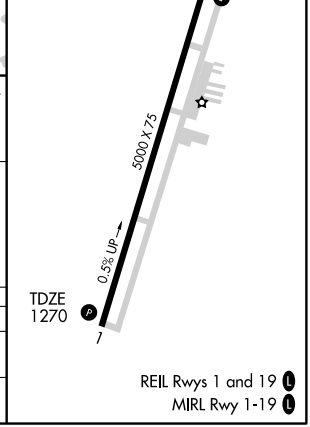
MISSED APPROACH:
Climb to 3500 direct DLORA and hold.

ASOS	HOUSTON CENTER	UNICOM
119.925	132.35 317.5	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1660-1¼ 390 (400-1¼)			NA
CIRCLING	2000-1¼ 716 (800-1¼)	2040-1¼ 756 (800-1¼)	2040-2¼ 756 (800-2¼)	NA



SC-3, 08 APR 2010 to 06 MAY 2010

RNAV (GPS) RWY 19

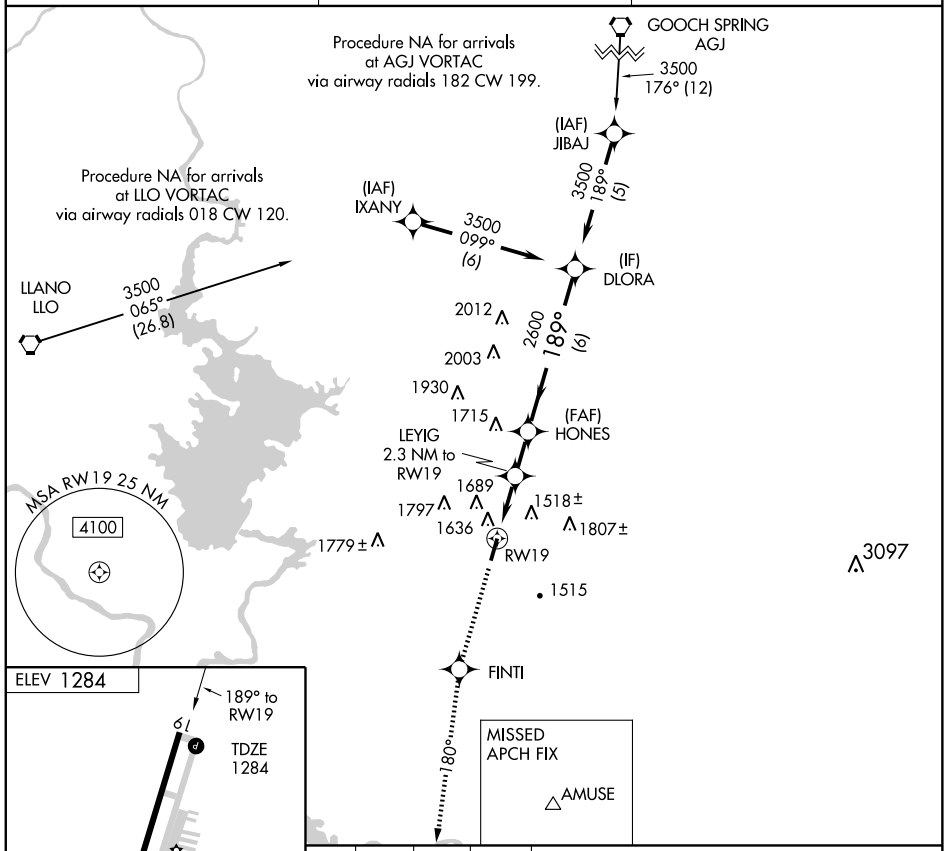
BURNET MUNI/KATE CRADDOCK FIELD (BMQ)

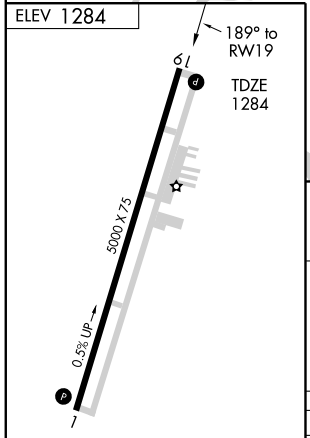
APP CRS	Rwy Idg	5000
189°	TDZE	1284
	Apt Elev	1284

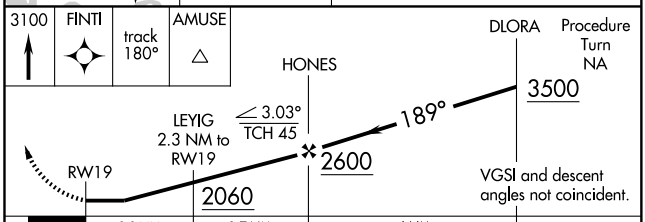
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Lago Vista altimeter setting and increase all MDA 60 feet, increase LNAV and Circling Cat C visibilities ¼ mile.

MISSED APPROACH: Climb to 3100 direct FINTI then via track 180° to AMUSE.

ASOS	HOUSTON CENTER	UNICOM
119.925	132.35 317.5	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1940-1 656 (700-1)		1940-1¾ 656 (700-1¾)	NA
CIRCLING	2000-1 716 (800-1)	2040-1¼ 756 (800-1¼)	2040-2¼ 756 (800-2¼)	NA

REIL Rwys 1 and 19 L
MIRL Rwy 1-19 L

SC-3, 08 APR 2010 to 06 MAY 2010

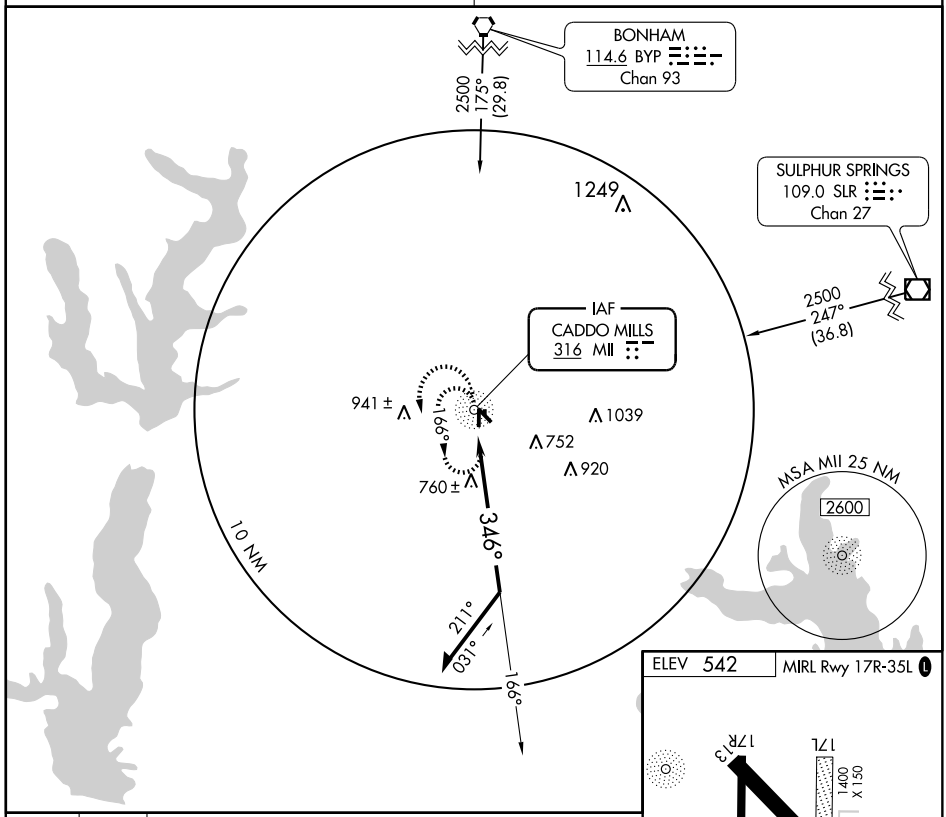
NDB MII	APP CRS	Rwy Idg	4000
316	346°	TDZE	541
		Apt Elev	542

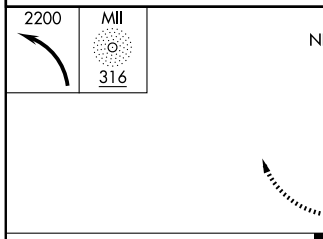
NDB RWY 35L
CADDO MILLS MUNI (7F3)

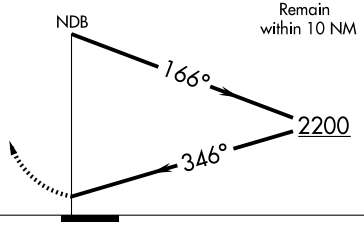
NA Use Dallas-Love Field altimeter setting, if not received use Dallas-Fort Worth Intl altimeter setting and increase all MDAs 20 feet. Circling NA to Rwy 17L/35R.

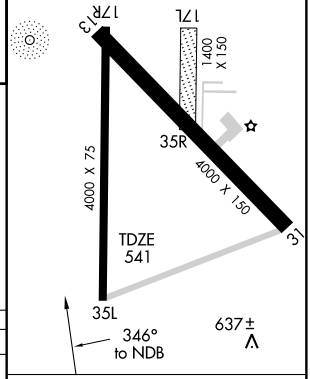
MISSED APPROACH: Climbing left turn to 2200 in MII NDB holding pattern.

FORT WORTH CENTER	UNICOM
132.85 397.9	122.8 (CTAF) L









CATEGORY	A	B	C	D
S-35L	1260-1	719 (800-1)	1260-2 719 (800-2)	NA
CIRCLING	1260-1	718 (800-1)	1260-2 718 (800-2)	NA

Knots	60	90	120	150	180
Min:Sec					

SC-2, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	4000
355°	TDZE	541
	Apt Elev	542

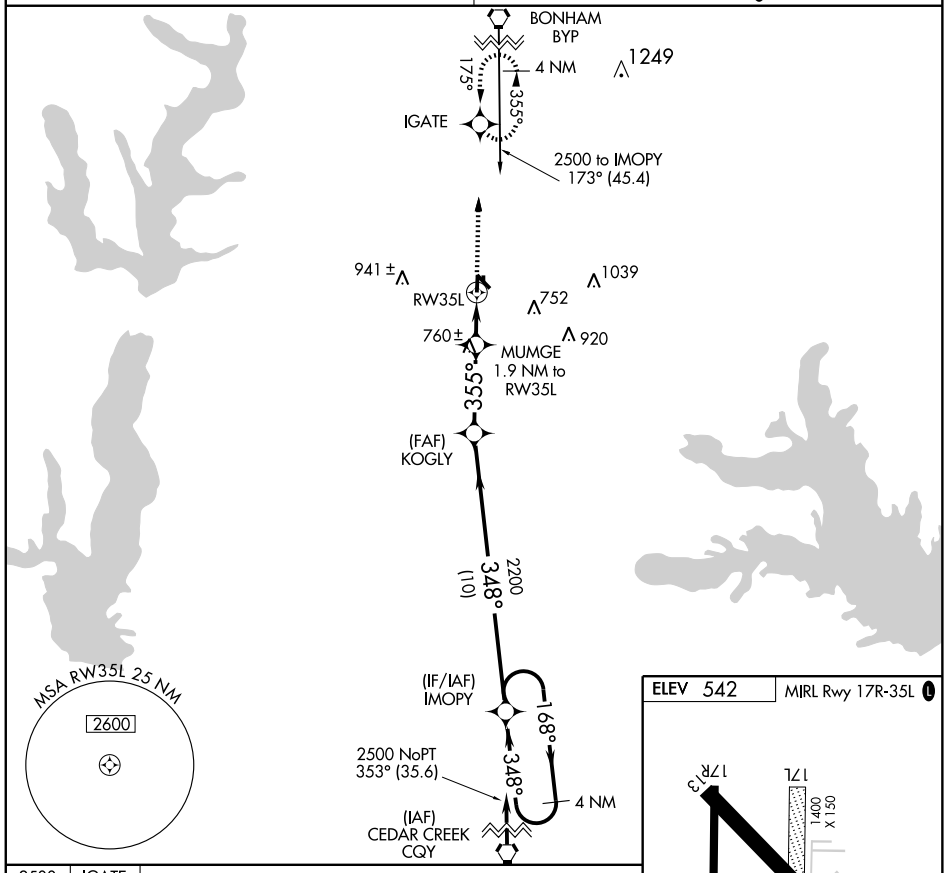
RNAV (GPS) RWY 35L
CADDO MILLS MUNI (7F3)

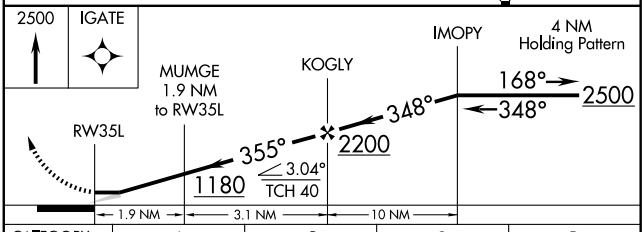
Use Dallas-Love Field altimeter setting, if not received use Dallas-Fort Worth Intl altimeter setting and increase all MDAs 20 feet. Circling NA to Rwy 17L-35R. DME/DME RNP-0.3 not authorized.

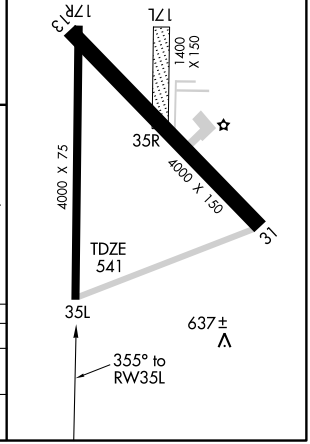
NA

MISSED APPROACH: Climb to 2500 direct IGATE WP and hold.

FORT WORTH CENTER	UNICOM
132.85 397.9	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	980-1	439 (500-1)	980-1¼ 439 (500-1¼)	NA
CIRCLING	1040-1	498 (500-1)	1040-1½ 498 (500-1½)	NA

SC-2, 08 APR 2010 to 06 MAY 2010

VORTAC CLL 113.3 Chan 80	APP CRS 243°	Rwy Idg N/A TDZE N/A Apt Elev 390

VOR/DME or GPS-A

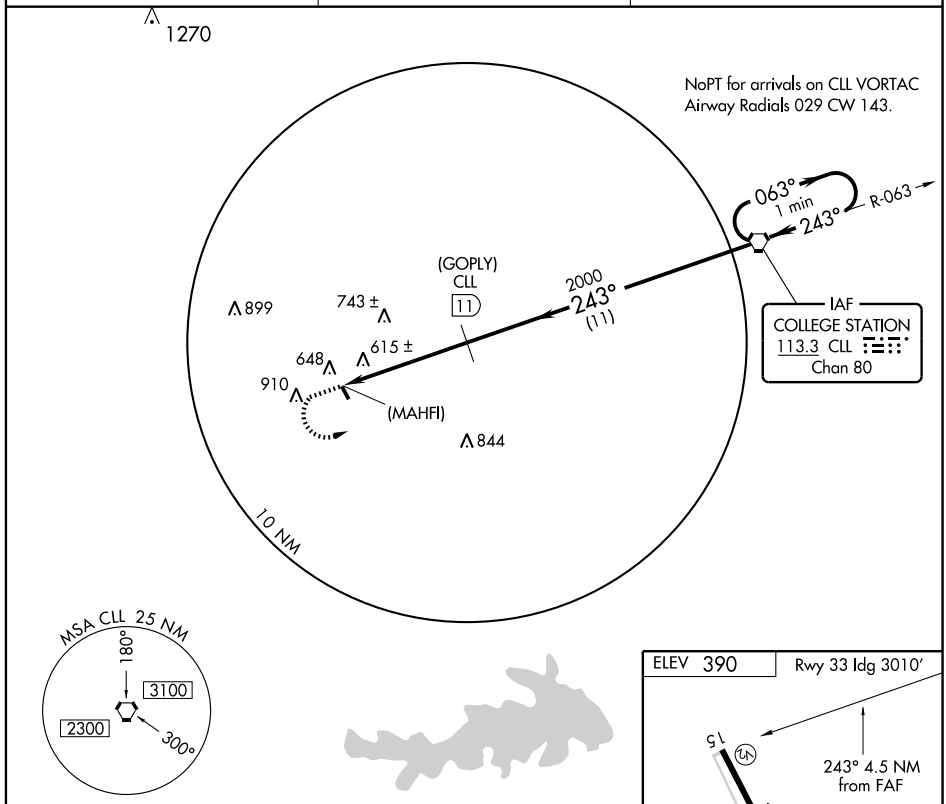
CALDWELL MUNI (RWV)

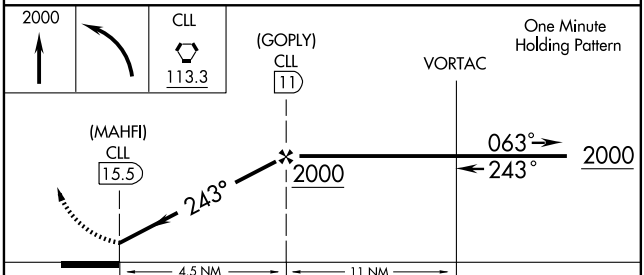
NA

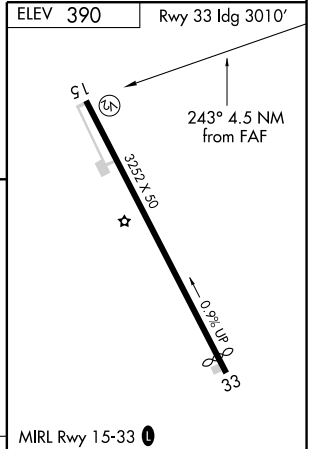
Use College Station altimeter setting.
Circling not authorized east of Rwy 15-33.

MISSED APPROACH: Climb to 2000 then left turn direct CLL VORTAC.

AWOS-3	HOUSTON CENTER	CTAF
118.35	120.4 371.9	122.9 L







CATEGORY	A	B	C	D
CIRCLING	1060-1 670 (700-1)	1240-1¼ 850 (900-1¼)	1300-2 ¾ 910 (1000-2¾)	NA

Knots	60	90	120	150	180
Min:Sec					

SC-5, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	5000
036°	TDZE	2387
	Apt Elev	2396

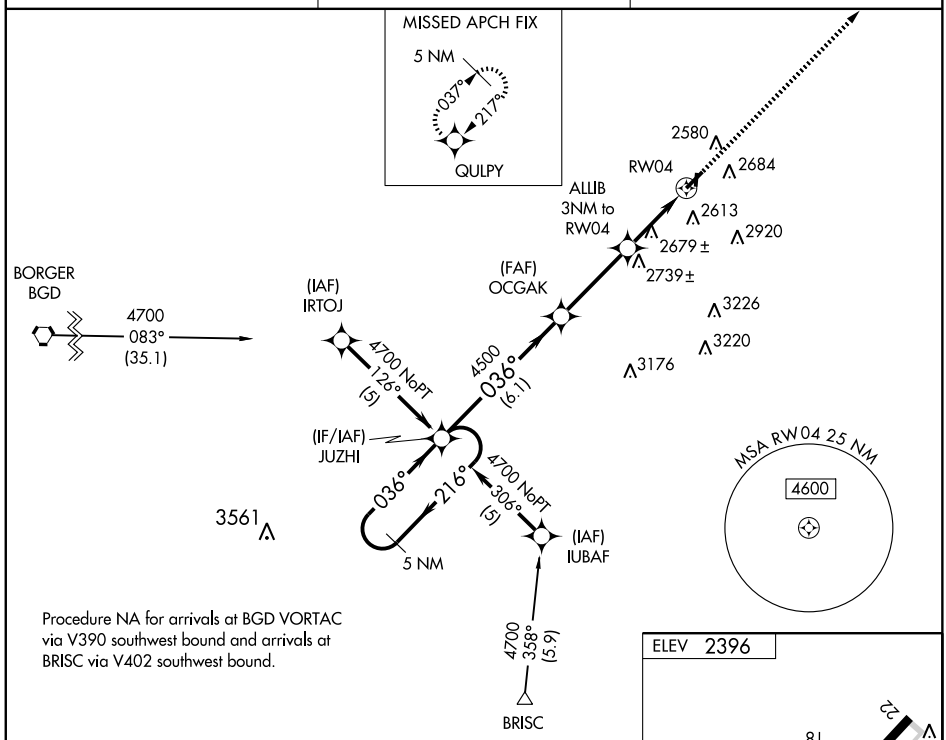
RNAV (GPS) RWY 4

CANADIAN/ HEMPHILL COUNTY (HHF)

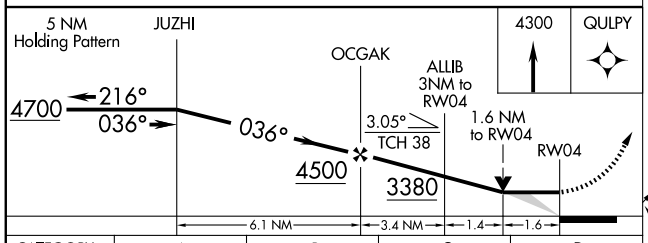
DME/DME RNP-0.3 NA. When local altimeter setting not received, use Gage altimeter setting and increase all MDA 120 feet, increase LNAV Cat C and D visibility ½ mile, increase circling Cat B visibility ¼ mile, Cat C and D visibility ½ mile. VDP NA when using Gage altimeter setting.

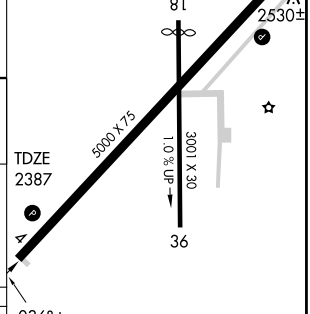
MISSED APPROACH: Climb to 4300 direct QULPY and hold.

AWOS-3	FORT WORTH RADIO	CTAF
119.025	122.1R 255.4	122.9 L



Procedure NA for arrivals at BGD VORTAC via V390 southwest bound and arrivals at BRISC via V402 southwest bound.





CATEGORY	A	B	C	D
LNAV MDA	2940-1	553 (600-1)	2940-1½ 553 (600-1½)	2940-1¾ 553 (600-1¾)
CIRCLING	3040-1	644 (700-1)	3040-2 644 (700-2)	3160-2½ 764 (800-2½)

REIL Rwys 4 and 22 L
MIRL Rwy 4-22 L

SC-2, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	5000
216°	TDZE	2382
	Apt Elev	2396

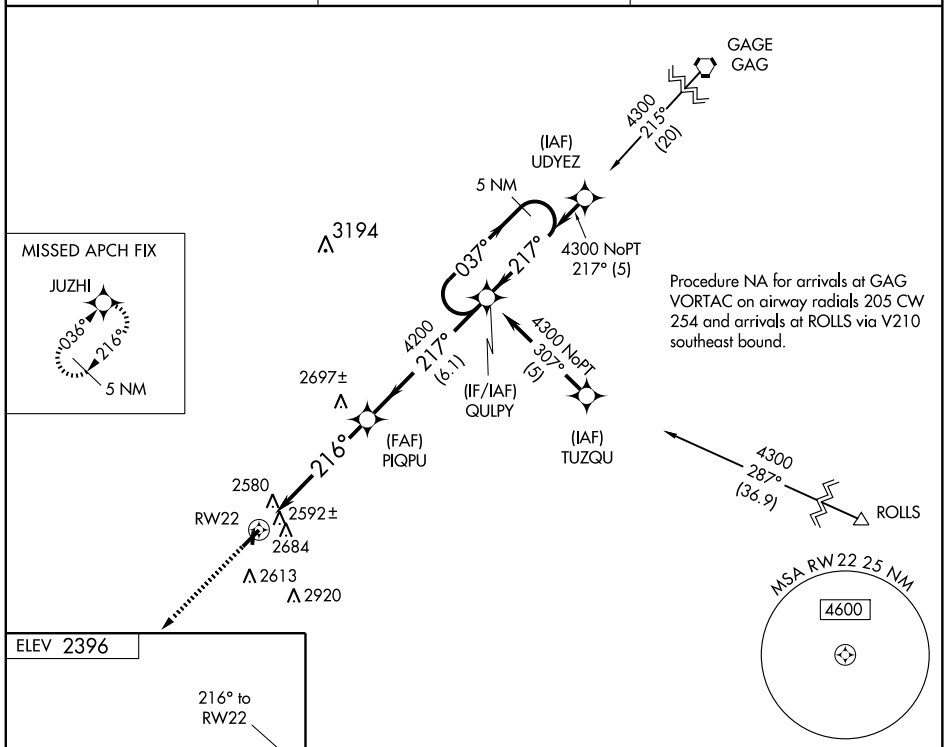
RNAV (GPS) RWY 22

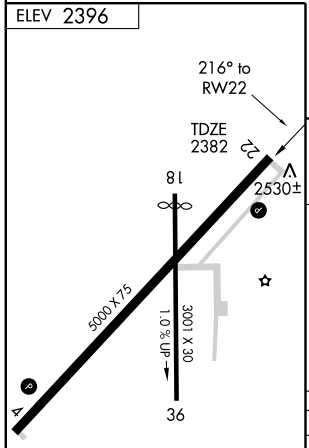
CANADIAN/ HEMPHILL COUNTY (HHF)

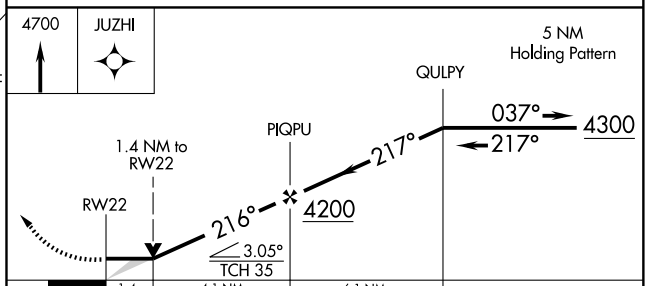
DME/DME RNP-0.3 NA. When local altimeter setting not received, use Gage altimeter setting and increase all MDA 120 feet. Increase LNAV Cat C and D visibility ¼ mile, increase circling Cat B visibility ¼ mile, Cat C and D visibility ½ mile. VDP NA when using Gage altimeter setting.

MISSED APPROACH: Climb to 4700 direct JUZHI and hold.

AWOS-3	FORT WORTH RADIO	CTAF
119.025	122.1R 255.4	122.9 L







CATEGORY	A	B	C	D
LNAV MDA	2860-1	478 (500-1)	2860-1¼ 478 (500-1¼)	2860-1½ 478 (500-1½)
CIRCLING	3040-1	644 (700-1)	3040-2 644 (700-2)	3160-2½ 764 (800-2½)

REIL Rwys 4 and 22 L
MIRL Rwy 4-22 L

SC-2, 08 APR 2010 to 06 MAY 2010

NDB DMD	APP CRS		
343	300°	Rwy Idg	4997
		TDZE	590
		Apt Elev	599

NDB RWY 31

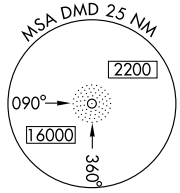
CARRIZO SPRINGS/ DIMMIT COUNTY (CZT)

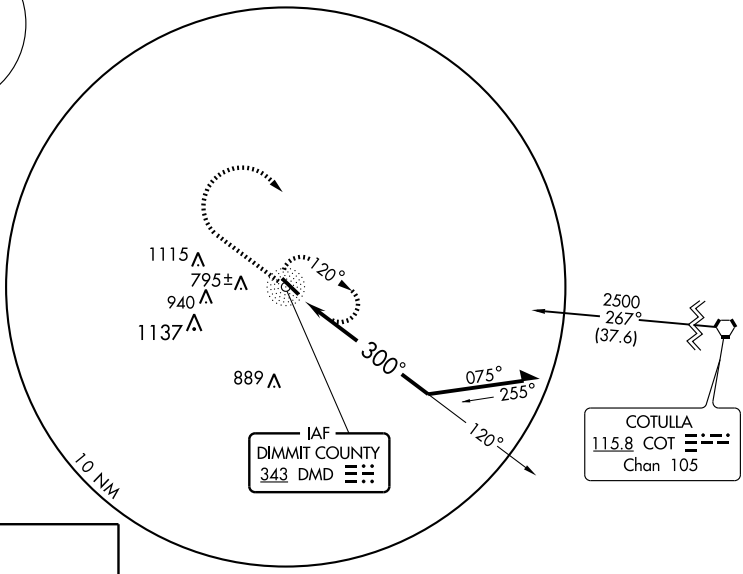
Use Cotulla altimeter setting; when not received, procedure NA.

NA

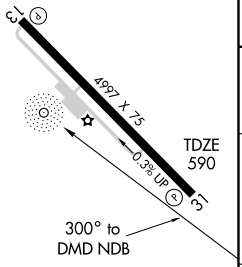
MISSED APPROACH: Climb to 2500 then right turn direct DMD NDB and hold.

HOUSTON CENTER	UNICOM
126.1 327.0	122.8 (CTAF)



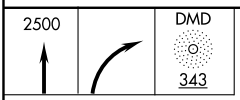


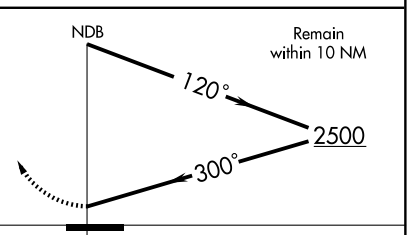
ELEV 599



MIRL Rwy 13-31

Knots	60	90	120	150	180
Min:Sec					





CATEGORY	A	B	C	D
S-31	1260-1	670 (700-1)	1260-1½ 670 (700-1½)	NA
CIRCLING	1260-1 661 (700-1)	1260-1 661 (700-1)	1260-1¾ 661 (700-1¾)	NA

SC-3. 08 APR 2010 to 06 MAY 2010

RNAV (GPS) RWY 31

CARRIZO SPRINGS/ DIMMIT COUNTY (CZT)

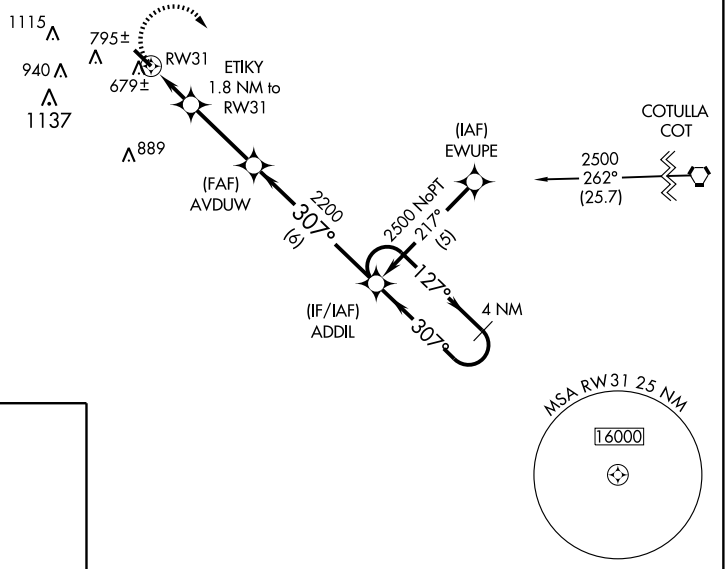
APP CRS	Rwy Idg	4997
307°	TDZE	590
	Apt Elev	599

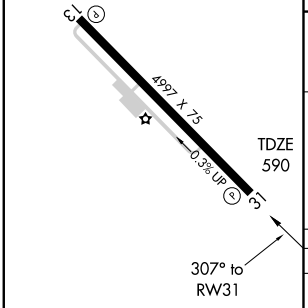
DME/DME RNP-0.3 NA. Use Cotulla altimeter setting, when not received use Uvalde altimeter setting and increase all MDA 60 feet; increase LNAV and circling Cat C visibility ¼ mile.

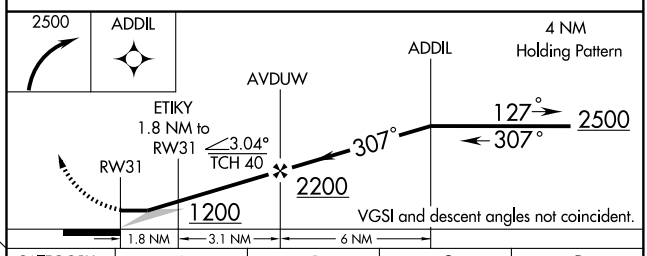
NA

MISSED APPROACH: Climbing right turn to 2500 direct ADDIL and hold.

HOUSTON CENTER	UNICOM
126.1 327.0	**122.8** (CTAF)







CATEGORY	A	B	C	D
LNAV MDA	1040-1 450 (500-1)		1040-1¼ 450 (500-1¼)	NA
CIRCLING	1120-1 521 (600-1)	1200-1 601 (700-1)	1240-1¾ 641 (700-1¾)	NA

MIRL Rwy 13-31

SC-3. 08 APR 2010 to 06 MAY 2010

NDB RPF	APP CRS	Rwy Idg	4000
332	359°	TDZE	248
		Apt Elev	248

NDB RWY 35

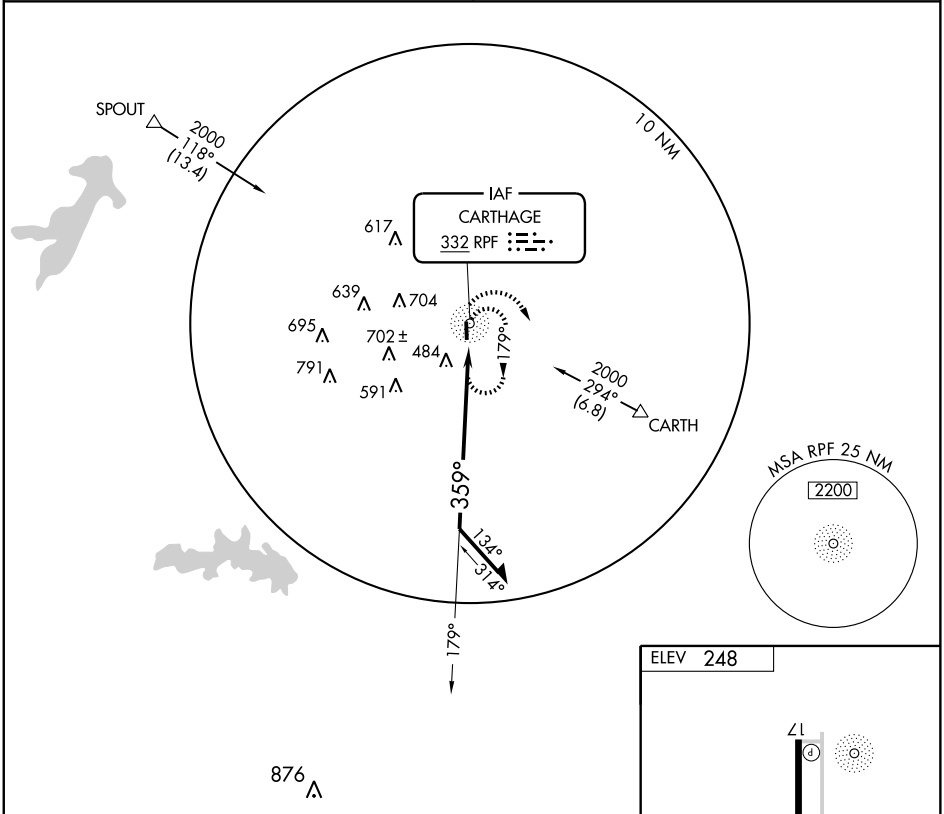
CARTHAGE/ PANOLA COUNTY-SHARPE FIELD (4F2)

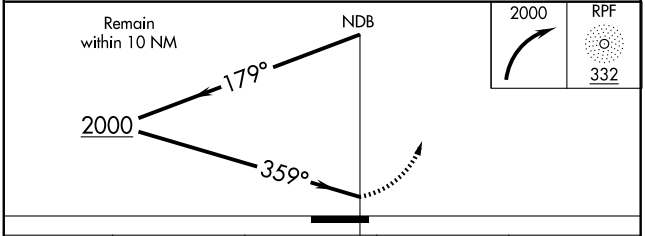
⚠ NA — Use Shreveport Regional altimeter setting; when not received use East Texas Rgnl altimeter setting.

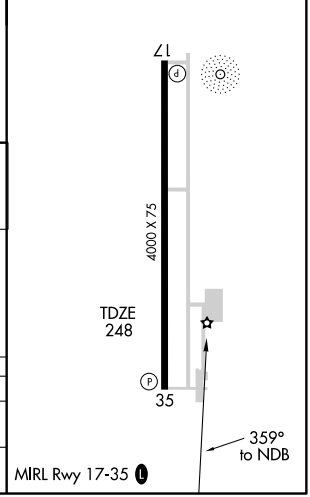
MISSED APPROACH: Climbing right turn to 2000 in RPF NDB holding pattern.

SHREVEPORT APP CON ★ 119.9 335.55

UNICOM 122.8 (CTAF) L







CATEGORY	A	B	C	D
S-35	1000-1 752 (800-1)	1000-1¼ 752 (800-1¼)	1000-2¼ 752 (800-2¼)	NA
CIRCLING	1000-1 752 (800-1)	1000-1¼ 752 (800-1¼)	1000-2¼ 752 (800-2¼)	NA

SC-2, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	4000
174°	TDZE	247
	Apt Elev	248

RNAV (GPS) RWY 17

CARTHAGE/ PANOLA COUNTY-SHARPE FIELD (4F2)

⚠ NA

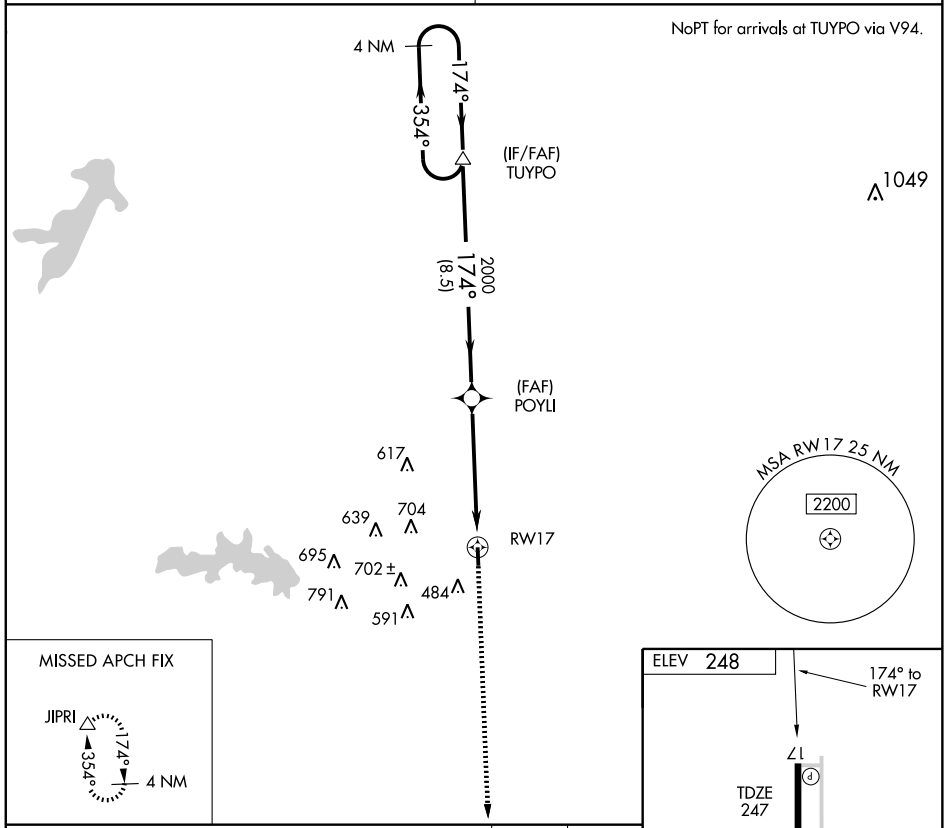
DME/DME RNP-0.3 NA. Use Shreveport Rgnl altimeter setting; when not received use East Texas Rgnl altimeter setting.

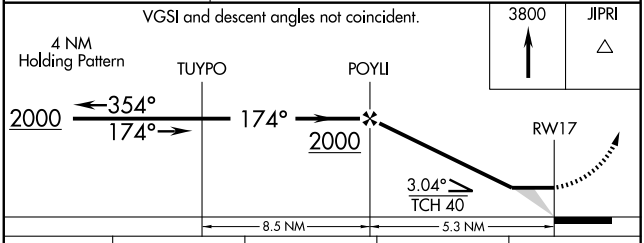
MISSED APPROACH: Climb to 3800 direct JIPRI and hold, continue climb-in-hold to 3800.

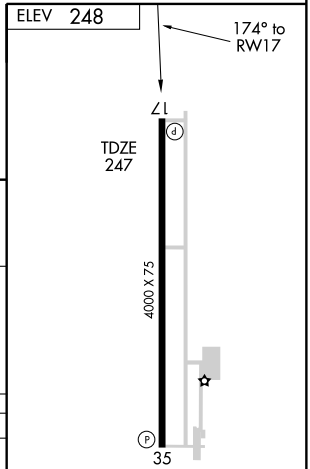
SHREVEPORT APP CON ★
119.9 335.55

UNICOM
122.8 (CTAF) L

NoPT for arrivals at TUYPO via V94.







CATEGORY	A	B	C	D
LNAV MDA	760-1	513 (600-1)	760-1½ 513 (600-1½)	NA
CIRCLING	920-1	672 (700-1)	920-2 672 (700-2)	NA

MIRL Rwy 17-35 L

SC-2, 08 APR 2010 to 06 MAY 2010

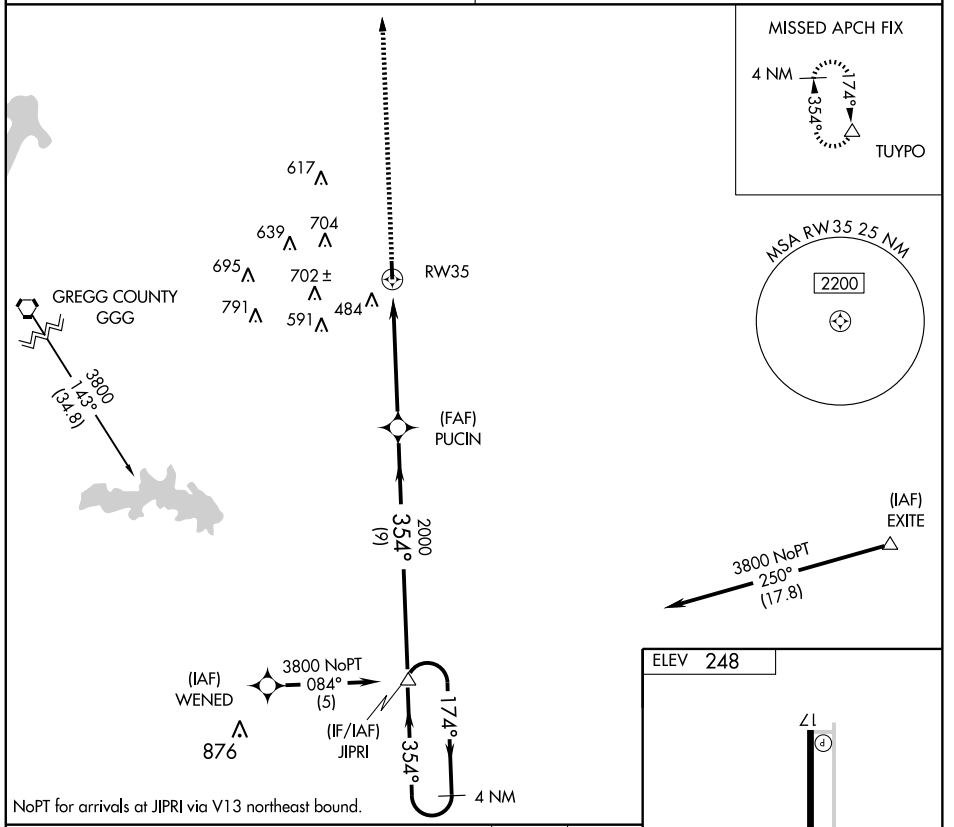
APP CRS	Rwy Idg	4000
354°	TDZE	248
	Apt Elev	248

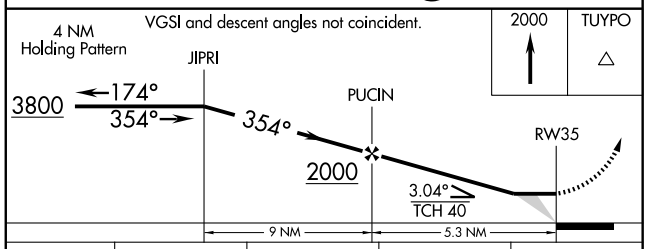
RNAV (GPS) RWY 35

CARTHAGE/ PANOLA COUNTY-SHARPE FIELD (4F2)

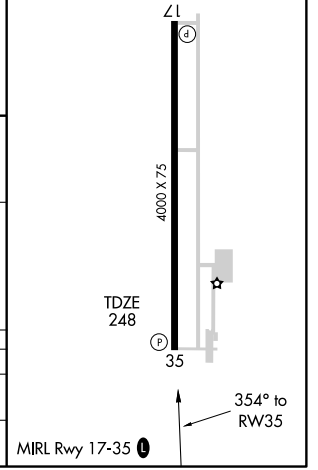
NA	DME/DME RNP-0.3 NA. Use Shreveport Rgnl altimeter setting; when not received use East Texas Rgnl altimeter setting.	MISSED APPROACH: Climb to 2000 direct TUYPO and hold.

SHREVEPORT APP CON ★	UNICOM
119.9 335.55	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	840-1	592 (600-1)	840-1½ 592 (600-1½)	NA
CIRCLING	920-1	672 (700-1)	920-2 672 (700-2)	NA

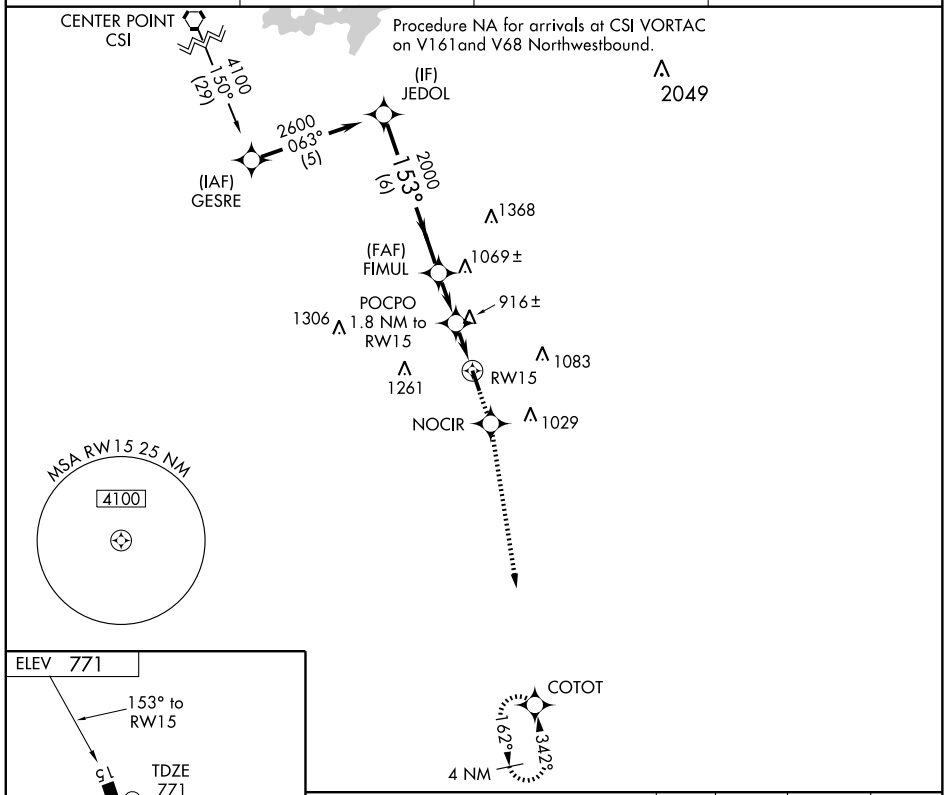


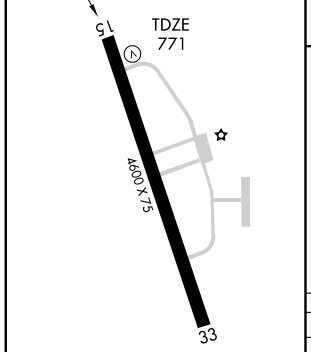
SC-2, 08 APR 2010 to 06 MAY 2010

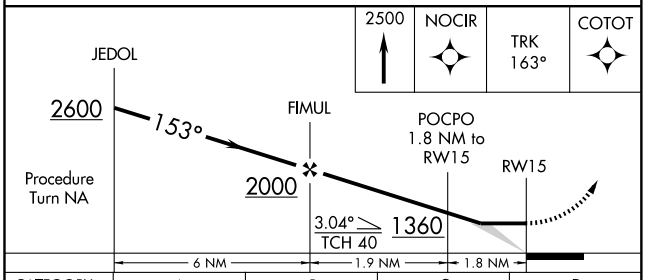
APP CRS		
153°	Rwy Idg	4600
	TDZE	771
	Apt Elev	771

RNAV (GPS) RWY 15
CASTROVILLE MUNI (CVB)

⚠ NA — DME/DME RNP-0.3 NA. When local altimeter setting not received, use San Antonio Intl altimeter setting.		MISSED APPROACH: Climb to 2500 direct NOCIR and via 163° track to COTOT and hold.	
AWOS-3	HONDO MUNI ASOS	SAN ANTONIO APP CON	UNICOM
119.25	119.675	118.05 353.5	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1240-1 469 (500-1)		1240-1¼ 469 (500-1¼)	NA
CIRCLING	1260-1 489 (500-1)	1380-1 609 (700-1)	1440-1¾ 669 (700-1¾)	NA

MIRL Rwy 15-33 L

SC-3, 08 APR 2010 to 06 MAY 2010

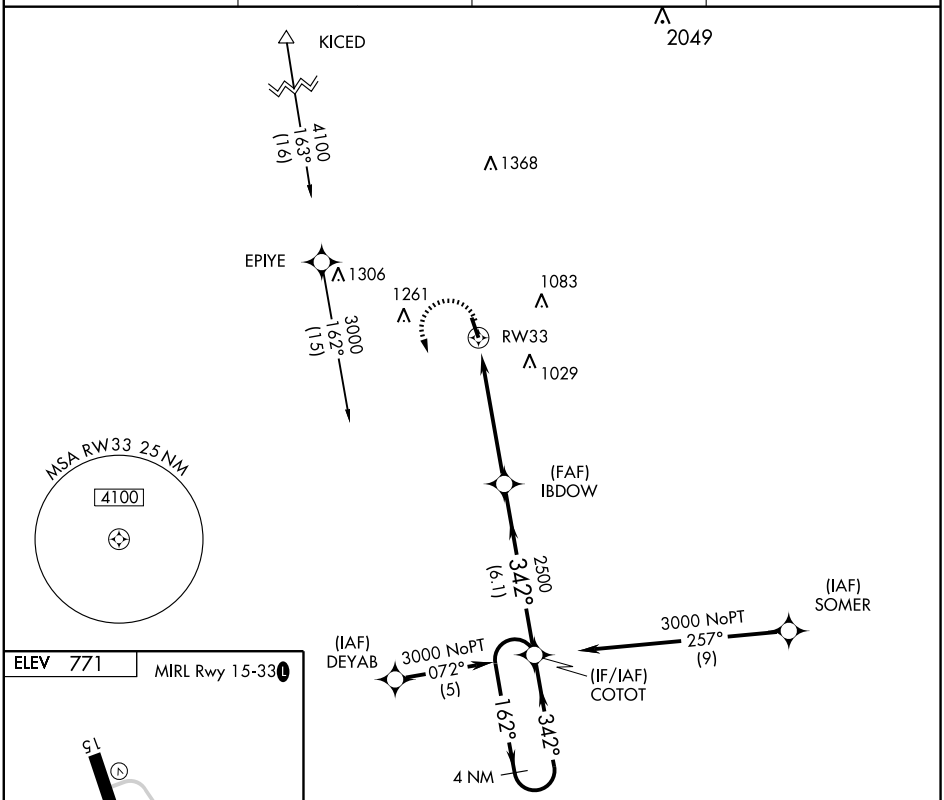
APP CRS	Rwy Idg	4600
342°	TDZE	768
	Apt Elev	771

RNAV (GPS) RWY 33
CASTROVILLE MUNI (CVB)

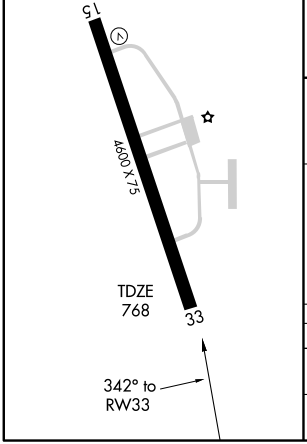
NA — DME/DME RNP-0.3 NA. When local altimeter setting not received, use San Antonio Intl altimeter setting. Circling to Rwy 15 NA at night.

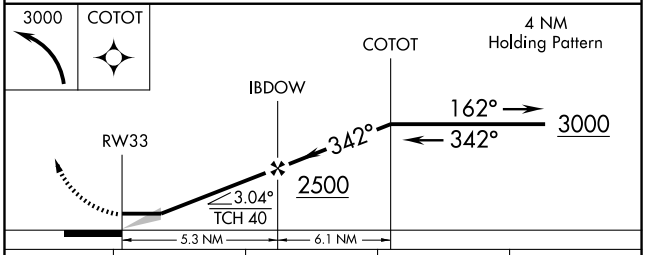
MISSED APPROACH: Climbing left turn to 3000 direct COTOT and hold.

AWOS-3	HONDO MUNI ASOS	SAN ANTONIO APP CON	UNICOM
119.25	119.675	118.05 353.5	122.8 (CTAF) L



ELEV 771 — MIRL Rwy 15-33 L





CATEGORY	A	B	C	D
LNAV MDA	1260-1 492 (500-1)		1260-1¼ 492 (500-1¼)	NA
CIRCLING	1340-1 569 (600-1)		1440-1¾ 669 (700-1¾)	NA

SC-3, 08 APR 2010 to 06 MAY 2010

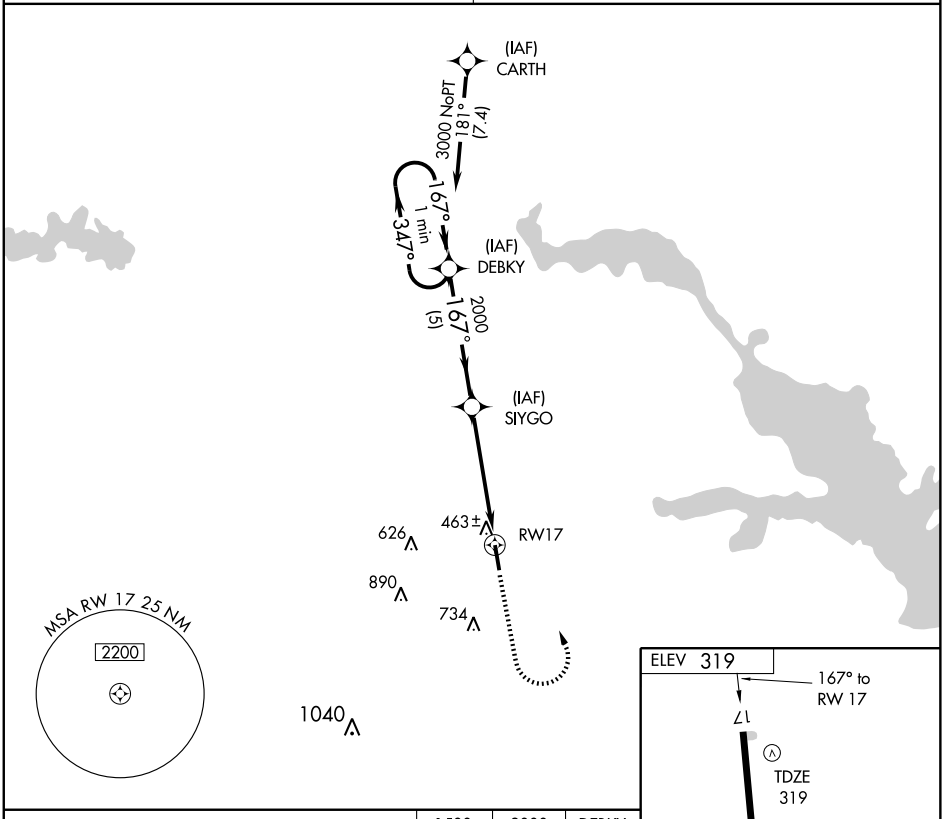
APP CRS	Rwy Idg	5501
167°	TDZE	319
	Apt Elev	319

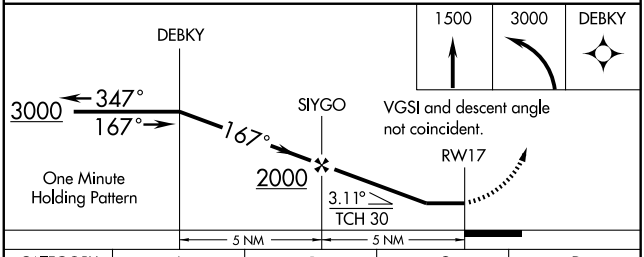
GPS RWY 17
CENTER MUNI (F17)

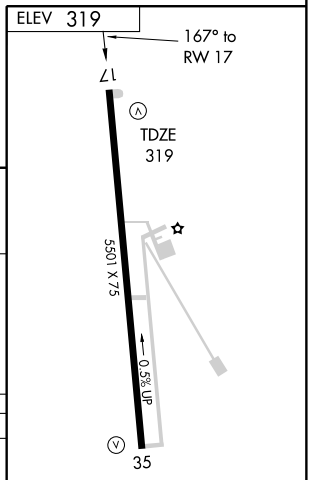
NA Use Nacogdoches, TX (A.L. Mangham Jr. Regional) altimeter setting.

MISSED APPROACH: Climb to 1500 then climbing left turn to 3000 direct DEBKY WP and hold.

FORTH WORTH CENTER	UNICOM
126.325 346.25	**122.8** (CTAF)







MIRL Rwy 17-35

CATEGORY	A	B	C	D
S-17	800-1	481 (500-1)	800-1¼ 481 (500-1¼)	NA
CIRCLING	860-1	541 (600-1)	920-1¾ 601 (700-1¾)	NA

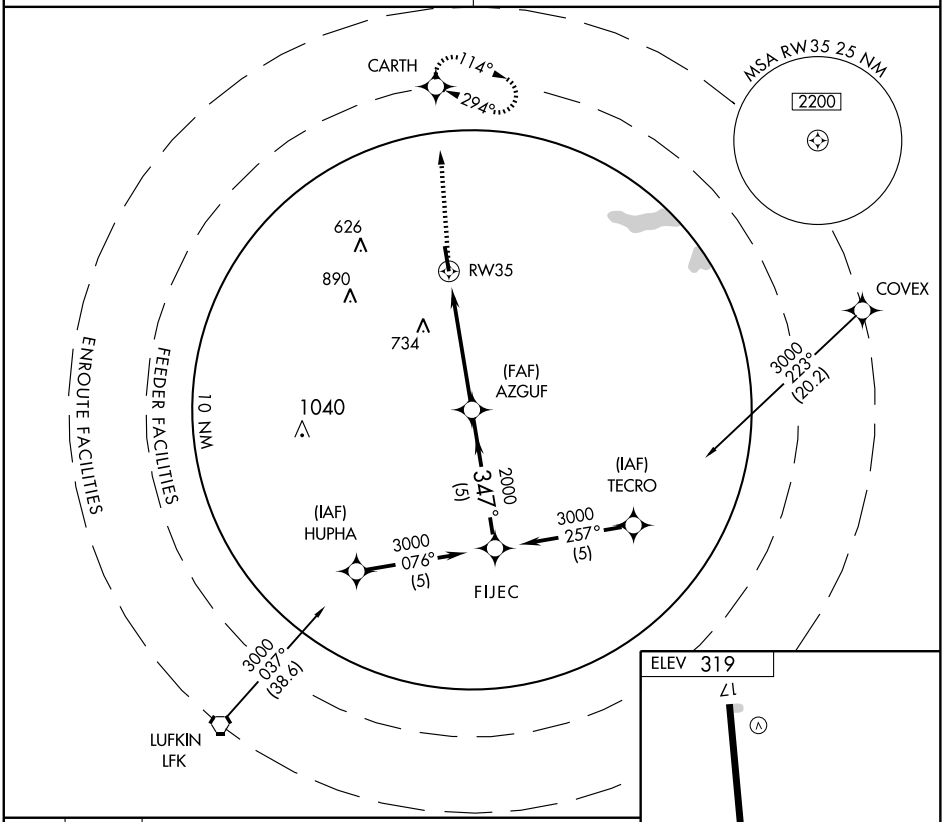
SC-5, 08 APR 2010 to 06 MAY 2010

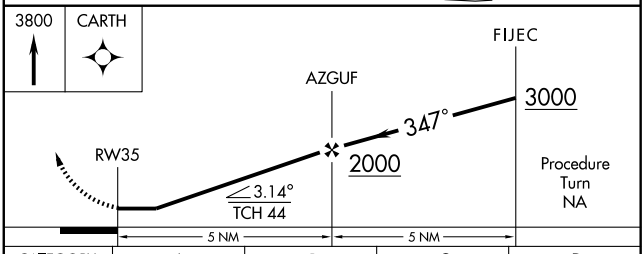
APP CRS	Rwy Idg	5501
347°	TDZE	308
	Apt Elev	319

GPS RWY 35
CENTER MUNI (F17)

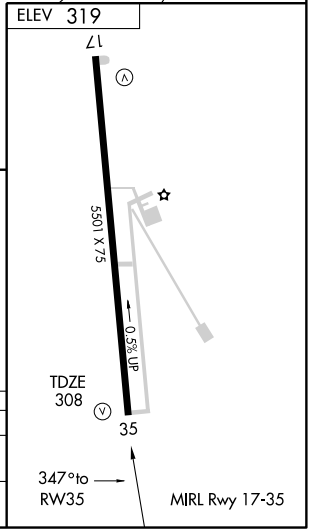
NA	Use Nacogdoches, TX (A.L. Mangham Jr. Regional) altimeter setting.	MISSED APPROACH: Climb to 3800 direct CARTH WP and hold.

FORTH WORTH CENTER	UNICOM
126.325 346.25	**122.8** (CTAF)





CATEGORY	A	B	C	D
S-35	900-1	592 (600-1)	900-1½ 592 (600-1½)	NA
CIRCLING	900-1	581 (600-1)	920-1¾ 601 (700-1¾)	NA



SC-5, 08 APR 2010 to 06 MAY 2010

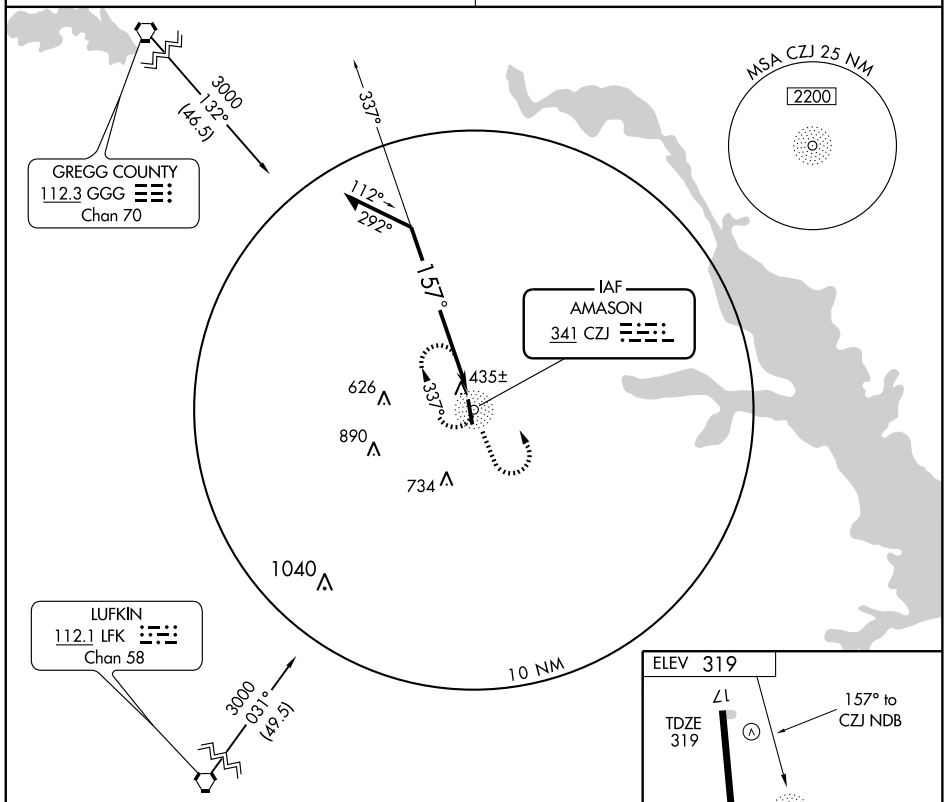
NDB CZJ	APP CRS	Rwy Idg	5501
341	157°	TDZE	319
		Apt Elev	319

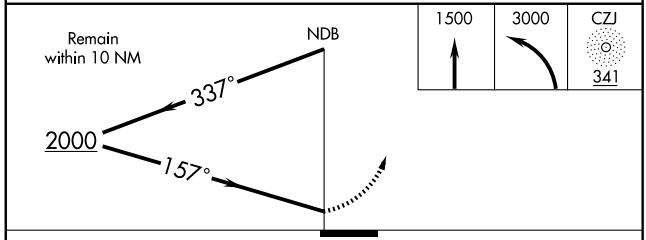
NDB RWY 17
CENTER MUNI (F17)

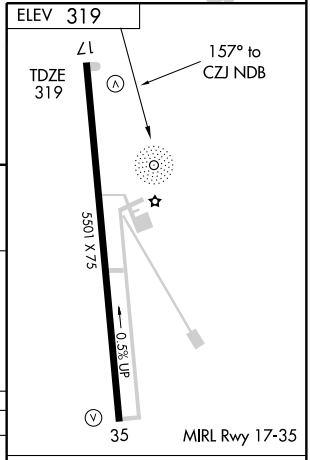
NA Use Nacogdoches, TX (A.L. Mangham Jr. Regional) altimeter setting.

MISSED APPROACH: Climb to 1500 then climbing left turn to 3000 direct CZJ NDB and hold.

FORTH WORTH CENTER	UNICOM
126.325 346.25	**122.8** (CTAF)







CATEGORY	A	B	C	D
S-17	920-1	601 (700-1)	920-1¾ 601 (700-1¾)	NA
CIRCLING	920-1	601 (700-1)	920-1¾ 601 (700-1¾)	NA

Knots	60	90	120	150	180
Min:Sec					

SC-5, 08 APR 2010 to 06 MAY 2010

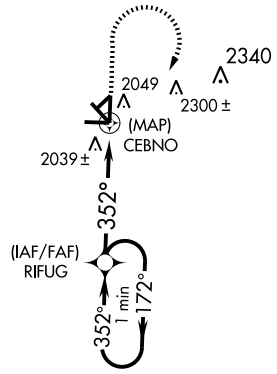
APP CRS	Rwy Idg	5949
352°	TDZE	1954
	Apt Elev	1954

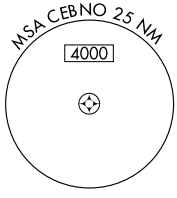
GPS RWY 35
CHILDRESS MUNI (CDS)

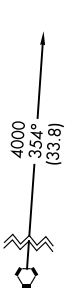
NA

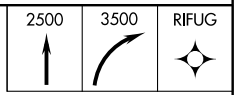
MISSED APPROACH: Climb to 2500 then climbing right turn to 3500 direct RIFUG WP and hold.

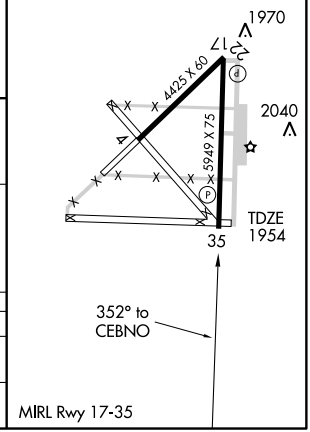
ASOS	FORT WORTH CENTER	UNICOM
135.125	133.5 350.35	122.8 (CTAF)











CATEGORY	A	B	C	D
S-35	2300-1 346 (400-1)			2300-1¼ 346 (400-1¼)
CIRCLING	2500-1 546 (600-1)		2500-1½ 546 (600-1½)	2520-2 566 (600-2)

SC-2. 08 APR 2010 to 06 MAY 2010

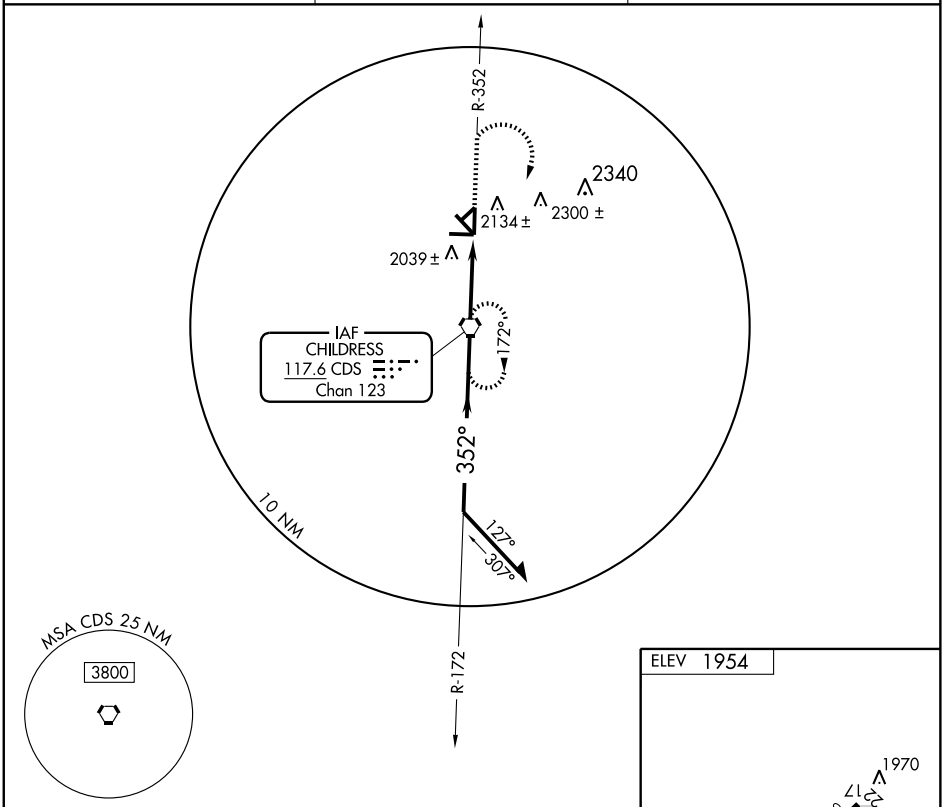
VORTAC CDS	APP CRS	Rwy Idg	5949
117.6	352°	TDZE	1954
Chan 123		Apt Elev	1954

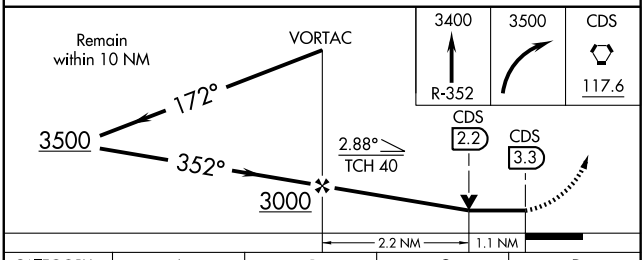
VOR RWY 35
CHILDRESS MUNI (CDS)

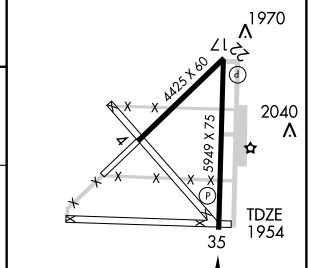
When local altimeter setting not received, use Altus/Quartz Mountain Rgnl altimeter setting and increase all MDA 200 feet, and all visibilities ¾ mile. VDP NA when using Altus/Quartz Mountain Rgnl altimeter setting.

MISSED APPROACH: Climb to 3400 via CDS VORTAC R-352 then climbing right turn to 3500 direct CDS VORTAC and hold.

ASOS	FORT WORTH CENTER	UNICOM
135.125	133.5 350.35	122.8 (CTAF)





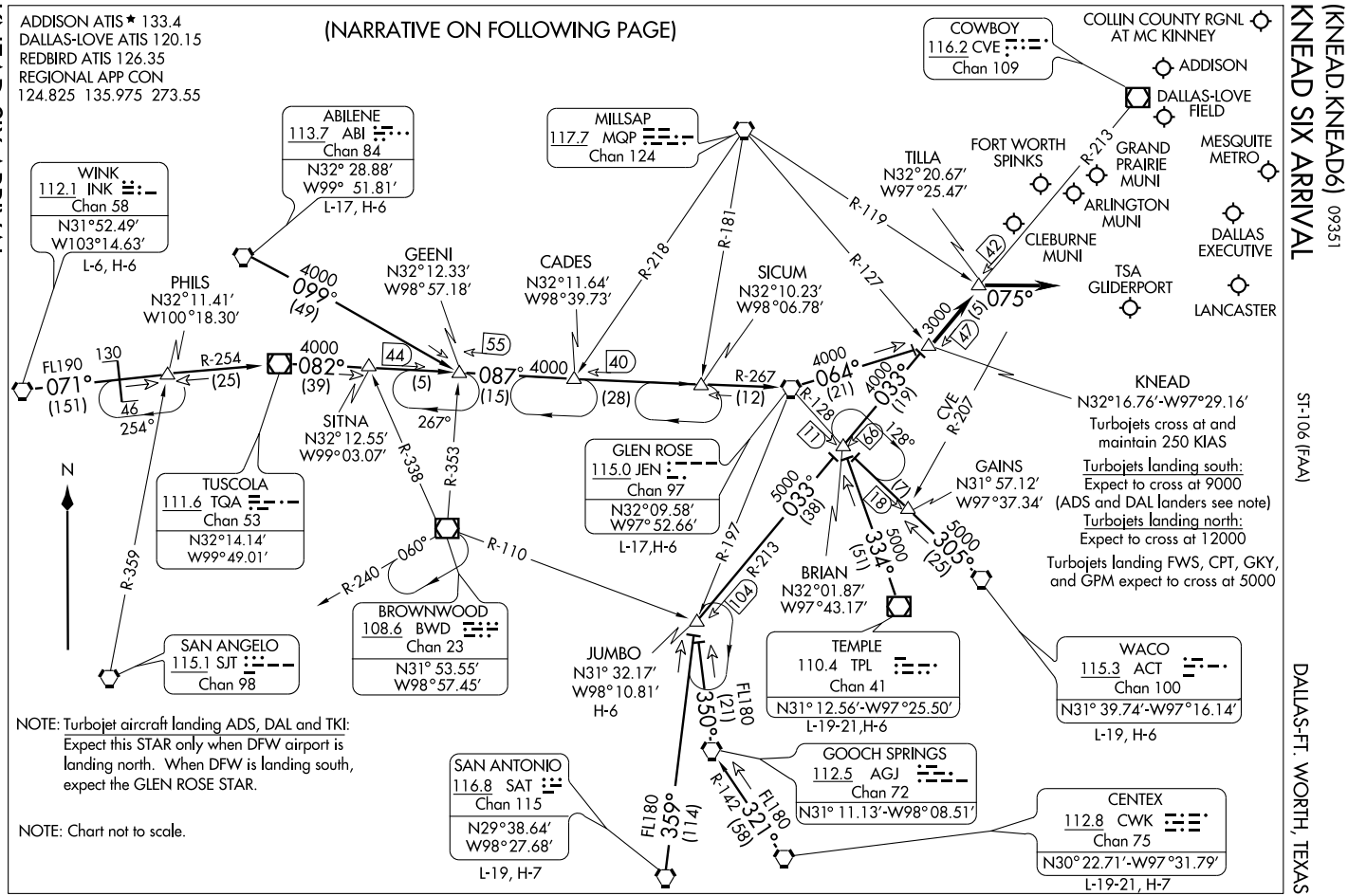


CATEGORY	A	B	C	D
S-35	2340-1 386 (400-1)			2340-1¼ 386 (400-1¼)
CIRCLNG	2500-1 546 (600-1)		2500-1½ 546 (600-1½)	2520-2 566 (600-2)

FAF to MAP 3.3 NM

Knots	60	90	120	150	180
Min:Sec	3:18	2:12	1:39	1:19	1:06

SC-2, 08 APR 2010 to 06 MAY 2010



(KNEAD.KNEAD6) 09351

KNEAD SIX ARRIVAL

ST-106 (FAA)

DALLAS-FT. WORTH, TEXAS

ARRIVAL DESCRIPTION

ABILENE TRANSITION (ABI.KNEAD6): From over ABI VORTAC via ABI R-099 to GEENI INT, then via JEN R-267 to JEN VORTAC, then via JEN R-064 to KNEAD INT. Thence . . . .

CENTEX TRANSITION (CWK.KNEAD6): From over CWK VORTAC via CWK R-321 and AGJ R-142 to AGJ VORTAC, then via AGJ R-350 to JUMBO INT, then via CVE R-213 to KNEAD INT. Thence . . . .

GLEN ROSE TRANSITION (JEN.KNEAD6): From over JEN VORTAC via JEN R-064 to KNEAD INT. Thence . . . .

JUMBO TRANSITION (JUMBO.KNEAD6): From over JUMBO INT via CVE R-213 to KNEAD INT. Thence . . . .

SAN ANTONIO TRANSITION (SAT.KNEAD6): From over SAT VORTAC via SAT R-359 to JUMBO INT, then via CVE R-213 to KNEAD INT. Thence . . . .

TEMPLE TRANSITION (TPL.KNEAD6): From over TPL VOR/DME via TPL R-334 to BRIAN INT, then via CVE R-213 to KNEAD INT. Thence . . . .

WACO TRANSITION (ACT.KNEAD6): From over ACT VORTAC via ACT R-305 to BRIAN INT, then via CVE R-213 to KNEAD INT. Thence . . . .

WINK TRANSITION (INK.KNEAD6): From over INK VORTAC via INK R-071 and TQA R-254 to TQA VOR/DME, then via TQA R-082 to GEENI INT, then via JEN R-267 to JEN VORTAC, then via JEN R-064 to KNEAD INT. Thence . . . .

. . . . From over KNEAD INT via CVE R-213 to TILLA INT, thence via heading 075° for vectors to final approach course.

SC-2, 08 APR 2010 to 06 MAY 2010

LOC I-CPT	APP CRS	Rwy Idg	5512
111.15	153°	TDZE	854
Chan 48(Y)		Apt Elev	854

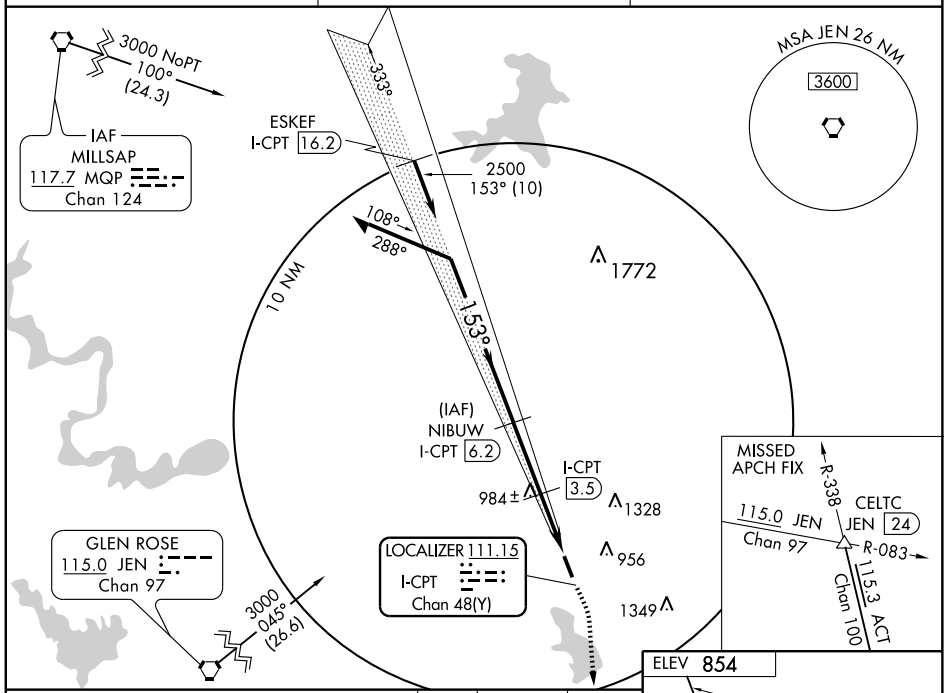
LOC/DME RWY 15

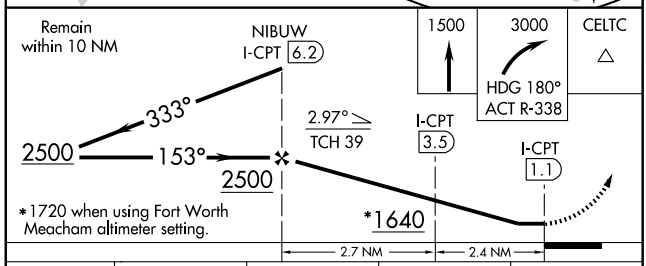
CLEBURNE MUNI (CPT)

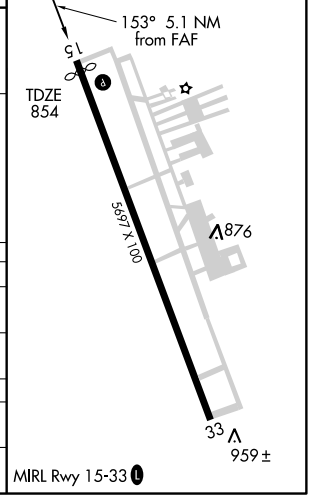
Obtain local altimeter setting on CTAF; when not received, use Fort Worth Meacham altimeter setting.

MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 via heading 180° and ACT R-338 to CELTC INT.

AWOS-3	REGIONAL APP CON	UNICOM
119.525	135.975 379.9	122.8 (CTAF)







CATEGORY	A	B	C	D
S-15	1240-1 386 (400-1)			1240-1¼ 386 (400-1¼)
CIRCLING	1240-1 386 (400-1)	1320-1 466 (500-1)	1320-1½ 466 (500-1½)	1420-2 566 (600-2)
FORT WORTH MEACHAM ALTIMETER SETTING MINIMUMS				
S-15	1320-1 466 (500-1)		1320-1¼ 466 (500-1¼)	1320-1½ 466 (500-1½)
CIRCLING	1320-1 466 (500-1)		1320-1½ 466 (500-1½)	1420-2 566 (600-2)

SC-2, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	5512
153°	TDZE	854
	Apt Elev	854

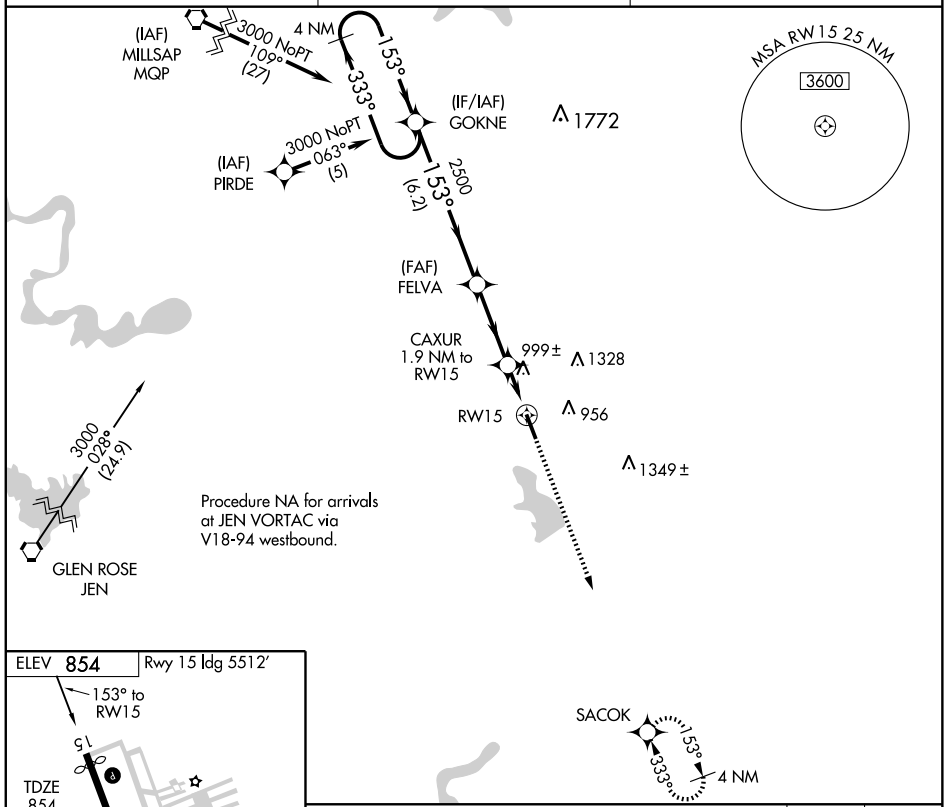
RNAV (GPS) RWY 15

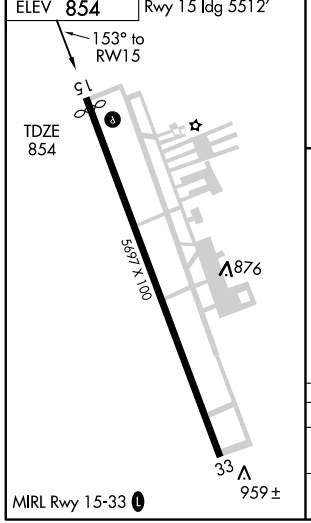
CLEBURNE MUNI (CPT)

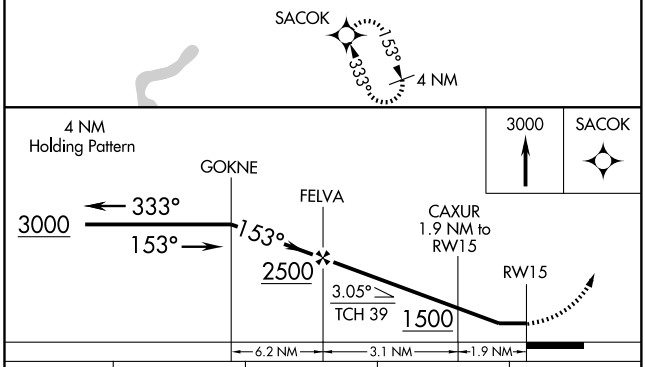
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Fort Worth Meacham altimeter setting and increase all MDAs 100 feet, and increase LNAV Cats C and D visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct SACOK and hold.

AWOS-3	REGIONAL APP CON	UNICOM
119.525	135.975 379.9	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1260-1 406 (500-1)		1260-1¼ 406 (500-1¼)	
CIRCLING	1300-1 446 (500-1)	1320-1 466 (500-1)	1320-1½ 466 (500-1½)	1420-2 566 (600-2)

SC-2, 08 APR 2010 to 06 MAY 2010

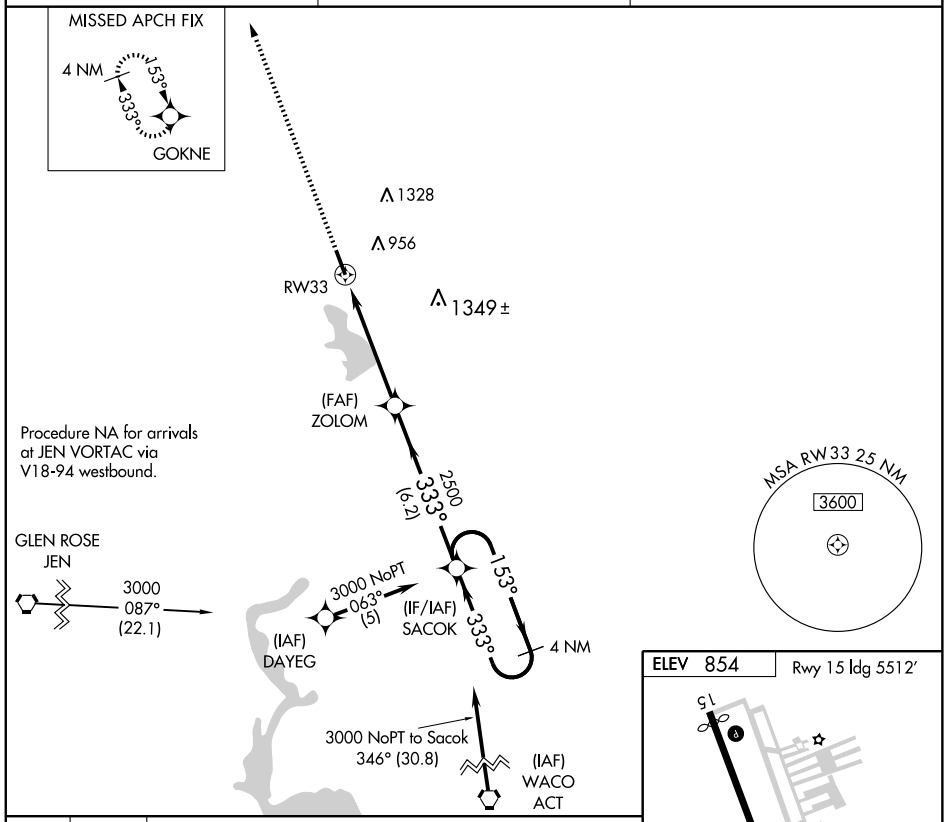
APP CRS	Rwy Idg	5697
333°	TDZE	849
	Apt Elev	854

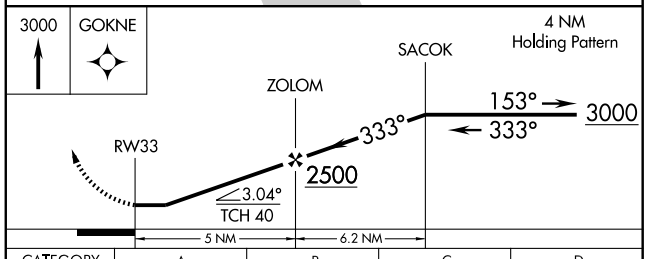
RNAV (GPS) RWY 33
CLEBURNE MUNI (CPT)

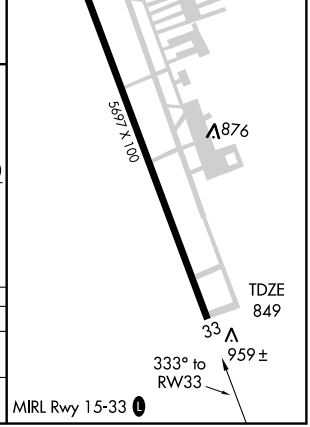
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Fort Worth Meacham altimeter setting and increase all MDAs 100 feet, and increase LNAV visibility Cats C and D ¼ mile.

MISSED APPROACH: Climb to 3000 direct GOKNE and hold.

AWOS-3	REGIONAL APP CON	UNICOM
119.525	135.975 379.9	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1220-1 371 (400-1)			1220-1¼ 371 (400-1¼)
CIRCLING	1300-1 446 (500-1)	1320-1 466 (500-1)	1320-1½ 466 (500-1½)	1420-2 566 (600-2)

SC-2, 08 APR 2010 to 06 MAY 2010

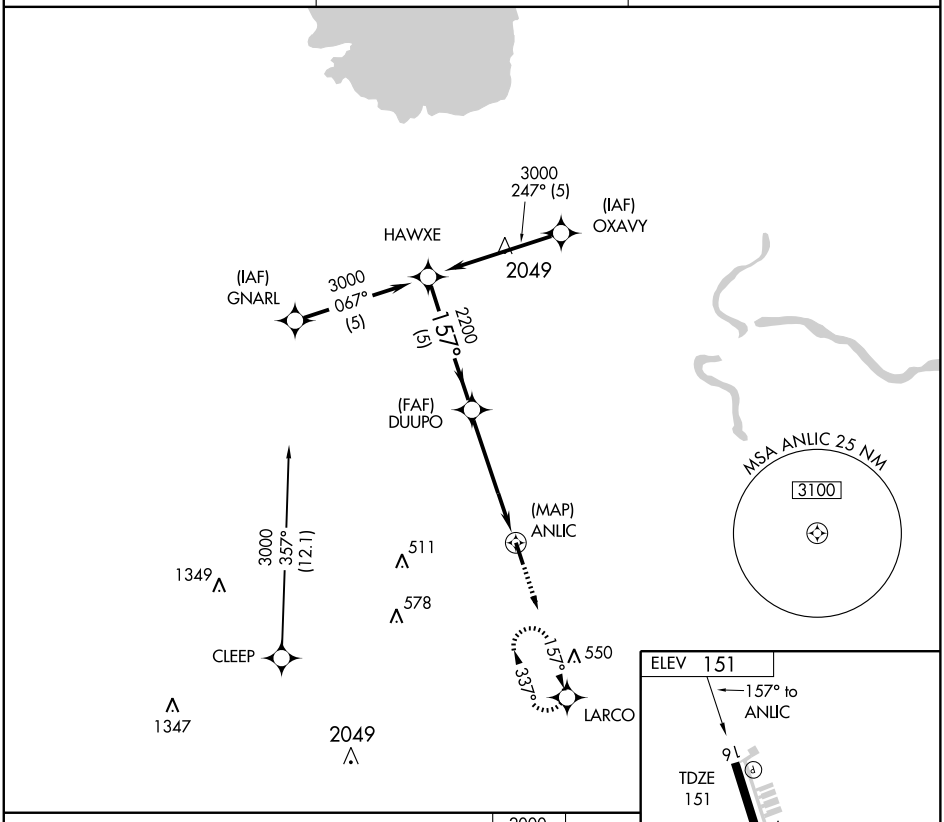
APP CRS	Rwy Idg	4998
157°	TDZE	151
	Apt Elev	151

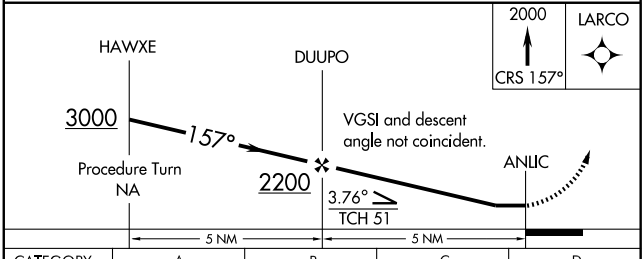
GPS RWY 16
CLEVELAND MUNI (6R3)

NA Use Houston, TX (George Bush Intercontinental /Houston) altimeter setting.

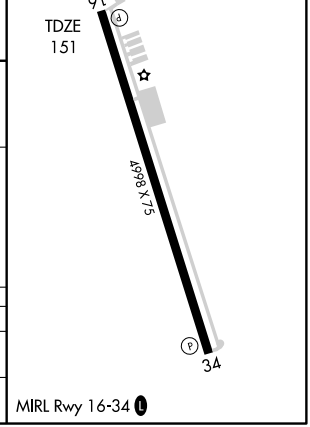
MISSED APPROACH: Climb to 2000 via 157° course to LARCO WP and hold.

AWOS-3	HOUSTON APP CON	UNICOM
119.325	119.7 281.4	123.0 (CTAF) L





CATEGORY	A	B	C	D
S-16	620-1 469 (500-1)		620-1¼ 469 (500-1¼)	NA
CIRCLING	640-1 489 (500-1)	660-1 509 (600-1)	660-1½ 509 (600-1½)	NA



SC-5, 08 APR 2010 to 06 MAY 2010

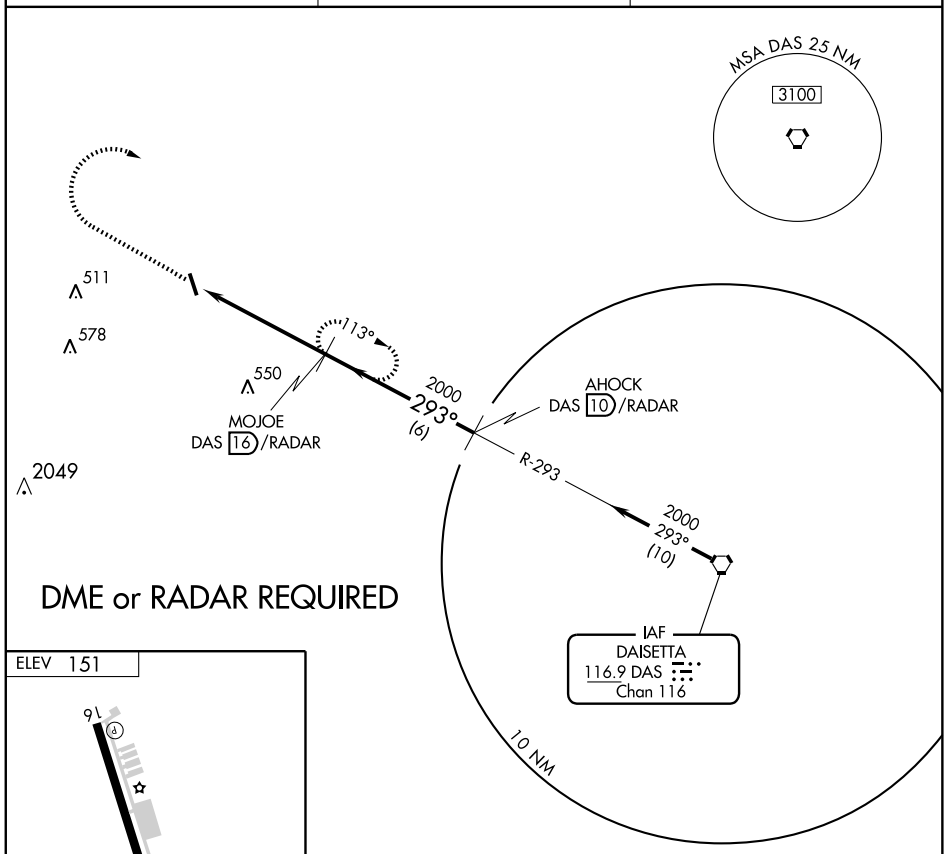
VORTAC DAS	APP CRS	Rwy Idg	N/A
116.9	293°	TDZE	N/A
Chan 116		Apt Elev	151

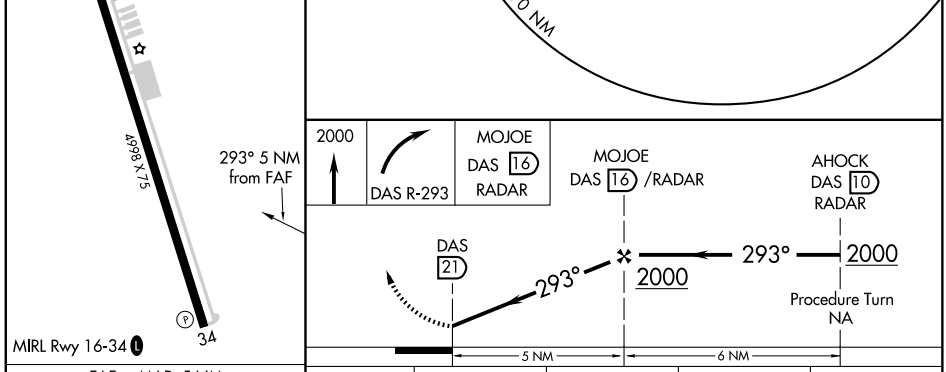
VOR-A
CLEVELAND MUNI (6R3)

Use Houston, TX (George Bush Intercontinental/Houston) altimeter setting.
NA

MISSED APPROACH: Climb to 2000 then right turn via DAS R-293 to MOJOE/DAS 16 DME/RADAR and hold.

AWOS-3	HOUSTON APP CON	UNICOM
119.325	119.7 281.4	123.0 (CTAF) L





FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

CATEGORY	A	B	C	D
CIRCLING	680-1 529 (600-1)	680-1¼ 529 (600-1¼)	NA	

SC-5, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	4503
148°	TDZE	1697
	Apt Elev	1697

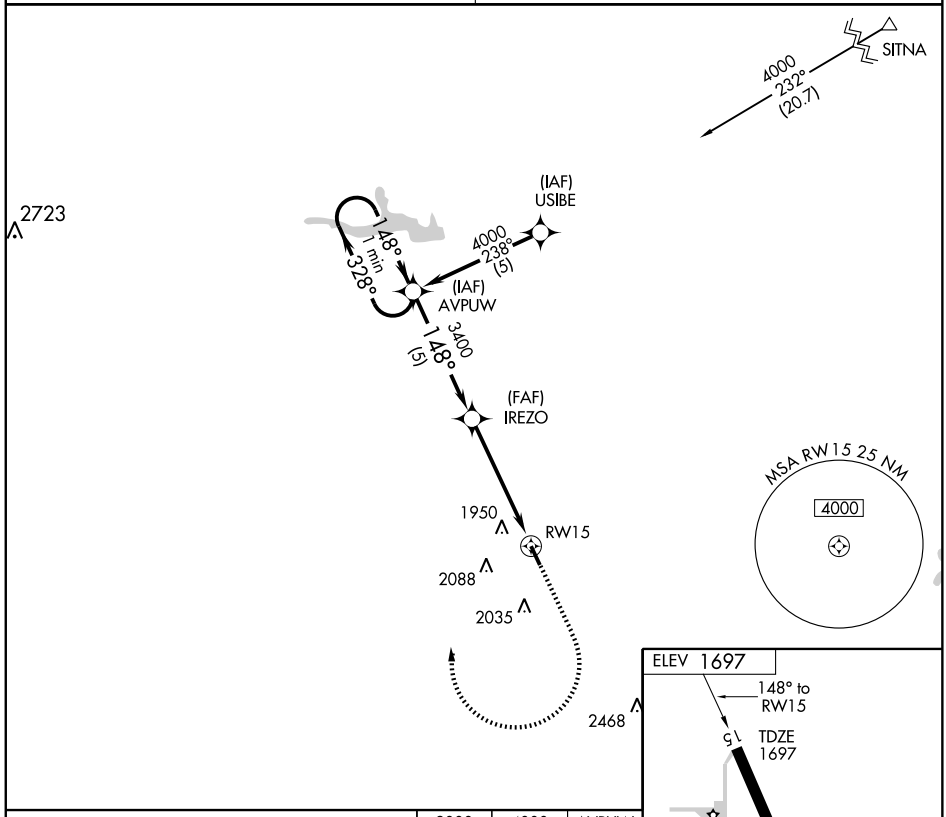
GPS RWY 15
COLEMAN MUNI (COM)

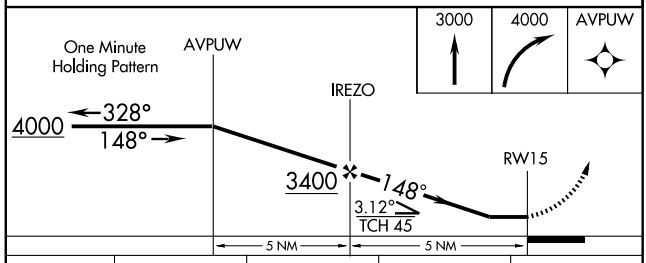
NA

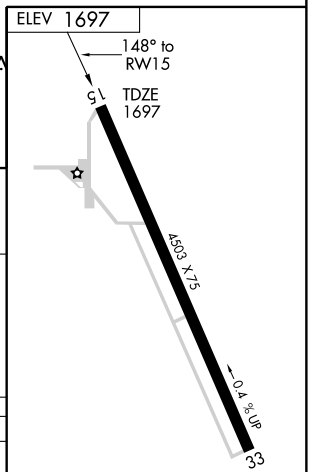
Use Brownwood Rgnl, TX altimeter setting.

MISSED APPROACH: Climb to 3000 then climbing right turn to 4000 direct AVPUW WP and hold.

FORT WORTH CENTER	UNICOM
127.45 290.3	122.8 (CTAF)







CATEGORY	A	B	C	D
S-15	2320-1	623 (700-1)	2320-1¾ 623 (700-1¾)	NA
CIRCLING	2380-1	683 (700-1)	2380-2 683 (700-2)	NA

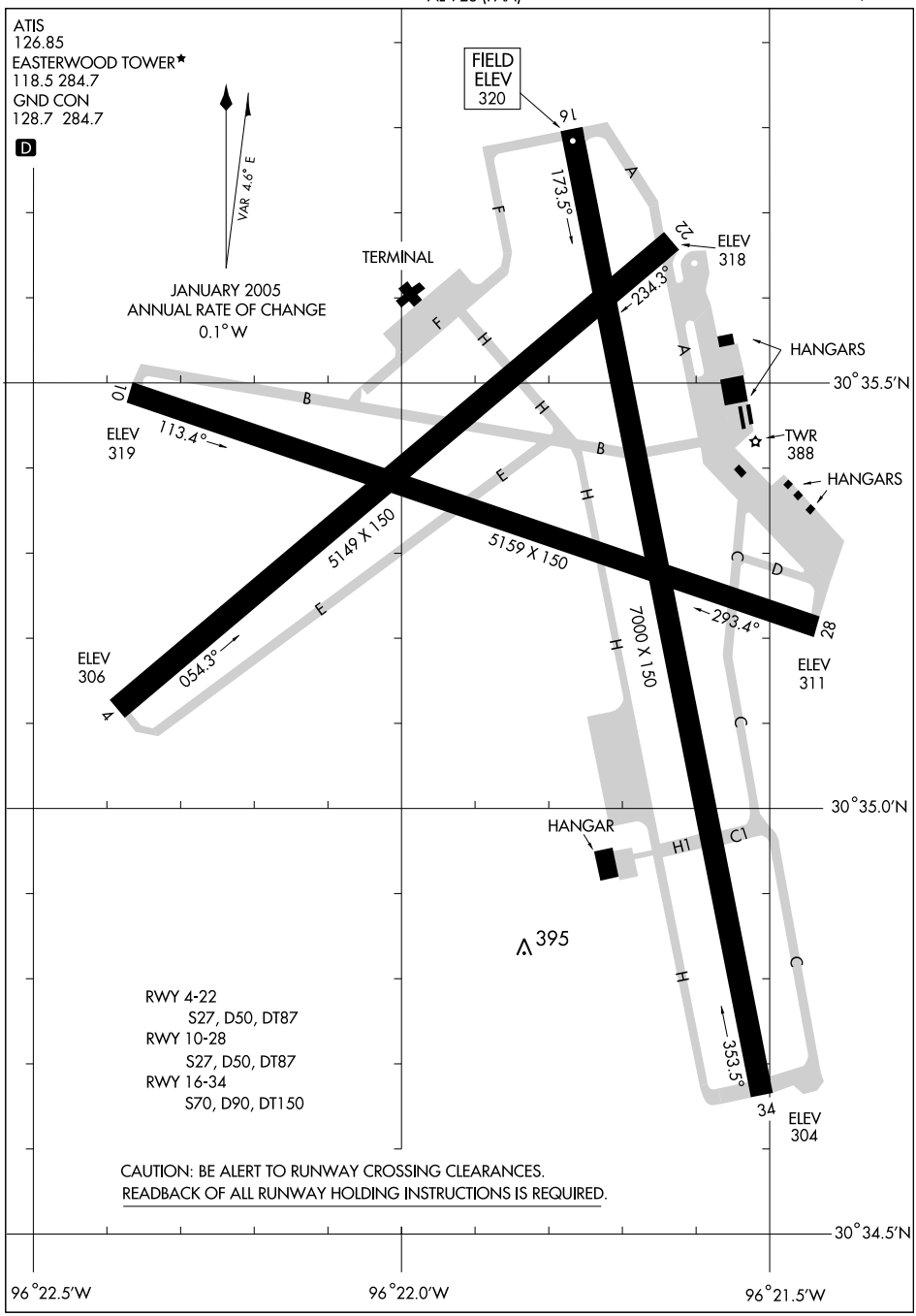
REIL Rwy 33
MIRL Rwy 15-33

SC-3, 08 APR 2010 to 06 MAY 2010

09295

AIRPORT DIAGRAM

COLLEGE STATION/ EASTERWOOD FIELD (CLL)
AL-928 (FAA)
COLLEGE STATION, TEXAS



SC-5, 08 APR 2010 to 06 MAY 2010

LOC/DME I-CLL	APP CRS	Rwy Idg	7000
111.7	343°	TDZE	311
Chan 54		Apt Elev	321

ILS or LOC RWY 34

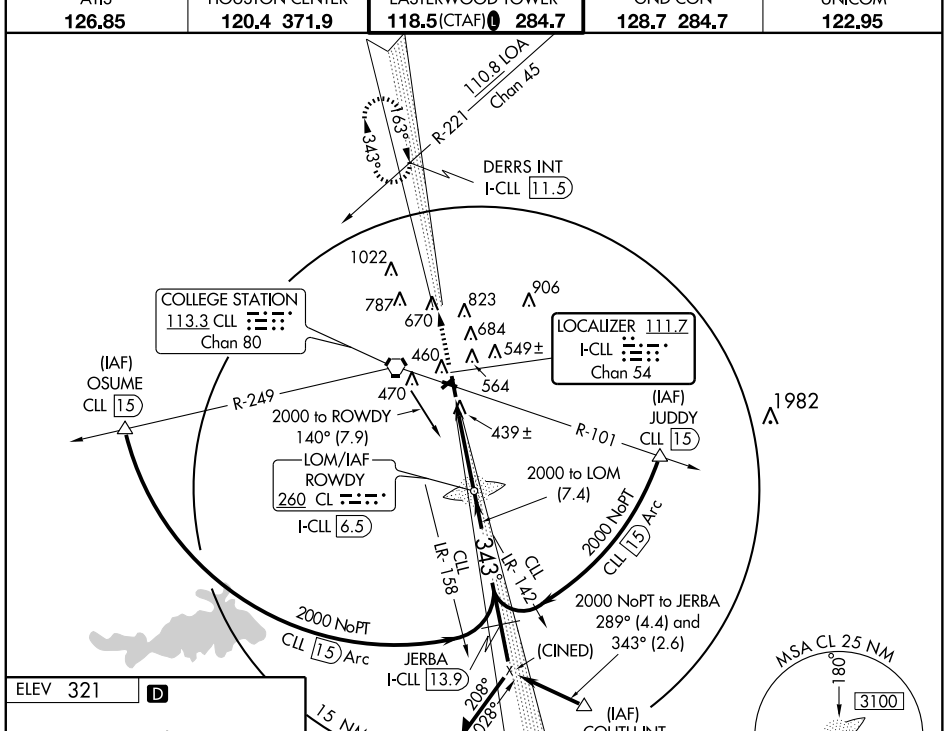
COLLEGE STATION/ EASTERWOOD FIELD (CLL)

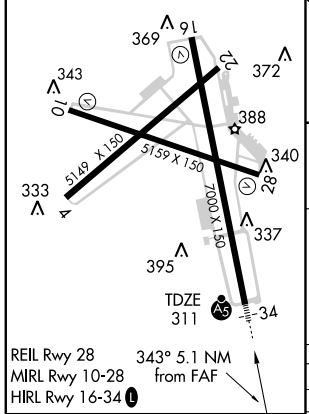
For inoperative MALSR increase S-ILS-34 Cat E visibility to ¾ mile, increase S-LOC-34 Cat E visibility to 1¼ mile. ILS glideslope unusable for coupled approaches below 535 feet MSL. Use I-CLL DME when on localizer course. ADF OR DME REQUIRED.

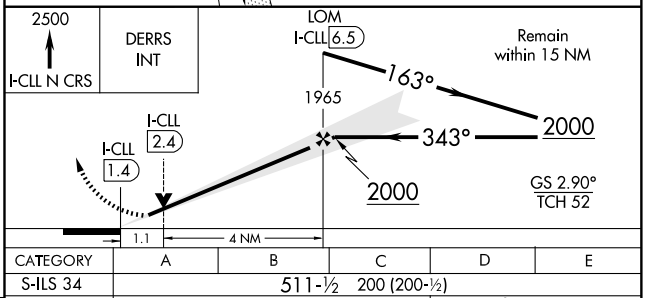
MALSR

MISSED APPROACH: Climb to 2500 via I-CLL north course to DERRS Int/I-CLL 11.5 DME and hold.

ATIS	HOUSTON CENTER	EASTERWOOD TOWER*	GND CON	UNICOM
126.85	120.4 371.9	118.5 (CTAF) L 284.7	128.7 284.7	122.95







FAF to MAP 5.1 NM

Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

CATEGORY	A	B	C	D	E
S-ILS 34	511-½ 200 (200-½)				
S-LOC 34	700-½ 389 (400-½)			700-¾ 389 (400-¾)	
CIRCLING	860-1 539 (600-1)	880-1 559 (600-1)	880-1½ 559 (600-1½)	1000-2¼ 679 (700-2¼)	1180-3 859 (900-3)

SC-5, 08 APR 2010 to 06 MAY 2010

LOC/DME I-CLL	APP CRS	Rwy Idg	7000
111.7	163°	TDZE	321
Chan 54		Apt Elev	321

LOC BC RWY 16

COLLEGE STATION/ EASTERWOOD FIELD (CLL)

MISSED APPROACH: Climb to 2000 via I-CLL south course and CLL R-143 to COUTH Int/CLL 20.9 DME and hold.

ATIS	HOUSTON CENTER	EASTERWOOD TOWER*	GND CON	UNICOM
126.85	120.4 371.9	118.5 (CTAF) L 284.7	128.7 284.7	122.95

BACK COURSE

(IAF) GATLN INT

343° X

(GOMGE)

R-226

LEONA 110.8 LOA Chan 45

MSA CLL 25 NM

180° 3100 2300 300°

2300 to ZONEN 118° (5.1) and 163° (5.6)

2300 CLL 14 Arc

(IF) ZONEN INT I-CLL 14.6

LR-001

LR-344

R-353

(9.7)

2000

R-017

163°

(IAF) YOBUR CLL 14

1022

787 670

BRYIN INT I-CLL 4.8

823 906

WEVAN I-CLL 0.5

684

549 ±

564

460

470

LOCALIZER 111.7 I-CLL Chan 54

R-299

ENROUTE FACILITIES

FEEDER FACILITIES

10 NM

COLLEGE STATION 113.3 CLL Chan 80

R-127

R-143

(IAF) HEDIX CLL 14

NAVASOTA 115.9 TNV Chan 106

R-266

143°

323°

COUTH CLL 20.9

ELEV 321

D

163° 4.3 NM from FAF

TDZE 321

16 22 10 28

369 372 343 388 340 333 337 395

5149 X 150 5159 X 150 7000 X 150

REIL Rwy 28

MIRL Rwy 10-28

HIRL Rwy 16-34 L

ZONEN INT I-CLL 14.6

Use I-CLL DME when on localizer course.

2000 ↑ I-CLL S CRS

↑ CLL R-143

COUTH △

BRYIN INT I-CLL 4.8

2300

163°

I-CLL 1.5

WEVAN I-CLL 0.5

Procedure Turn NA

Disregard glideslope indications.

2000

3.04°

TCH 51

9.7 NM 3.3 NM 1 NM .7

FAF to MAP 4.3 NM

Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

CATEGORY	A	B	C	D	E
S-16	920-1	599 (600-1)	920-1½ 599 (600-1½)	920-1¾ 599 (600-1¾)	920-2 599 (600-2)
CIRCLING	920-1	599 (600-1)	920-1½ 599 (600-1½)	1000-2¼ 679 (700-2¼)	1180-3 859 (900-3)

SC-5, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	5159
103°	TDZE	320
	Apt Elev	321

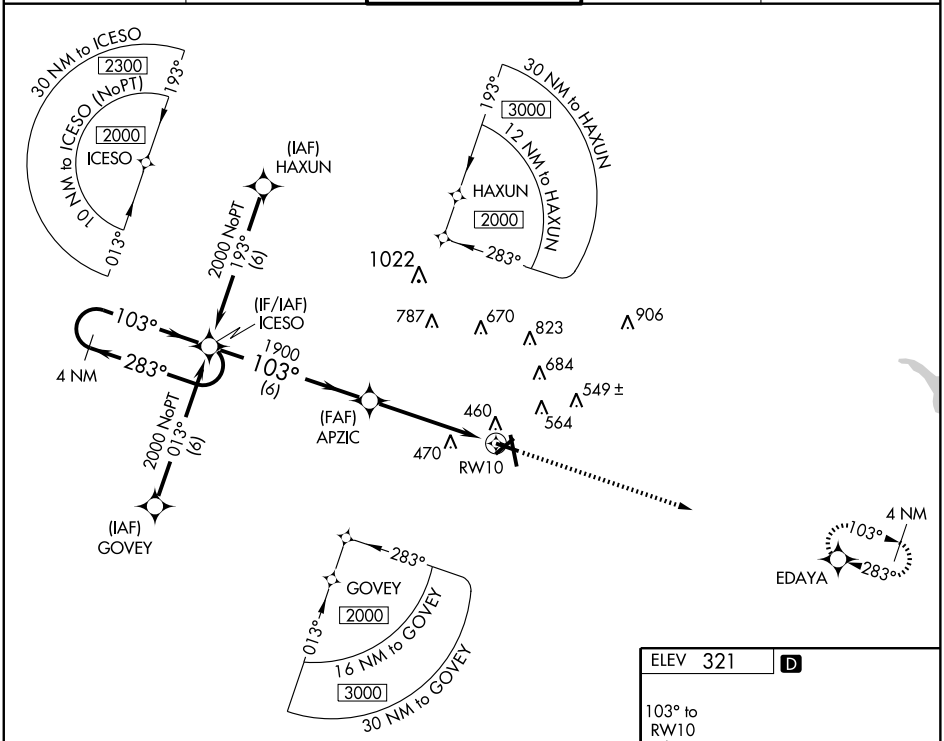
RNAV (GPS) RWY 10

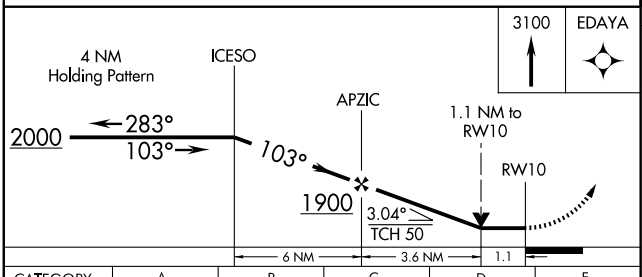
COLLEGE STATION/ EASTERWOOD FIELD (CLL)

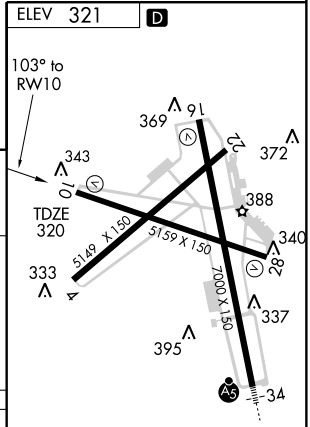
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3100 direct EDAYA and hold.

ATIS	HOUSTON CENTER	EASTERWOOD TOWER*	GND CON	UNICOM
126.85	120.4 371.9	118.5 (CTAF) L 284.7	128.7 284.7	122.95







CATEGORY	A	B	C	D	E
LNAV MDA	720-1 400 (400-1)			720-1¼ 400 (400-1¼)	720-1½ 400 (400-1½)
CIRCLING	860-1 539 (600-1)	880-1 559 (600-1)	880-1½ 559 (600-1½)	1000-2¼ 679 (700-2¼)	1180-3 859 (900-3)

REIL Rwy 28
MIRL Rwy 10-28
HIRL Rwy 16-34 L

SC-5, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	7000
163°	TDZE	321
	Apt Elev	321

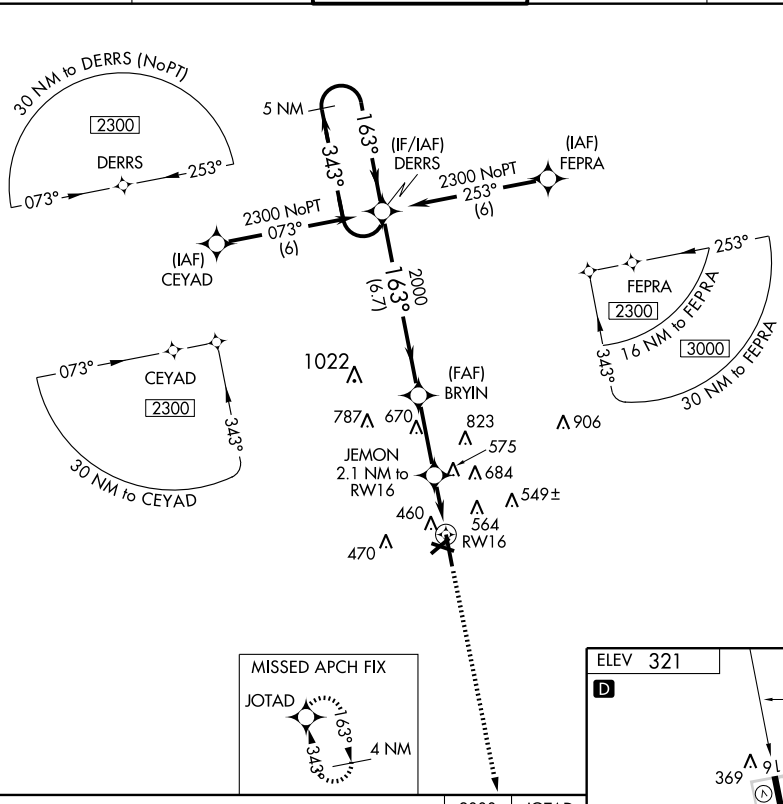
RNAV (GPS) RWY 16

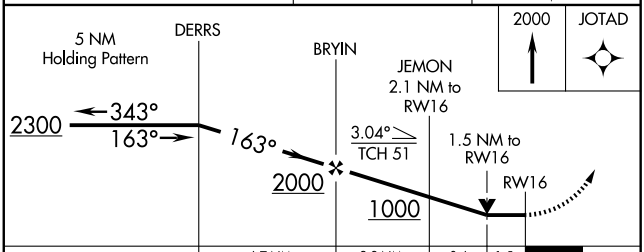
COLLEGE STATION/EASTERWOOD FIELD (CLL)

DME/DME RNP-0.3 NA

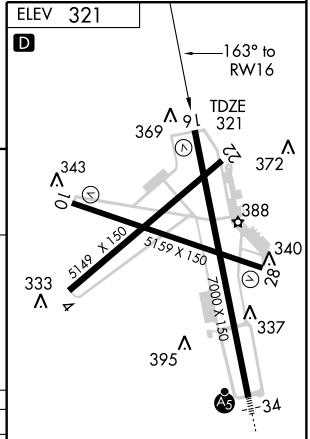
MISSED APPROACH: Climb to 2000 direct JOTAD and hold.

ATIS	HOUSTON CENTER	EASTERWOOD TOWER*	GND CON	UNICOM
126.85	120.4 371.9	118.5 (CTAF) L 284.7	128.7 284.7	122.95





CATEGORY	A	B	C	D	E
LNAV MDA	840-1	519 (600-1)	840-1½ 519 (600-1½)	840-1¾	519 (600-1¾)
CIRCLING	860-1 539 (600-1)	880-1 559 (600-1)	880-1½ 559 (600-1½)	1000-2¼ 679 (700-2¼)	1180-3 859 (900-3)



REIL Rwy 28
MIRL Rwy 10-28
HIRL Rwy 16-34 L

SC-5, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	5159
283°	TDZE	314
	Apt Elev	321

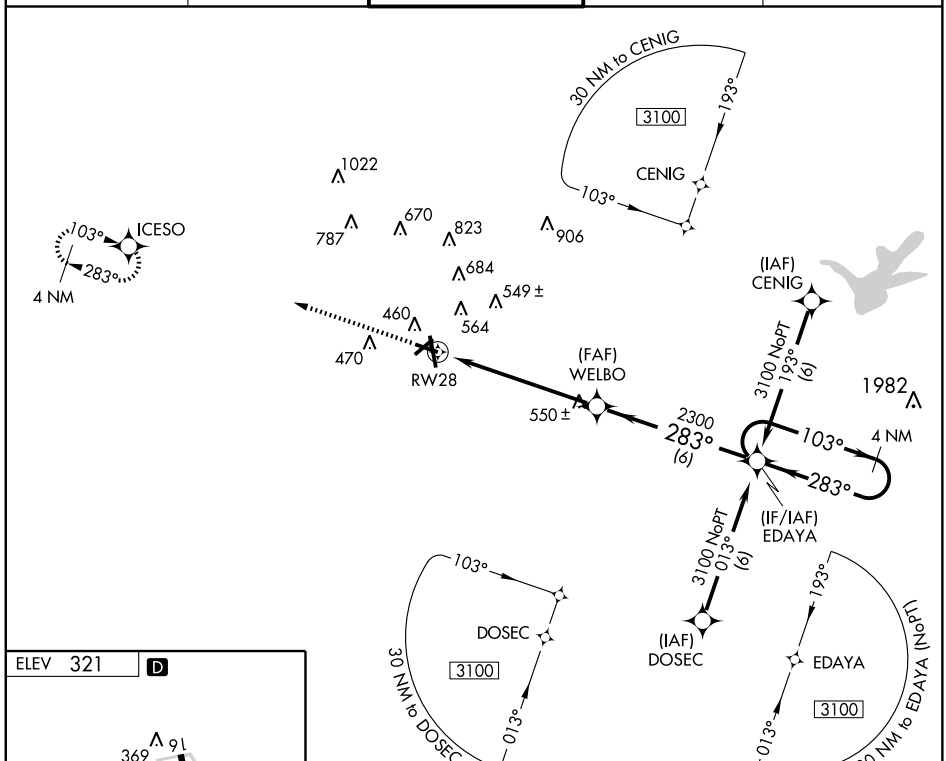
RNAV (GPS) RWY 28

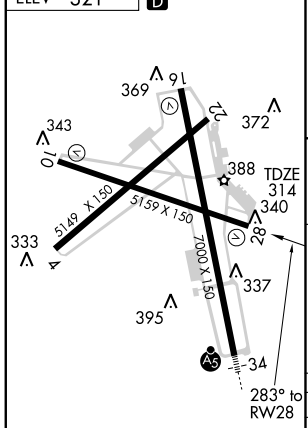
COLLEGE STATION/EASTERWOOD FIELD (CLL)

DME/DME RNP-0.3 NA.

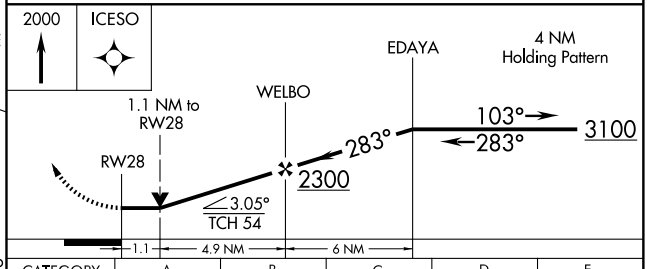
MISSED APPROACH: Climb to 2000 direct ICESO and hold.

ATIS	HOUSTON CENTER	EASTERWOOD TOWER*	GND CON	UNICOM
126.85	120.4 371.9	118.5(CTAF) L 284.7	128.7 284.7	122.95





REIL Rwy 28
MIRL Rwy 10-28
HIRL Rwy 16-34 L



CATEGORY	A	B	C	D	E
LNAV MDA	720-1 406 (400-1)		720-1¼ 406 (400-1¼)		720-1½ 406 (400-1½)
CIRCLING	860-1 539 (600-1)	880-1 559 (600-1)	880-1½ 559 (600-1½)	1000-2¼ 679 (700-2¼)	1180-3 859 (900-3)

SC-5, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	7000
343°	TDZE	311
	Apt Elev	321

RNAV (GPS) RWY 34

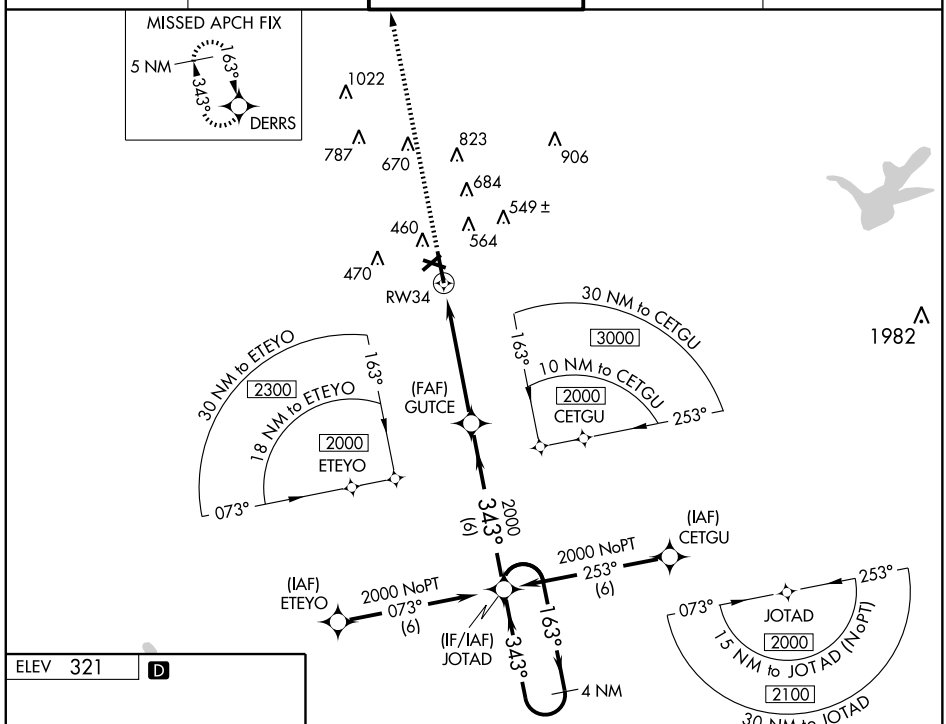
COLLEGE STATION/EASTERWOOD FIELD (CLL)

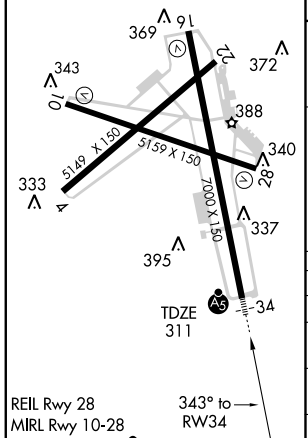
Baro-VNAV NA below -15°C (5°F). DME/DME RNP-0.3 NA. For inoperative MALSR, increase LNAV/VNAV Cat E visibility to 1¼, LNAV Cat D visibility to 1¼, and Cat E to 1½.

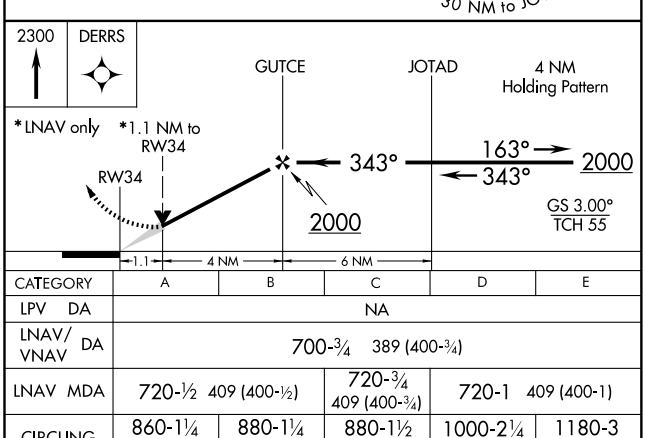
MALSR

MISSED APPROACH: Climb to 2300 direct DERRS and hold.

ATIS	HOUSTON CENTER	EASTERWOOD TOWER*	GND CON	UNICOM
126.85	120.4 371.9	118.5 (CTAF) L 284.7	128.7 284.7	122.95







CATEGORY	A	B	C	D	E
LPV DA	NA				
LNAV/VNAV DA	700-¾ 389 (400-¾)				
LNAV MDA	720-½ 409 (400-½)		720-¾ 409 (400-¾)	720-1 409 (400-1)	
CIRCLING	860-1¼ 539 (600-1¼)	880-1¼ 559 (600-1¼)	880-1½ 559 (600-1½)	1000-2¼ 679 (700-2¼)	1180-3 859 (900-3)

SC-5, 08 APR 2010 to 06 MAY 2010

COLLEGE STATION, TEXAS

AL-928 (FAA)

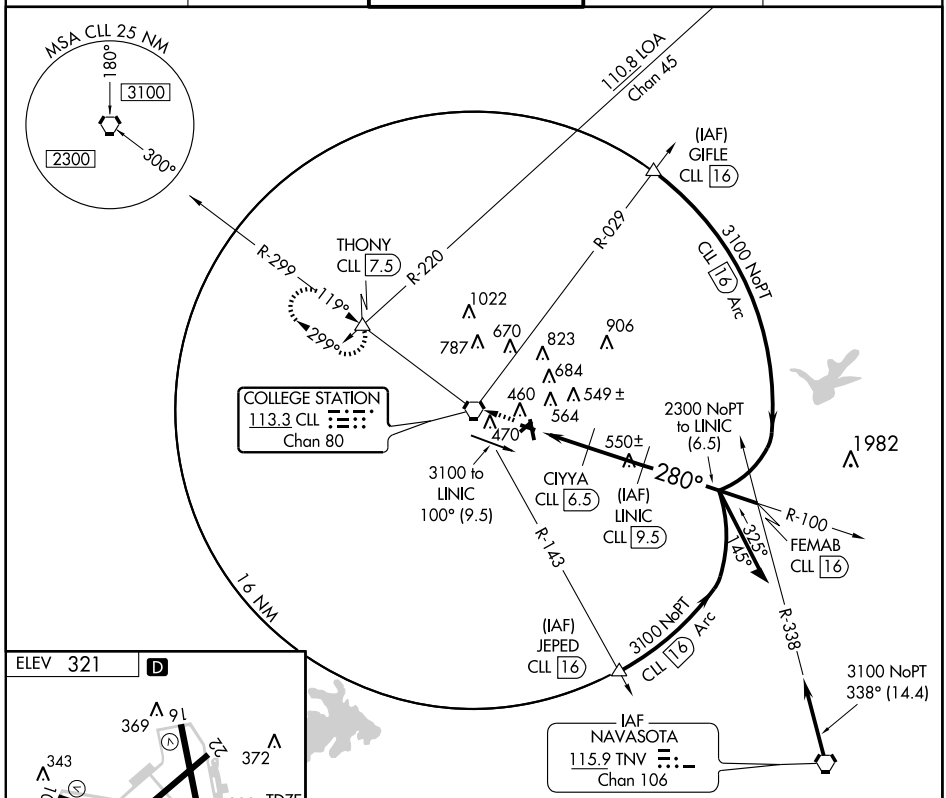
VORTAC CLL	APP CRS	Rwy Idg	5159
113.3	280°	TDZE	314
Chan 80		Apt Elev	321

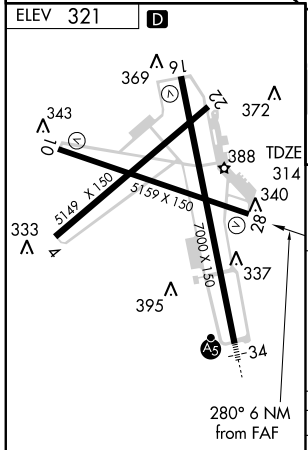
VOR/DME RWY 28

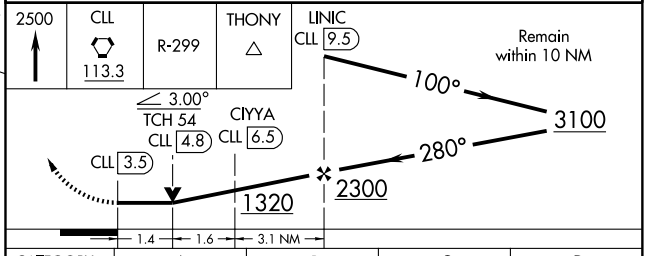
COLLEGE STATION/ EASTERWOOD FIELD (CLL)

MISSED APPROACH: Climb to 2500 direct CLL VORTAC then via CLL R-299 to THONY Int/CLL 7.5 DME and hold.

ATIS	HOUSTON CENTER	EASTERWOOD TOWER*	GND CON	UNICOM
126.85	120.4 371.9	118.5 (CTAF) L 284.7	128.7 284.7	122.95







CATEGORY	A	B	C	D
S-28	800-1 486 (500-1)		800-1¼ 486 (500-1¼)	800-1½ 486 (500-1½)
CIRCLING	860-1 539 (600-1)	880-1 559 (600-1)	880-1½ 559 (600-1½)	1000-2¼ 679 (700-2¼)

REIL Rwy 28
MIRL Rwy 10-28
HIRL Rwy 16-34 L

SC-5, 08 APR 2010 to 06 MAY 2010

VORTAC CLL	APP CRS	Rwy Idg	5159
113.3	100°	TDZE	320
Chan 80		Apt Elev	321

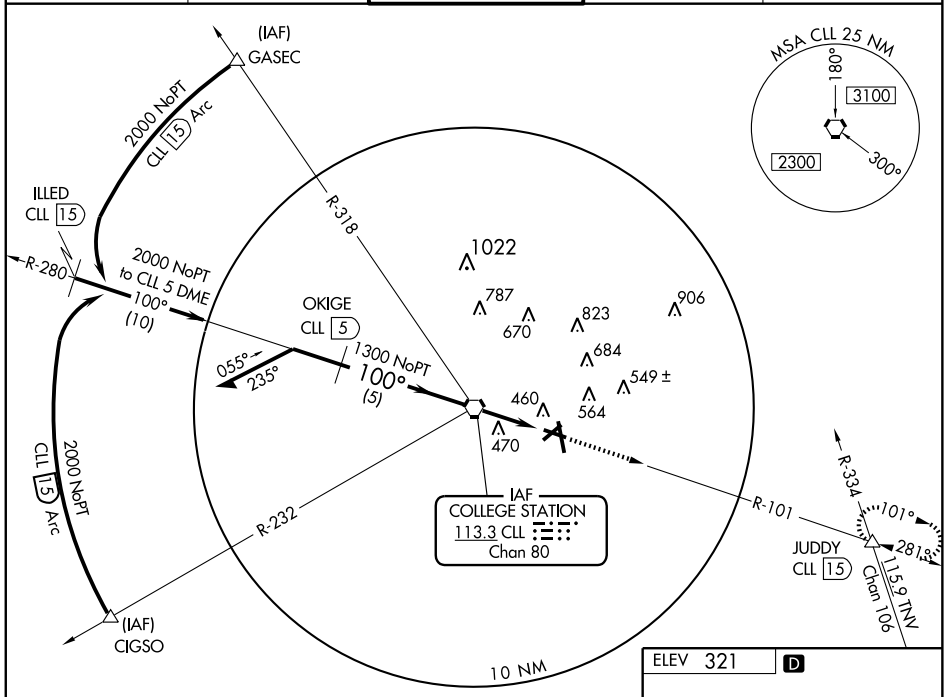
VOR or TACAN RWY 10

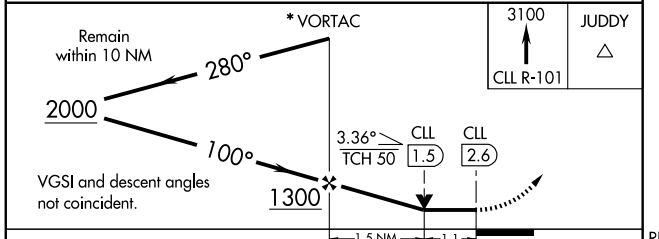
COLLEGE STATION/ EASTERWOOD FIELD (CLL)

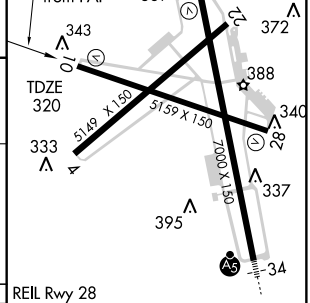
T A * Procedure turn NA for Cat E.

MISSED APPROACH: Climb to 3100 via CLL R-101 to JUDDY Int/CLL 15 DME and hold.

ATIS	HOUSTON CENTER	EASTERWOOD TOWER*	GND CON	UNICOM
126.85	120.4 371.9	118.5 (CTAF) L 284.7	128.7 284.7	122.95







REIL Rwy 28
MIRL Rwy 10-28
HIRL Rwy 16-34 L

FAF to MAP 2.6 NM

Knots	60	90	120	150	180
Min:Sec	2:36	1:44	1:18	1:02	0:52

CATEGORY	A	B	C	D	E
S-10	720-1 400 (400-1)			720-1¼ 400 (400-1¼)	720-1½ 400 (400-1½)
CIRCLING	860-1 539 (600-1)	880-1 559 (600-1)	880-1½ 559 (600-1½)	1000-2¼ 679 (700-2¼)	1180-3 859 (900-3)

SC-5, 08 APR 2010 to 06 MAY 2010

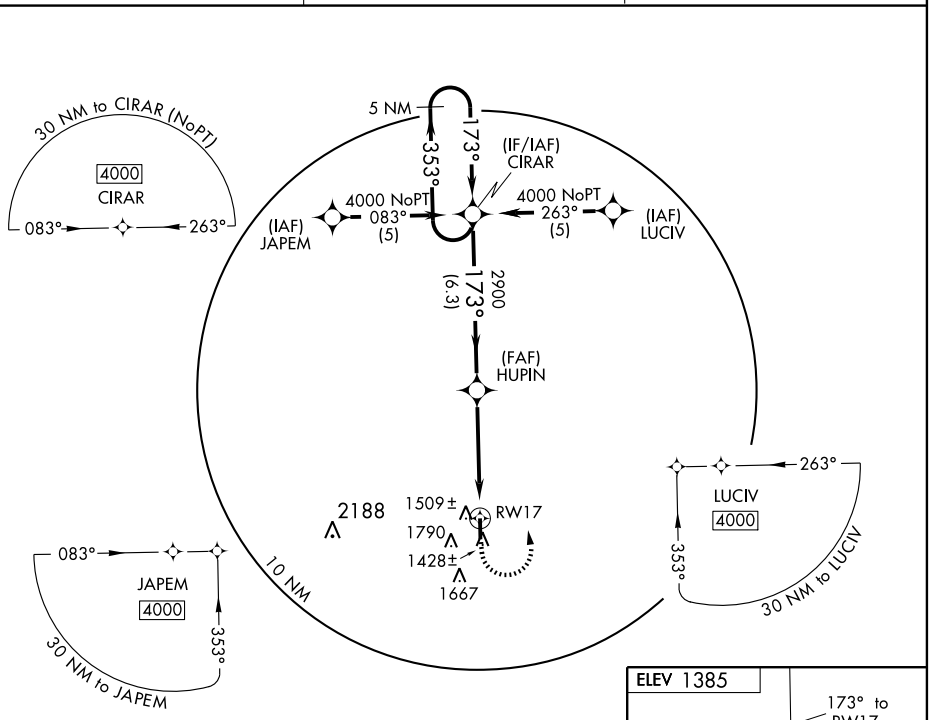
APP CRS	Rwy Idg	4500
173°	TDZE	1385
	Apt Elev	1385

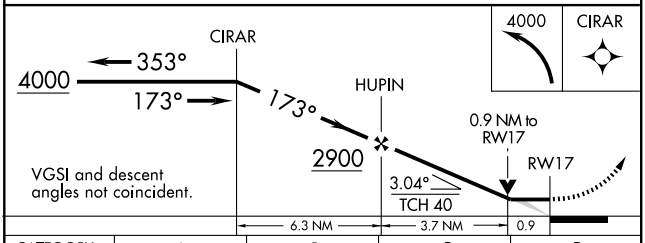
RNAV (GPS) RWY 17
COMANCHE COUNTY-CITY (MKN)

DME/DME RNP-0.3 NA. VDP NA when using Brownwood altimeter setting. If local altimeter setting not received, use Brownwood altimeter setting and increase all MDAs 60 feet. Circling NA west of runway 17-35.

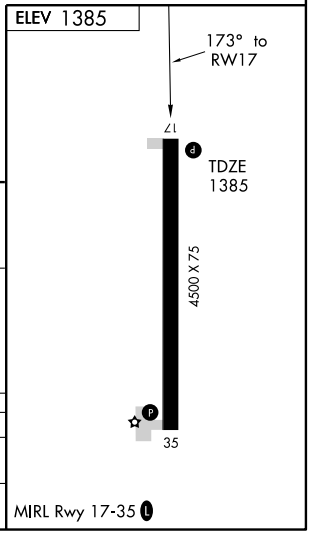
MISSED APPROACH: Climbing left turn to 4000 direct CIRAR and hold.

AWOS-3	FORT WORTH CENTER	CTAF
118.575	135.375 354.05	123.075 L





CATEGORY	A	B	C	D
LNAV MDA	1800-1 415 (500-1)		NA	
CIRCLING	1800-1 415 (500-1)	1840-1 455 (500-1)	NA	



SC-3, 08 APR 2010 to 06 MAY 2010

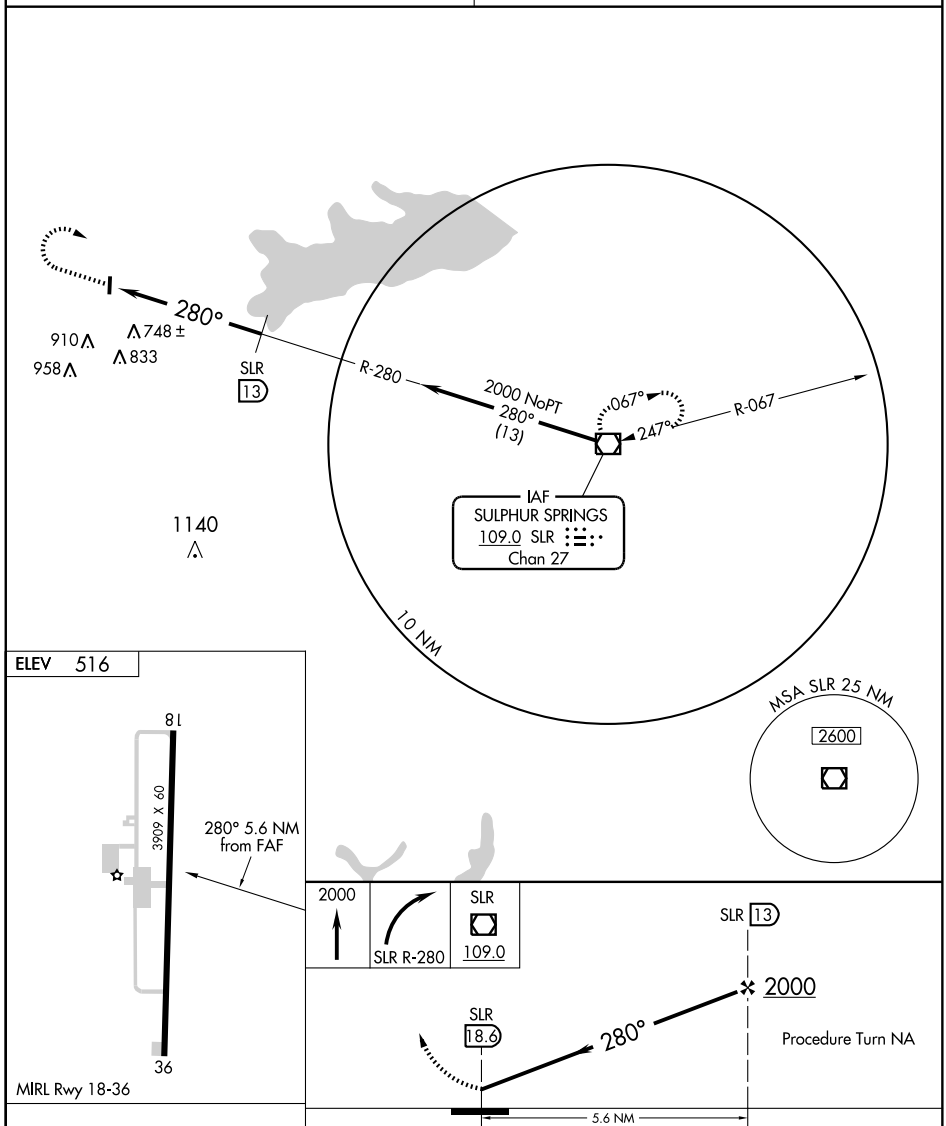
VOR/DME SLR	APP CRS	Rwy Idg	N/A
109.0	280°	TDZE	N/A
Chan 27		Apt Elev	516

VOR/DME-A
COMMERCE MUNI (2F7)

Use Cox Field altimeter setting.
NA

MISSED APPROACH: Climb to 2000, then right turn proceed via SLR R-280 to SLR VOR/DME and hold.

FORT WORTH CENTER	CTAF
127.6 254.3	122.9



Knots	60	90	120	150	180
Min:Sec					

CATEGORY	A	B	C	D
CIRCLING	1080-1 564 (600-1)		NA	

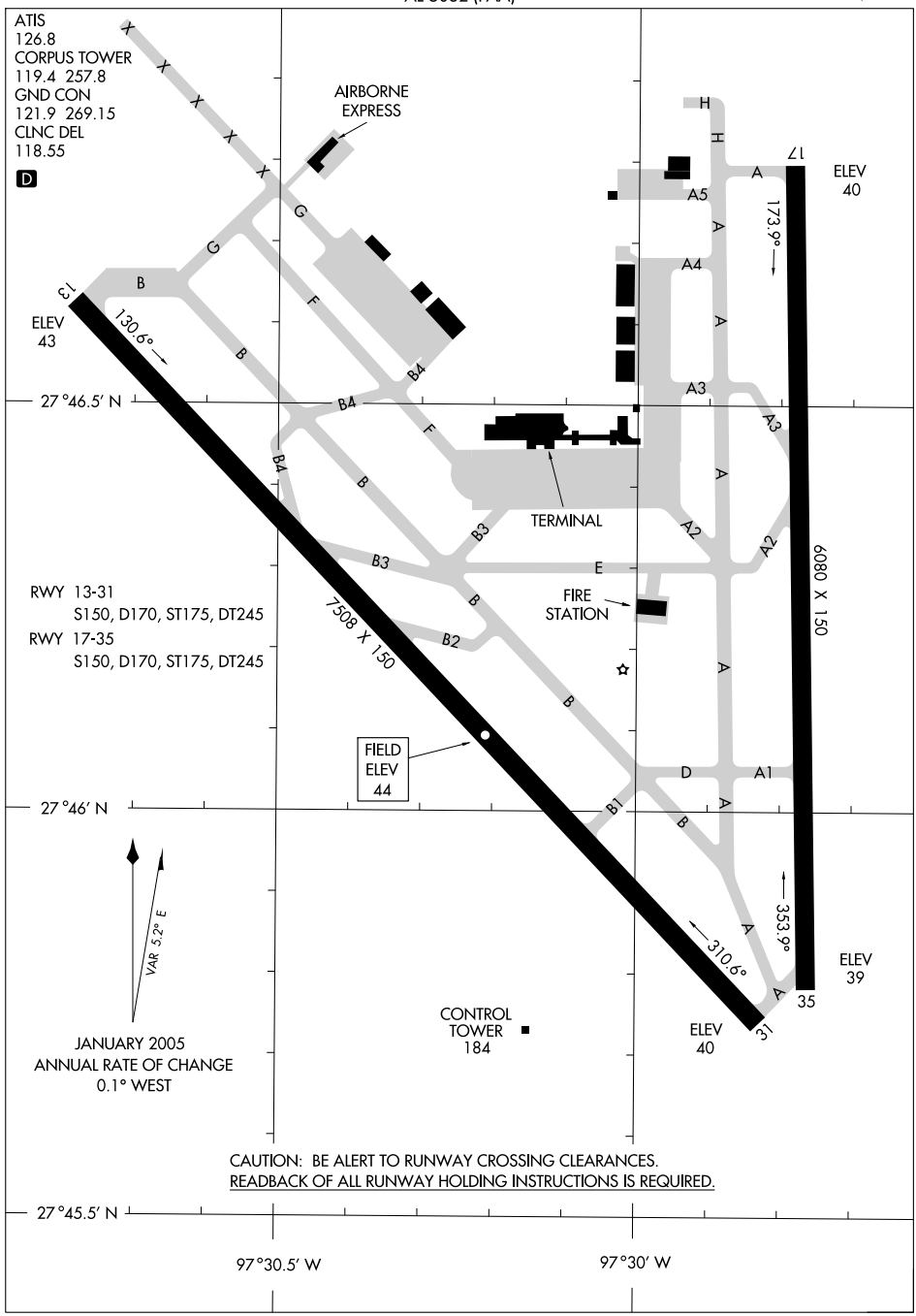
SC-2, 08 APR 2010 to 06 MAY 2010

09183

AIRPORT DIAGRAM

AL-5032 (FAA)

CORPUS CHRISTI INTL (CRP)
CORPUS CHRISTI, TEXAS



CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

SC-3, 08 APR 2010 to 06 MAY 2010

LOC/DME I-CRP	APP CRS	Rwy Idg	7508
110.3	129°	TDZE	43
Chan 40		Apt Elev	44

ILS or LOC RWY 13

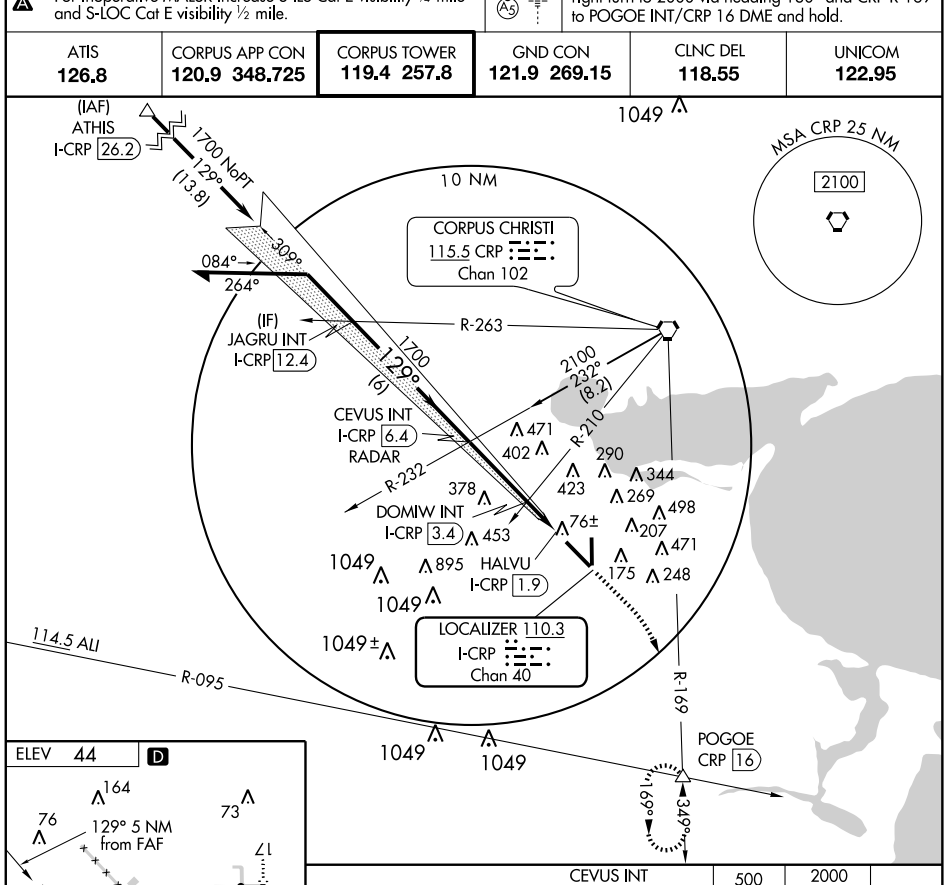
CORPUS CHRISTI INTL (CRP)

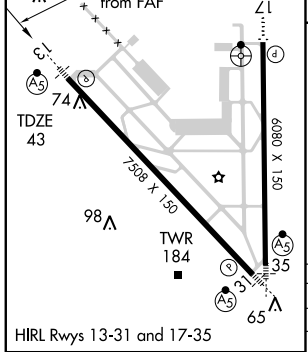
* RVR 1800 authorized with the use of FD or AP or HUD to DA. For inoperative MALSR increase S-ILS Cat E visibility ¼ mile and S-LOC Cat E visibility ½ mile.

MALSR

MISSED APPROACH: Climb to 500 then climbing right turn to 2000 via heading 130° and CRP R-169 to POGOE INT/CRP 16 DME and hold.

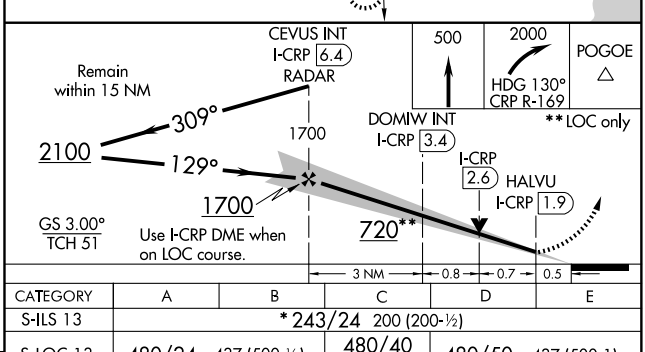
ATIS	CORPUS APP CON	CORPUS TOWER	GND CON	CLNC DEL	UNICOM
126.8	120.9 348.725	119.4 257.8	121.9 269.15	118.55	122.95





HIRL Rwys 13-31 and 17-35

FAF to MAP 4.5 NM					
Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30



CATEGORY	A	B	C	D	E
S-ILS 13	* 243/24 200 (200-½)				
S-LOC 13	480/24 437 (500-½)		480/40 437 (500-¾)	480/50 437 (500-1)	
CIRCLING	500-1 456 (500-1)	520-1 476 (500-1)	580-1½ 536 (600-1½)	740-2¼ 696 (700-2¼)	860-3 816 (900-3)

SC-3, 08 APR 2010 to 06 MAY 2010

CORPUS CHRISTI, TEXAS

AL-5032 (FAA)

09295

ILS or LOC RWY 35

CORPUS CHRISTI INTL (CRP)

LOC/DME I-OYC	APP CRS	Rwy Idg	6080
109.5	352°	TDZE	40
Chan 32		Apt Elev	44

For inoperative MALSR, increase S-ILS 35 Cat E visibility to RVR 4000 and S-LOC 35 Cat D visibility to RVR 5000, Cat E to RVR 6000.

MALSR

MISSED APPROACH: Climb to 700 then climbing left turn to 2000 via heading 335° and CRP R-287 to ATHIS INT/CRP 23.3 DME and hold.

ATIS	CORPUS APP CON	CORPUS TOWER	GND CON	CLNC DEL	UNICOM
126.8	120.9 348.725	119.4 257.8	121.9 269.15	118.55	122.95

MISSED APCH FIX

ATHIS
CRP 23.3
R-287
107°
R-020
115.5 CRP
Chan 102
287°
114.5 AUI

LOCALIZER 109.5
I-OYC
Chan 32

TRUAX
114.0 NGP
Chan 87

TENUH
I-OYC 1.7

ALKOJ INT
I-OYC 3.2

Cuddihy Field (Pvt)

Cabaniss Field NALF

R-278

R-257

R-229

OSSOE INT
I-OYC 7.1
RADAR

(IF)
CIMTI INT
I-OYC 13.1

(CELUC)

(HASAB)

(IAF)
JETTY

(IAF)
SOLON

352°

10 NM

MSA CRP 25 NM
2100

Procedure NA for arrivals at SOLON via V13-20-163 southbound and arrivals at JETTY via V70-407 southbound.

2000 to CIMTI
307° (4.7) and
LOC (4.4)

2000 to CIMTI
052° (3.7) and
LOC (2.2)

ELEV 44 D

6080 X 150

7308 X 150

TDZE 40

TWR 184

352° 5.9 NM from FAF

HIRL Rwys 13-31 and 17-35

FAF to MAP 5.4 NM					
Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

700 | 2000 HDG 335° CRP R-287 | ATHIS

Use I-OYC DME when on the LOC course.
*LOC only

ILS unusable inside DA.
LOC unusable from I-OYC 1.6 DME inbound.

OSSOE INT
I-OYC 7.1
RADAR

CIMTI
I-OYC 13.1
Procedure Turn NA

ALKOJ INT
I-OYC 3.2

TENUH
I-OYC 1.7

2000

352°

2000

720*

2000

GS 3.00°
TCH 57

0.5 | 1.5 NM | 3.9 NM | 6 NM

CATEGORY	A	B	C	D	E
S-ILS 35	240/24 200 (200-½)				
S-LOC 35	380/24 340 (400-½)			380/40 340 (400-¾)	
CIRCLING	500-1 456 (500-1)	520-1 476 (500-1)	580-1½ 536 (600-1½)	740-2¼ 696 (700-2¼)	860-3 816 (900-3)

SC-3, 08 APR 2010 to 06 MAY 2010

LOC/DME I-EKI	APP CRS	Rwy Idg	7508
110.3	309°	TDZE	44
Chan 40		Apt Elev	44

LOC RWY 31

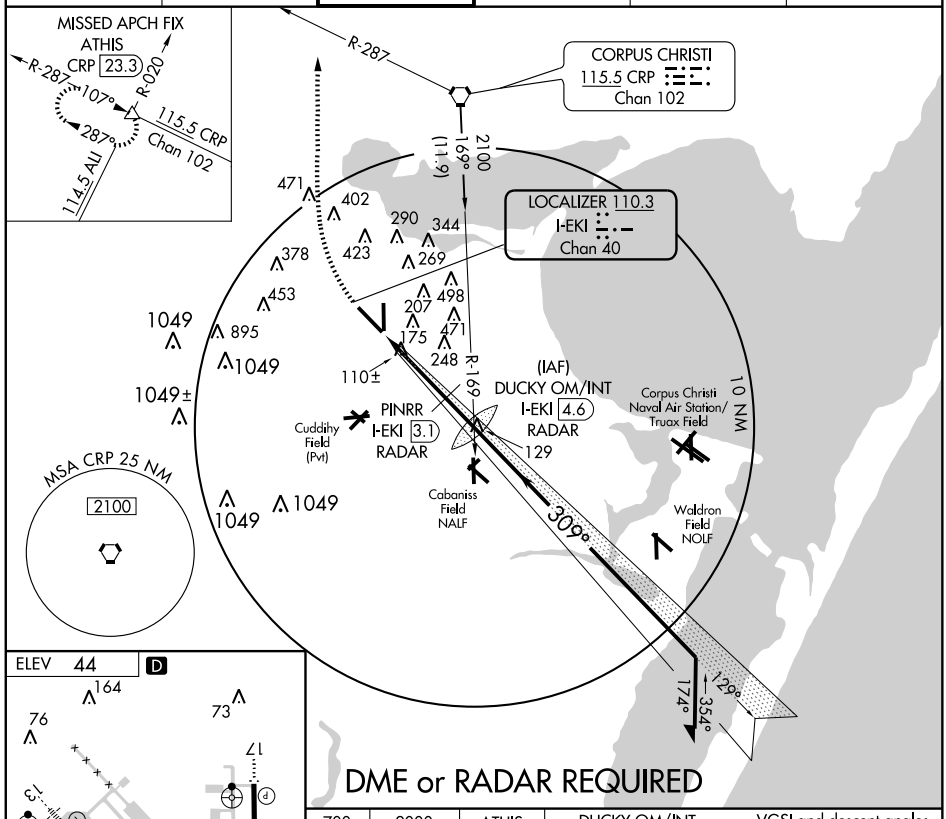
CORPUS CHRISTI INTL (CRP)

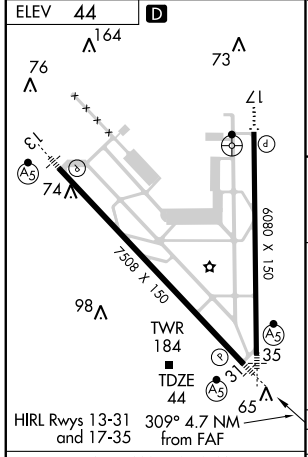
For inoperative MALSR, increase S-31 Cats. D and E visibility to 1 mile.

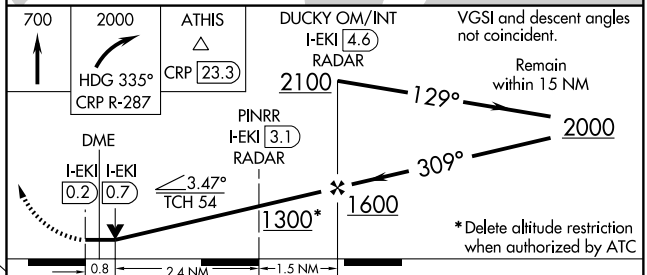
MALSR

MISSED APPROACH: Climb to 700 then climbing right turn to 2000 via heading 335° and via CRP R-287 to ATHIS Int/CRP 23.3 DME and hold.

ATIS	CORPUS APP CON	CORPUS TOWER	GND CON	CLNC DEL	UNICOM
126.8	120.9 348.725	119.4 257.8	121.9 269.15	118.55	122.95







FAF to MAP 4.7 NM					
Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

CATEGORY	A	B	C	D	E
S-31	360-½ 316 (400-½)			360- ¾	316 (400-¾)
CIRCLING	520-1 476 (500-1)		640-1½ 596 (600-1½)	740-2¼ 696 (700-2¼)	860-3 816 (900-3)

SC-3, 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	7508
CH 97515	129°	TDZE	43
W13A		Apt Elev	44

RNAV (GPS) RWY 13

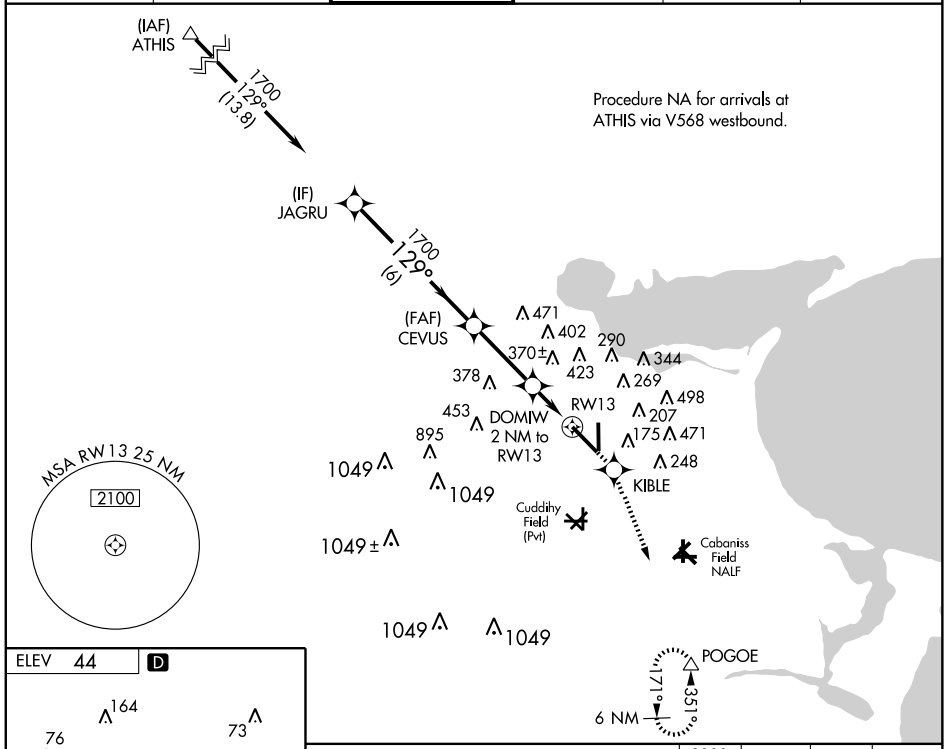
CORPUS CHRISTI INTL (CRP)

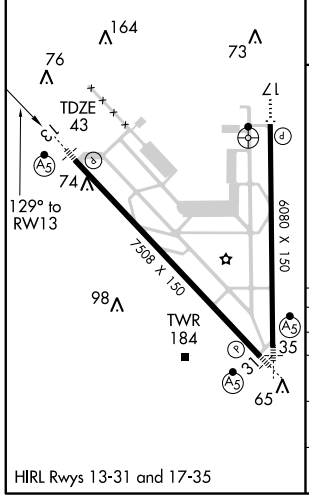
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. For inoperative MALSR increase LPV Cat E visibility ¼ mile, LNAV/VNAV and LNAV Cat E visibility ½ mile.

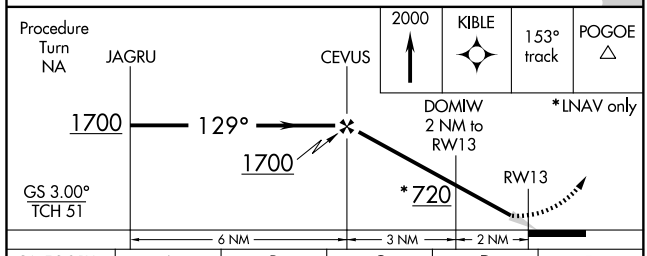
MALSR

MISSED APPROACH: Climb to 2000 direct KIBLE and via track 153° to POGOE and hold.

ATIS	CORPUS APP CON	CORPUS TOWER	GND CON	CLNC DEL	UNICOM
126.8	120.9 348.725	119.4 257.8	121.9 269.15	118.55	122.95







CATEGORY	A	B	C	D	E
LPV DA	243/24 200 (200-½)				
LNAV/VNAV DA	480/50 437 (500-1)				
LNAV MDA	660/24 617 (700-½)		660/60 617 (700-1¼)	660-1½ 617 (700-1½)	660-1¾ 617 (700-1¾)
CIRCLING	660-1 616 (700-1)		660-1¾ 616 (700-1¾)	740-2¼ 696 (700-2¼)	860-3 816 (900-3)

SC-3. 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	6081
172°	TDZE	42
	Apt Elev	44

RNAV (GPS) RWY 17
CORPUS CHRISTI INTL (CRP)

▼ Inoperative table does not apply to Cat C.
▲ NA GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

ODALS

MISSED APPROACH: Climbing left turn to 2000 direct POGOE and hold.

ATIS	CORPUS APP CON	CORPUS TOWER	GND CON	CLNC DEL	UNICOM
126.8	120.9 348.725	119.4 257.8	121.9 269.15	118.55	122.95

(IAF) ATHIS
2100
103°
(19.2)

1049
2100
229°
(15.7)
(IAF) WORRY

CAVLA

1700
172°
(6)

Procedure NA for arrival at WORRY on V13-407 northeastbound.
Procedure NA for arrival at ATHIS on V568 northwestbound.

(FAF) PEERS

471 402 423 378 453 895 1049 1049 1049± 290 344 269 498 207 471 175 248

RW17

MSA RW17 25 NM
2100

POGOE
171°
351°
6 NM

ELEV 44 D

172° to RW17

164 76 73 74 98 65

TDZE 42

17 35 31

6080 X 150

7508 X 150

TWR 184

HIRL Rwys 13-31 and 17-35

2000 POGOE

CAVLA
2100
172°
PEERS
1700
3.04°
TCH 52
1.9 NM to RW17
RW17
Procedure Turn NA
6 NM 3.1 NM 1.9 NM

CATEGORY	A	B	C	D	E
LNAV MDA	680-¾ 638 (700-¾)		680-1¾ 638 (700-1¾)	680-2 638 (700-2)	680-2¼ 638 (700-2¼)
CIRCLING	680-1 636 (700-1)		680-1¾ 636 (700-1¾)	740-2¼ 696 (700-2¼)	860-3 816 (900-3)

SC-3, 08 APR 2010 to 06 MAY 2010

WAAS CH 60914 W31A	APP CRS 309°	Rwy Idg 7508 TDZE 44 Apt Elev 44

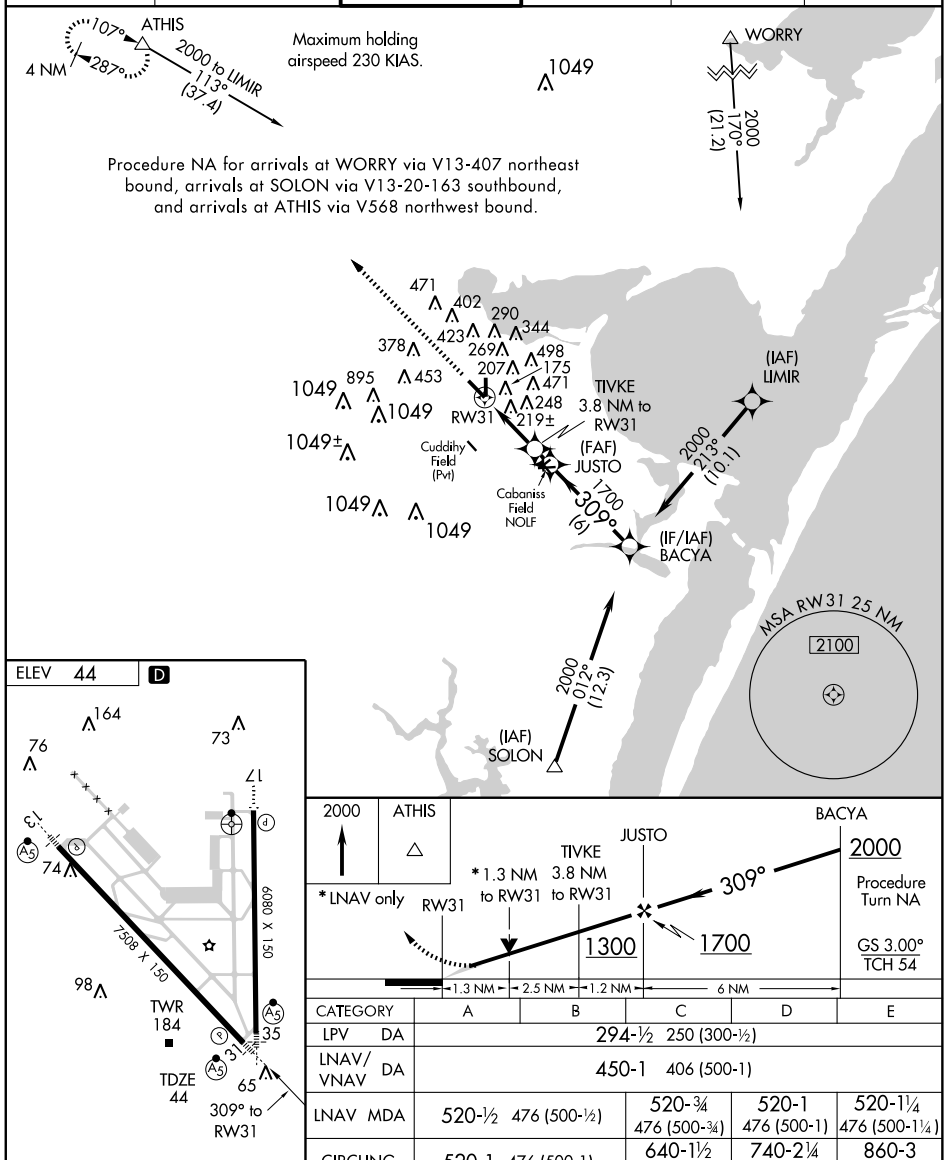
RNAV (GPS) RWY 31
CORPUS CHRISTI INTL (CRP)

V A W For inoperative MALSR, increase LPV Cat. E visibility to ¾, LNAV/VNAV Cat. E visibility to 1½, and LNAV Cat. E visibility to 1¾. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (120°F). DME/DME RNP-0.3 NA.

MALSR (A5)

MISSED APPROACH: Climb to 2000 direct ATHIS and hold.

ATIS	CORPUS APP CON	CORPUS TOWER	GND CON	CLNC DEL	UNICOM
126.8	120.9 348.725	119.4 257.8	121.9 269.15	118.55	122.95



CATEGORY	A	B	C	D	E
LPV DA	294-½ 250 (300-½)				
LNAV/VNAV DA	450-1 406 (500-1)				
LNAV MDA	520-½ 476 (500-½)		520-¾ 476 (500-¾)	520-1 476 (500-1)	520-1¼ 476 (500-1¼)
CIRCLING	520-1 476 (500-1)		640-1½ 596 (600-1½)	740-2¼ 696 (700-2¼)	860-3 816 (900-3)

SC-3. 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	6081
352°	TDZE	40
	Apt Elev	44

RNAV (GPS) RWY 35

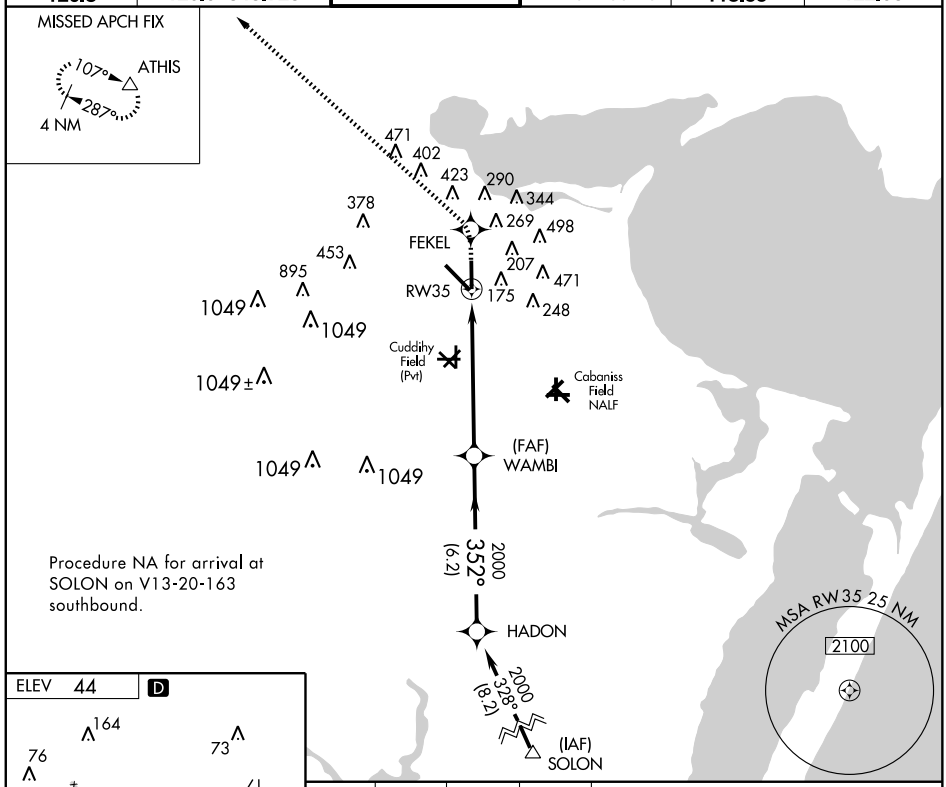
CORPUS CHRISTI INTL (CRP)

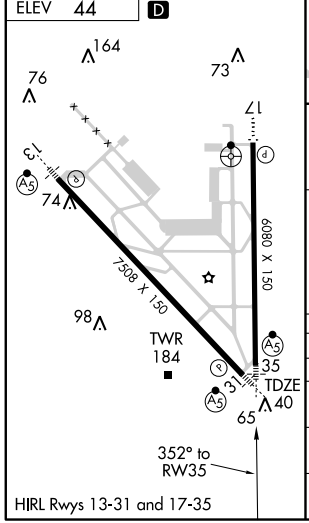
T A NA W — For inoperative MALSR, increase LNAV Cat. D visibility to 6000. Baro-VNAV NA below -15°C (5°F). GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

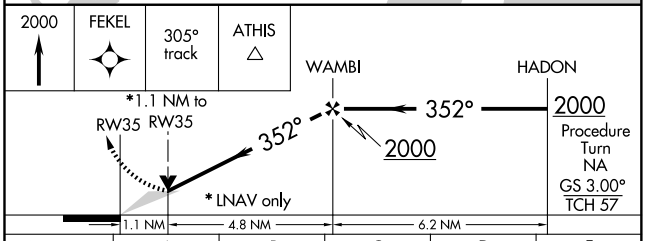
MALSR (A5)

MISSED APPROACH: Climb to 2000 direct FEKEL via 305° track to ATHIS and hold.

ATIS	CORPUS APP CON	CORPUS TOWER	GND CON	CLNC DEL	UNICOM
126.8	120.9 348.725	119.4 257.8	121.9 269.15	118.55	122.95







CATEGORY	A	B	C	D	E
GLS PA DA	NA				
LNAV/VNAV DA	440/40 400 (400-¾)				
LNAV MDA	440/24 400 (400-½)			440/50 400 (400-1)	
CIRCLING	500-1¼ 456 (500-1¼)	520-1¼ 476 (500-1¼)	580-1½ 536 (600-1½)	740-2¼ 696 (700-2¼)	860-3 816 (900-3)

SC-3, 08 APR 2010 to 06 MAY 2010

VORTAC CRP 115.5 Chan 102	APP CRS 191°	Rwy Idg 6081 TDZE 42 Apt Elev 43

VOR or TACAN RWY 17

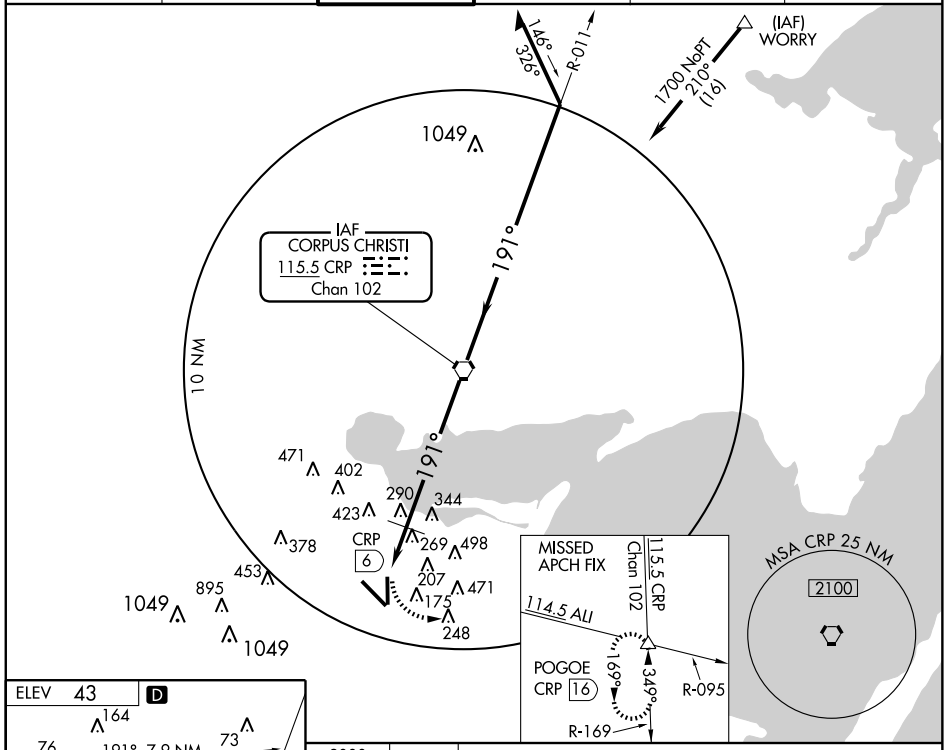
CORPUS CHRISTI INTL (CRP)

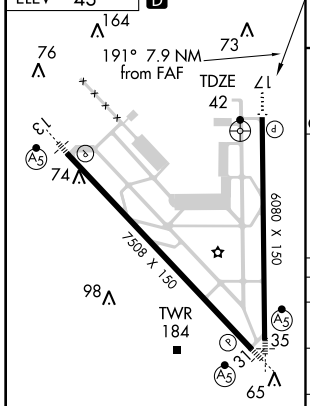
Inoperative table does not apply to Cat. C.

ODALS

MISSED APPROACH: Climbing left turn to 2000 via CRP R-169 to POGOE Int/16 DME and hold.

ATIS	CORPUS APP CON	CORPUS TOWER	GND CON	CLNC DEL	UNICOM
126.8	120.9 348.725	119.4 257.8	121.9 269.15	118.55	122.95

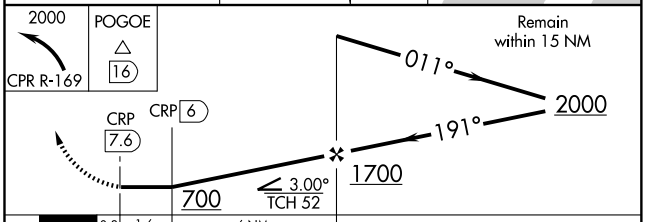




HIRL Rwys 13-31 and 17-35

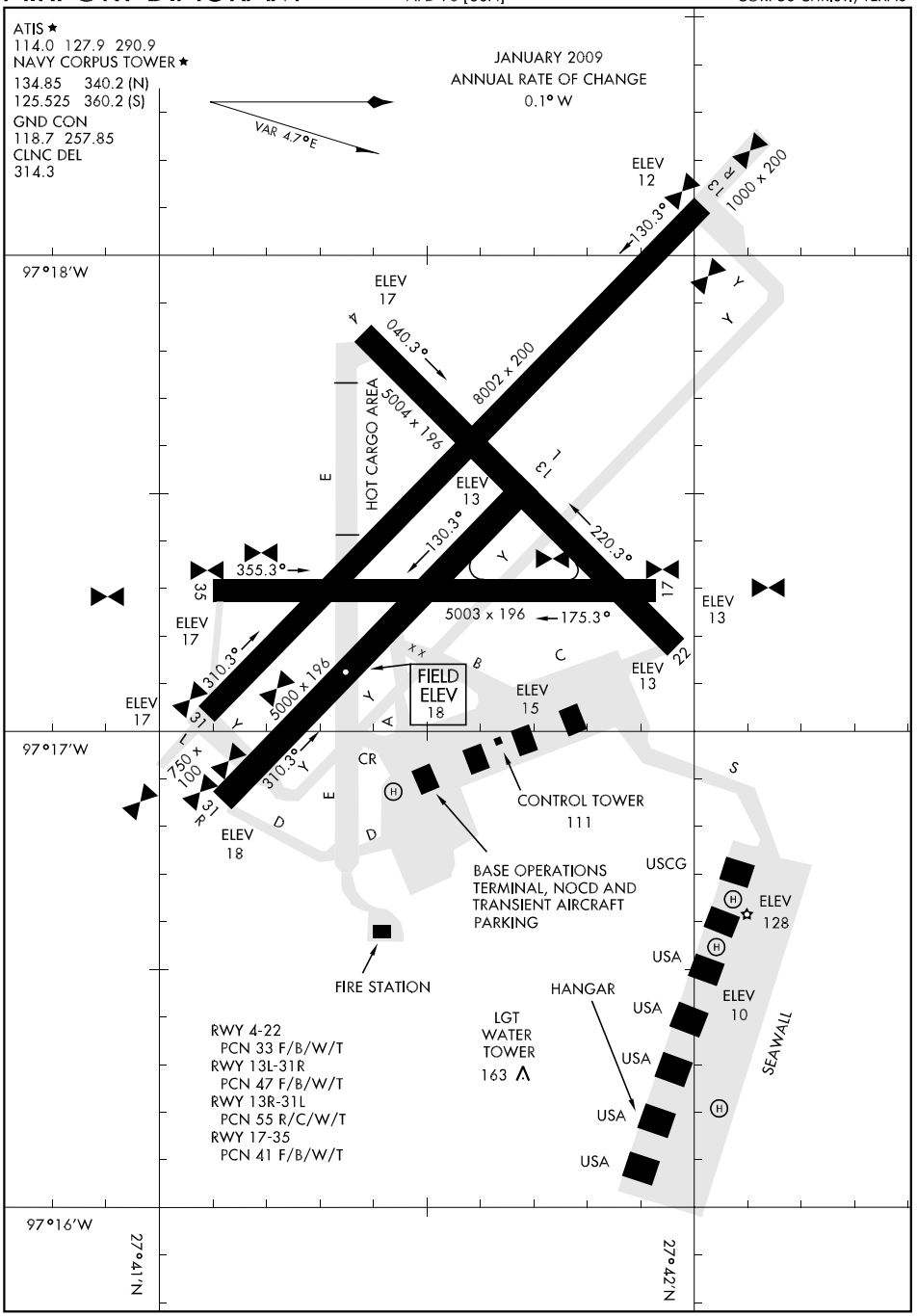
FAF to MAP 7.6 NM

Knots	60	90	120	150	180
Min:Sec	7:36	5:04	3:48	3:02	2:32



CATEGORY	A	B	C	D	E
S-17	700-¾	658 (700-¾)	700-1¾ 658 (700-1¾)	700-2 658 (700-2)	700-2¼ 658 (700-2¼)
CIRCLING	700-1	657 (700-1)	700-1¾ 657 (700-1¾)	740-2¼ 697 (700-2¼)	860-3 817 (900-3)
DME MINIMUMS					
S-17	600-¾	558 (600-¾)	600-1½ 558 (600-1½)	600-1¾ 558 (600-1¾)	600-2 558 (600-2)
CIRCLING	600-1	557 (600-1)	600-1½ 557 (600-1½)	740-2¼ 697 (700-2¼)	860-3 817 (900-3)

SC-3, 08 APR 2010 to 06 MAY 2010



SC-3, 08 APR 2010 to 06 MAY 2010

HI-TACAN RWY 13R

TACAN	APCH CRS	Rwy ldg	8002
NGP Chan 87	143°	TDZE	13
		Arpt Elev	18

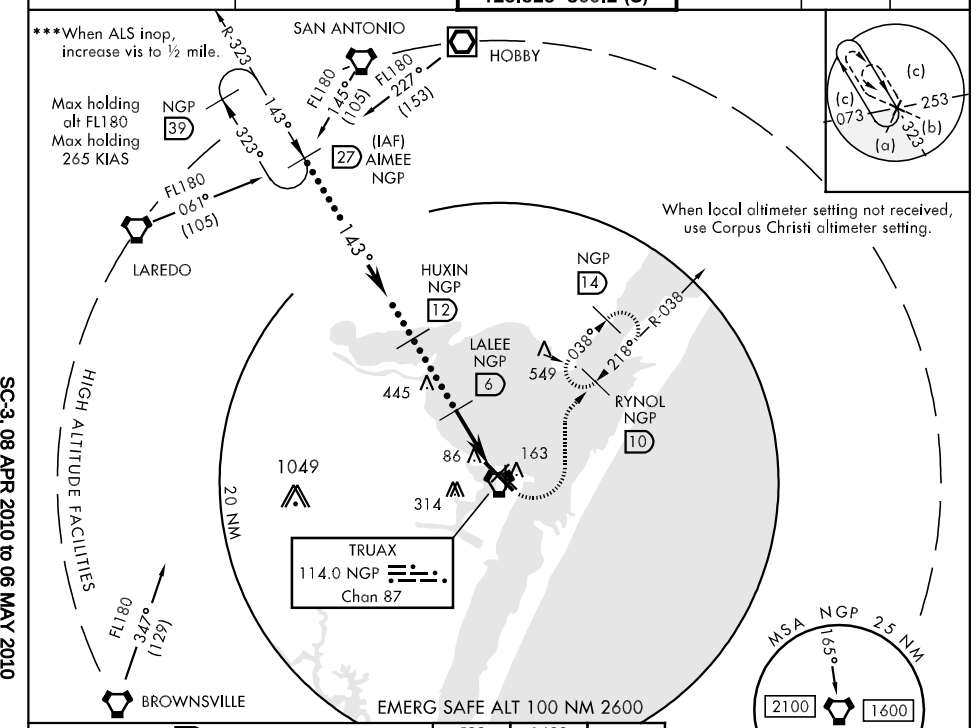
JAL-98 [USN] CORPUS CHRISTI NAS (TRUAX FLD) (KNGP)

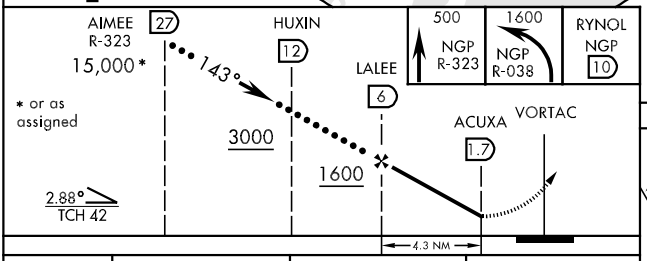
* When ALS inop, increase CAT CD vis to 1 mile, CAT E to 1¼ miles.
** When ALS inop, increase CAT C vis to 1 mile, CAT DE to 1¼ miles.

SALSF

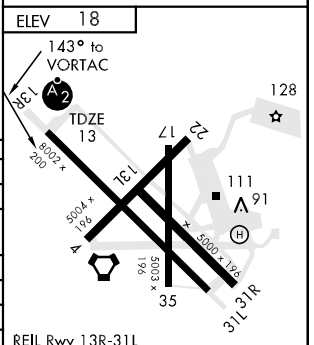
MISSED APPROACH: Climb to 500 via NGP VORTAC R-323, then climbing left turn to 1600 via NGP R-038 to RYNOL and hold.

ATIS ★	CORPUS CHRISTI APP CON	NAVY CORPUS TOWER ★	GND CON	CLNC DEL	ASR/PAR
114.0 127.9 290.9	120.9 348.725	134.85 340.2 (N) 125.525 360.2 (S)	118.7 257.85	314.3	





CATEGORY	C	D	E
S-13R *	340- ¾ 327	(400-¾)	340-1 327 (400-1)
CIRCLING	480-1½ 462 (500-1½)	580-2 562 (600-2)	620-2¼ 602 (700-2¼)
S-PAR 13R***	113-¼ 100	(100-¼) GS 3.00°	
CORPUS CHRISTI ALTIMETER SETTING			
S-13R **	380-¾ 367 (400-¾)	380-1 367 (400-1)	
CIRCLING	500-1½ 482 (500-1½)	580-2 562 (600-2)	660-2¼ 642 (700-2¼)



HI-TACAN RWY 31L

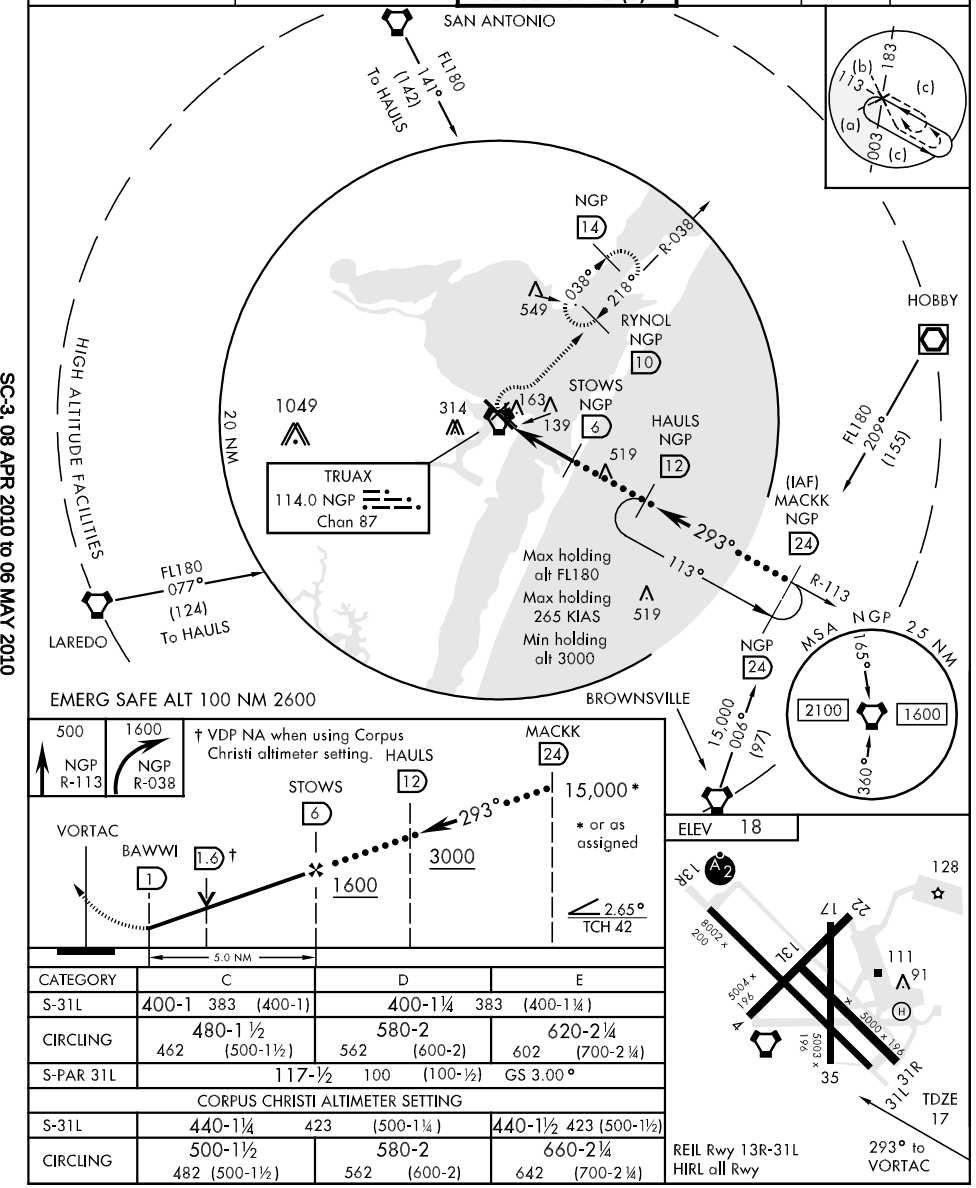
TACAN	APCH CRS	Rwy ldg	8002
NGP Chan 87	293°	TDZE	17
		Arpt Elev	18

JAL-98 [USN] CORPUS CHRISTI NAS (TRUAX FLD) (KNGP)

When local altimeter setting not received, use Corpus Christi altimerer setting.

MISSED APPROACH: Climb to 500 via NGP VORTAC R-113, then climbing right turn to 1600, intercept NGP R-038 to RYNOL and hold.

ATIS ★	CORPUS CHRISTI APP CON	NAVY CORPUS TOWER ★	GND CON	CLNC DEL	ASR/PAR
114.0 127.9 290.9	125.4 307.9	134.85 340.2 (N) 125.525 360.2 (S)	118.7 257.85	314.3	



CATEGORY	C	D	E
S-31L	400-1 383 (400-1)	400-1¼ 383 (400-1¼)	
CIRCLING	480-1½ 462 (500-1½)	580-2 562 (600-2)	620-2¼ 602 (700-2¼)
S-PAR 31L	117-½ 100 (100-½) GS 3.00°		
CORPUS CHRISTI ALTIMETER SETTING			
S-31L	440-1¼ 423 (500-1¼)		440-1½ 423 (500-1½)
CIRCLING	500-1½ 482 (500-1½)	580-2 562 (600-2)	660-2¼ 642 (700-2¼)

ILS Y or RNAV (GPS) RWY 13R

AL-98 [USN] CORPUS CHRISTI NAS (TRUAX FLD) (KNGP)

LOC I-NGP	APCH CRS	Rwy ldg / TDZE / Arpt Elev
111.3	129°	8002 / 13 / 18

▼ ** When ALS inop, increase CAT AB vis to ¾ mile.
*** When ALS inop, increase CAT ABCD vis to 1 mile.
**** When ALS inop, increase CAT CD vis to 1 mile.

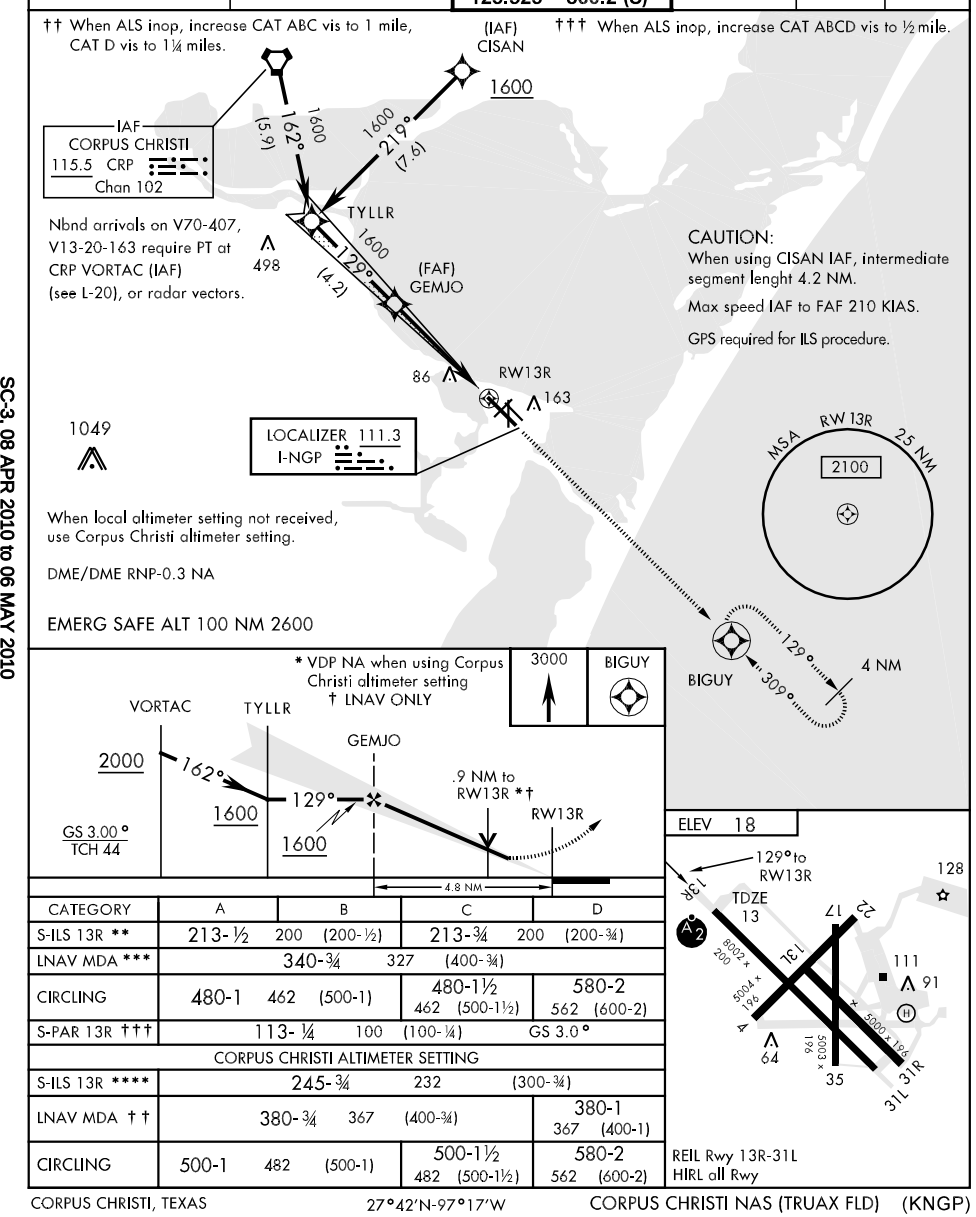
SALSF

MISSED APPROACH: Climb to 3000, direct BIGUY and hold.

ATIS ★	CORPUS CHRISTI APP CON	NAVY CORPUS TOWER ★	GND CON	CLNC DEL	ASR/PAR
114.0 127.9 290.9	120.9 348.725	134.85 340.2 (N) 125.525 360.2 (S)	118.7 257.85	314.3	

†† When ALS inop, increase CAT ABC vis to 1 mile, CAT D vis to 1¼ miles.

††† When ALS inop, increase CAT ABCD vis to ½ mile.



CATEGORY	A	B	C	D
S-ILS 13R **	213-½ 200 (200-½)		213-¾ 200 (200-¾)	
LNAV MDA ***	340-¾ 327 (400-¾)			
CIRCLING	480-1 462 (500-1)		480-1½ 462 (500-1½)	580-2 562 (600-2)
S-PAR 13R †††	113-¼ 100 (100-¼) GS 3.0°			
CORPUS CHRISTI ALTIMETER SETTING				
S-ILS 13R ****	245-¾ 232 (300-¾)			
LNAV MDA ††	380-¾ 367 (400-¾)			380-1 367 (400-1)
CIRCLING	500-1 482 (500-1)		500-1½ 482 (500-1½)	580-2 562 (600-2)

REIL Rwy 13R-31L
HIRL all Rwy

ILS Z or LOC/DME RWY 13R

LOC I-NGP	APCH CRS	Rwy ldg	8002
111.3	129°	TDZE	13
		Arpt Elev	18

AL-98 [USN] CORPUS CHRISTI NAS (TRUAX FLD) (KNGP)

* When ALS inop, increase CAT AB vis to ¾ mile.
** When ALS inop, increase vis to 1 mile.
*** When ALS inop, increase CAT ABC vis to 1 mile, CAT D vis to 1¼ miles.

SALSF

MISSED APPROACH: Climb to 3000, intercept NGP VORTAC R-127 to BIGUY and hold.

ATIS ★	CORPUS CHRISTI APP CON	NAVY CORPUS TOWER ★	GND CON	CLNC DEL	ASR/PAR
114.0 127.9 290.9	120.9 348.725	134.85 340.2 (N) 125.525 360.2 (S)	118.7 257.85	314.3	

† When ALS inop, increase vis to ½ mile.

DME REQUIRED

IAF CORPUS CHRISTI 115.5 CRP Chan 102

N bound arrivals on V70-407, V13-20-163 require PT at CRP VORTAC (IAF) (see L-20), or radar vectors.

NGP 14

R-038

R-162

309°

162° (15.9)

1600

NGP 10 Arc

549

038°

218°

Max holding alt 6000
Max holding 230 KIAS

CAUTION:
Aircraft intercepting LOC course from 10 DME Arc, intermediate segment lenght 4.3 NM.

498

LR-323

129°

(IAF) RYNOL
1600 NGP 10

TYLLR NGP 9.9

GEMJO NGP 5.6

67

163

LOCALIZER 111.3 I-NGP

TRUAX 114.0 NGP Chan 87

226

10 NM

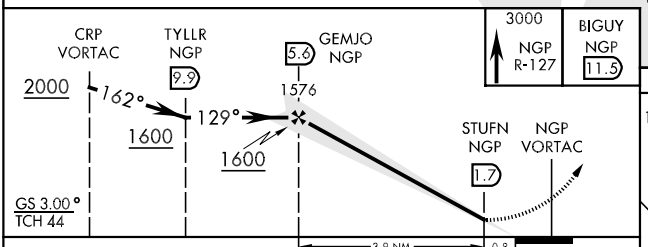
1049

When local altimeter setting not received, use Corpus Christi altimeter setting.

BIGUY NGP 11.5

MSA NGP 25 NM
165°
2100
1600
360°

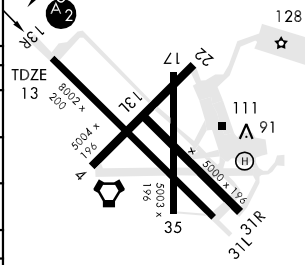
EMERG SAFE ALT 100 NM 2600



3000 NGP R-127 BIGUY NGP 11.5

ELEV 18

129° 4.7 NM from FAF



REIL Rwy 13R-31L
HIRL all Rwy

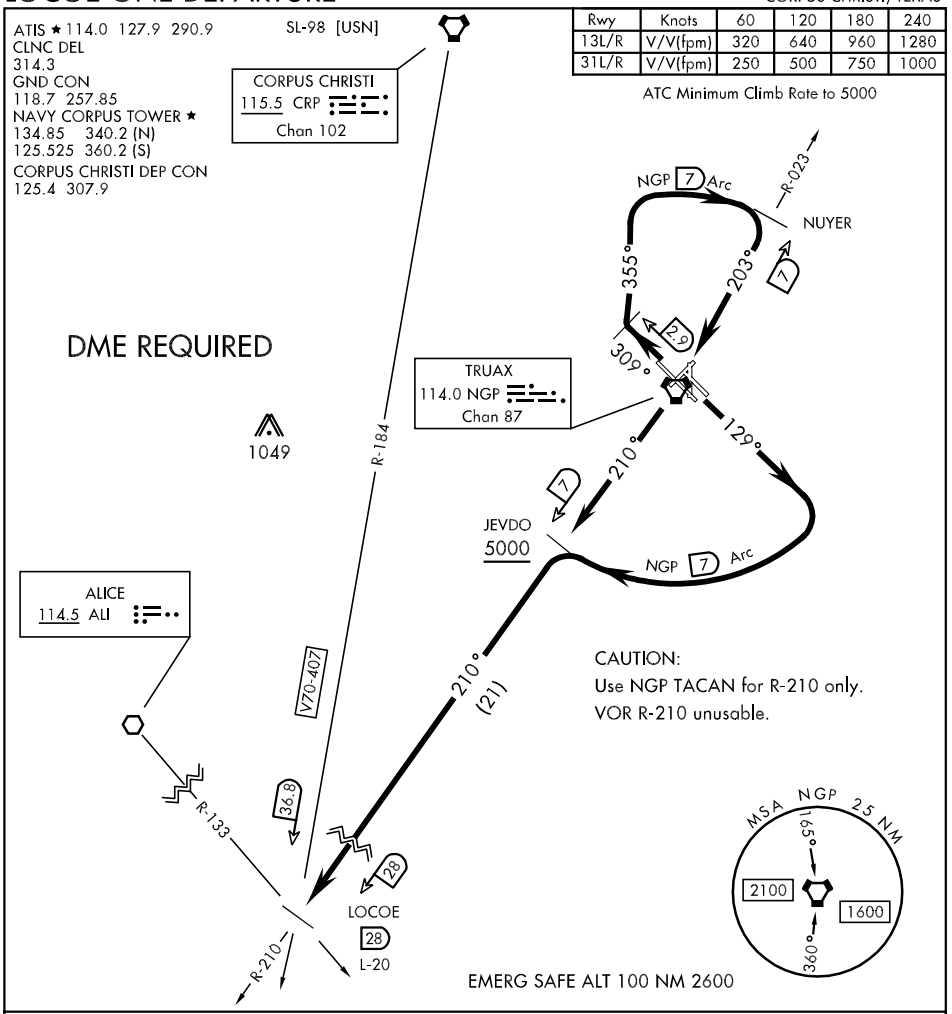
CATEGORY	A	B	C	D
S-ILS 13R *	213-½ 200 (200-½)		213-¾ 200 (200-¾)	
S-LOC/DME 13R**	320-¾ 307 (400-¾)			
CIRCLING	480-1 462 (500-1)		480-1½ 462 (500-1½)	580-2 562 (600-2)
S-PAR 13R†	113-¼ 100 (100-¼) GS 3.0°			
CORPUS CHRISTI ALTIMETER SETTING				
S-ILS 13R **	245-¾ 232 (300-¾)			
S-LOC/DME 13R ***	360-¾ 347 (400-¾)			360-1 347 (400-1)
CIRCLING	500-1 482 (500-1)		500-1½ 482 (500-1½)	580-2 562 (600-2)

FAF to MAP 3.9 NM

Knots	60	90	120	150	180
Min:Sec	3:54	2:36	1:57	1:34	1:18

LOCOE ONE DEPARTURE (LOCOE1 • LOCOE)

CORPUS CHRISTI, TEXAS



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 13L/R: Climb via heading 129° to intercept NGP VORTAC 7 DME arc. Arc CW South of NGP via 7 DME arc to JEVDO, NGP R-210/7 DME. Cross JEVDO at or above 5000. Thence....

TAKE-OFF RWY 31L/R: Climb via heading 309° to NGP VORTAC 2.9 DME, then climbing right turn via heading 355° to intercept NGP 7 DME arc. Arc CW North of NGP via 7 DME arc to NUYER, NGP R-023/7 DME. Then via R-023 to NGP and R-210 to JEVDO, NGP R-210/7 DME. Cross JEVDO at above 5000. Thence....

THENCE.... from JEVDO via NGP R-210 to LOCOE. Then via assigned route. Expect clearance to filed altitude/flight level 10 minutes after departure.

LOCOE ONE DEPARTURE (LOCOE1 • LOCOE)

CORPUS CHRISTI, TEXAS

RNAV (GPS) RWY 4

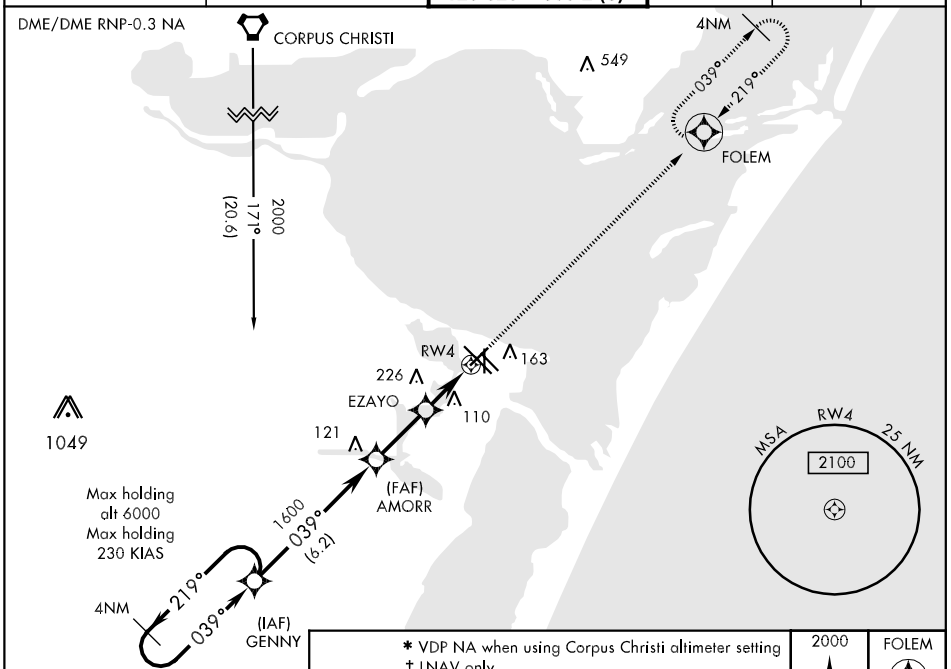
APCH CRS	Rwy ldg	5004
039°	TDZE	17
	Arpt Elev	18

AL-98 [USN] CORPUS CHRISTI NAS (TRUAX FLD) (KNGP)

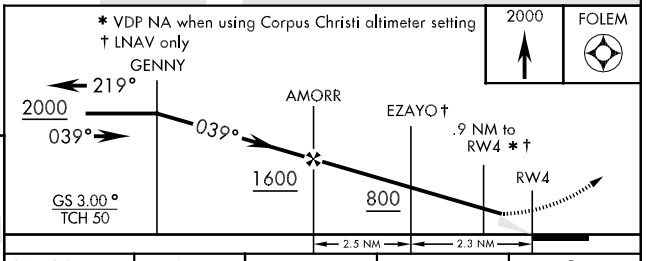
When local altimeter setting not received, use Corpus Christi altimeter setting.
Baro VNAV NA below -15°C (5°F) and above 42°C (108°F)
Baro VNAV NA when local altimeter not available.

MISSED APPROACH: Climb to 2000 direct FOLEM and hold.

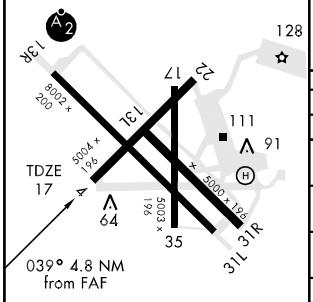
ATIS ★	CORPUS CHRISTI APP CON	NAVY CORPUS TOWER ★	GND CON	CLNC DEL	ASR/PAR
114.0 127.9 290.9	120.9 348.725	134.85 340.2 (N) 125.525 360.2 (S)	118.7 257.85	314.3	



EMERG SAFE ALT 100 NM 2600



ELEV 18



REIL Rwy 13R-31L
HIRL all Rwy

CATEGORY	A	B	C	D
LNAV/VNAV DA	280-1 263 (300-1)			
LNAV MDA	360-1 343 (400-1)			360-1¼ 343 (400-1¼)
CIRCLING	480-1 462 (500-1)		480-1½ 462 (500-1½)	580-2 562 (600-2)
S-ASR-4	480-1 463 (500-1)	480-1¼ 463 (500-1¼)	480-1½ 463 (500-1½)	480-2 463 (500-2)
CORPUS CHRISTI ALTIMETER SETTING				
LNAV MDA	400-1 383 (400-1)			400-1¼ 383 (400-1¼)
CIRCLING	500-1 482 (500-1)		500-1½ 482 (500-1½)	580-2 562 (600-2)

RNAV (GPS) RWY 13L

AL-98 [USN] CORPUS CHRISTI NAS (TRUAX FLD) (KNGP)

APCH CRS	Rwy ldg	5000
129°	TDZE	18
	Arpt Elev	18

When local altimeter setting not received, use Corpus Christi altimeter setting.
Baro VNAV NA below -15°C (5°F) and above 42°C (108°F)
Baro VNAV NA when local altimeter not available.

MISSED APPROACH: Climb to 3000 direct BIGUY and hold.

ATIS ★	CORPUS CHRISTI APP CON	NAVY CORPUS TOWER ★	GND CON	CLNC DEL	ASR/PAR
114.0 127.9 290.9	120.9 348.725	134.85 340.2 (N) 125.525 360.2 (S)	118.7 257.85	314.3	

Nbnd arrivals on V70-407, V13-20-163 require PT at CRP VORTAC (see L-20), or radar vectors.

IAF CORPUS CHRISTI
115.5 CRP
Chan 102

CAUTION: Max 230 KIAS from CRP to RULKE

MSA RW 13L 25 NM 2100

1600 163° (5.5)

STURT

498

1600 129° (5.2)

(FAF) RULKE

DME/DME RNP-0.3 NA

RW13L 163 226

1049

EMERG SAFE ALT 100 NM 2600

* VDP NA when using Corpus Christi altimeter setting. † LNAV only

3000 BIGUY

CRP VORTAC 2000 163° 1600 STURT 129° 1600 RULKE .9 NM to RW13L*† RW13L

GS 3.00°
TCH 50

4.8 NM

129° 4 NM BIGUY 309°

ELEV 18

129° 4.8 NM from FAF

TDZE 18

CATEGORY	A	B	C	D
LNAV/VNAV DA	340-1¼ 322 (400-1¼)			
LNAV MDA	360-1 342 (400-1)			360-1¼ 342 (400-1¼)
CIRCLING	480-1¼ 462 (500-1¼)		480-1½ 462 (500-1½)	580-2 562 (600-2)
S-ASR 13L	400-1 382 (400-1)	400-1¼ 382 (400-1¼)	400-1½ 382 (400-1½)	400-2 382 (400-2)
CORPUS CHRISTI ALTIMETER SETTING				
LNAV MDA	380-1 362 (400-1)			380-1¼ 362 (400-1¼)
CIRCLING	500-1¼ 482 (500-1¼)		500-1½ 482 (500-1½)	580-2 562 (600-2)

REIL Rwy 13R-31L
HIRL all Rwy

RNAV (GPS) RWY 17

APCH CRS	Rwy ldg	5003
174°	TDZE	18
	Arpt Elev	18

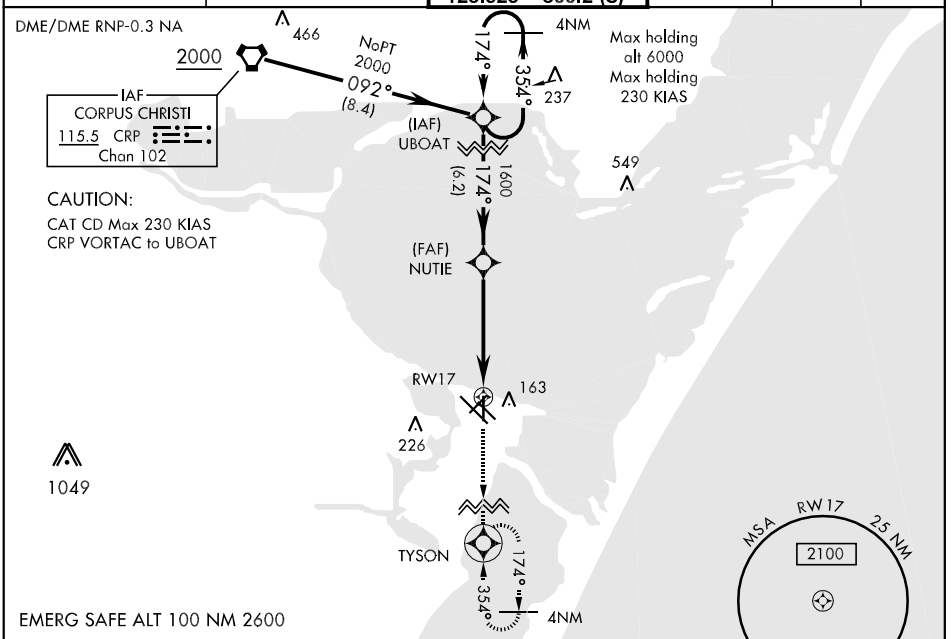
AL-98 [USN] CORPUS CHRISTI NAS (TRUAX FLD) (KNGP)

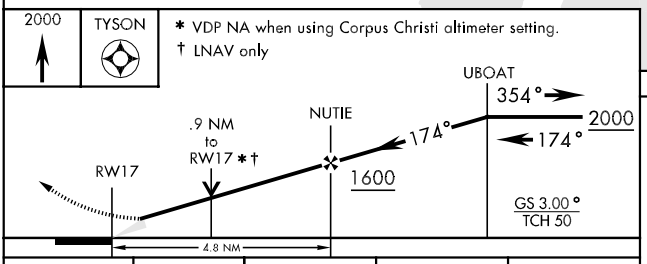
When local altimeter setting not received, use Corpus Christi altimeter setting.
Baro VNAV NA below -15°C (5°F) and above 42°C (108°F).
Baro VNAV NA when local altimeter not available.

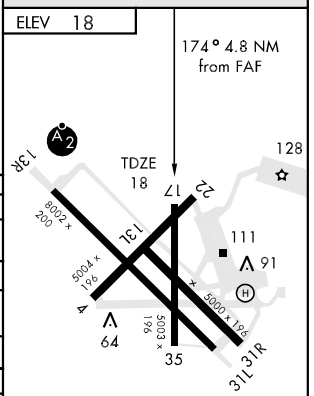
MISSED APPROACH: Climb to 2000 direct TYSON and hold.

ATIS ★	CORPUS CHRISTI APP CON	NAVY CORPUS TOWER ★	GND CON	CLNC DEL	ASR/PAR
114.0 127.9 290.9	120.9 348.725	134.85 340.2 (N) 125.525 360.2 (S)	118.7 257.85	314.3	

DME/DME RNP-0.3 NA







CATEGORY	A	B	C	D
LNAV MDA	340-1 322 (400-1)			
LNAV/VNAV DA	340-1¼ 322 (400-1¼)			
CIRCLING	480-1¼ 462 (500-1¼)		480-1½ 462 (500-1½)	580-2 562 (600-2)
S-PAR-17	118-½ 100 (100-½) GS 3.0°			
CORPUS CHRISTI ALTIMETER SETTING				
LNAV MDA	360-1 342 (400-1)			360-1¼ 342 (400-1¼)
CIRCLING	500-1 482 (500-1)		500-1½ 482 (500-1½)	580-2 562 (600-2)

REIL Rwy 13R-31L
HIRL all Rwy

SC-3, 08 APR 2010 to 06 MAY 2010

RNAV (GPS) RWY 22

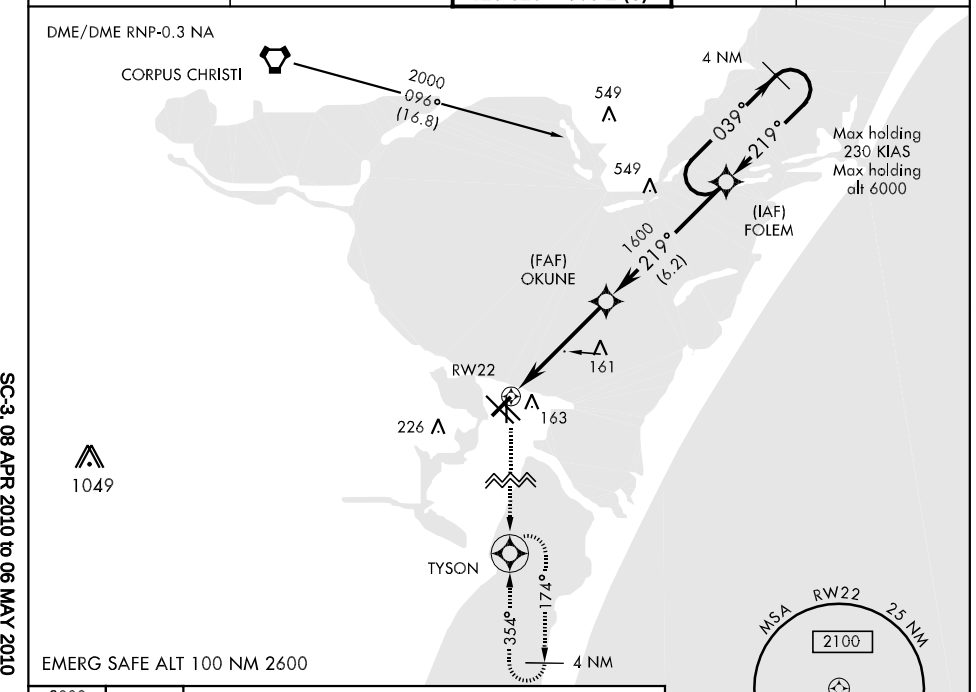
APCH CRS	Rwy ldg	5004
219°	TDZE	15
	Arpt Elev	18

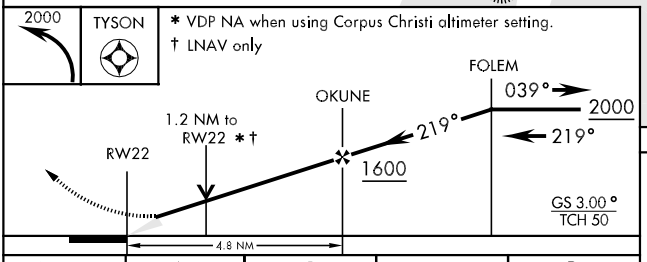
AL-98 [USN] CORPUS CHRISTI NAS (TRUAX FLD) (KNGP)

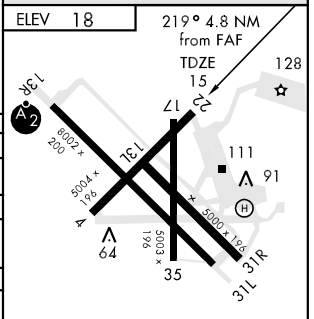
When local altimeter setting not received, use Corpus Christi altimeter setting.
Baro VNAV NA below -15°C (5°F) and above 42°C (108°F)
Baro VNAV NA when local altimeter not available.

MISSED APPROACH: Climbing left turn to 2000 direct TYSON and hold.

ATIS ★	CORPUS CHRISTI APP CON	NAVY CORPUS TOWER ★	GND CON	CLNC DEL	ASR/PAR
114.0 127.9 290.9	125.4 307.9	134.85 340.2 (N) 125.525 360.2 (S)	118.7 257.85	314.3	







CATEGORY	A	B	C	D
LNAV/VNAV DA	340-1¼	325 (400-1¼)		
LNAV MDA	420-1 405 (500-1)		420-1¼ 405 (500-1¼)	
CIRCLING	480-1¼ 462 (500-1¼)		480-1½ 462 (500-1½)	580-2 562 (600-2)
CORPUS CHRISTI ALTIMETER SETTING				
LNAV MDA	460-1 445 (500-1)		460-1¼ 445 (500-1¼)	460-1½ 445 (500-1½)
CIRCLING	500-1 482 (500-1)		500-1½ 482 (500-1½)	580-2 562 (600-2)

REIL Rwy 13R-31L
HIRL all Rwy

RNAV (GPS) RWY 31L

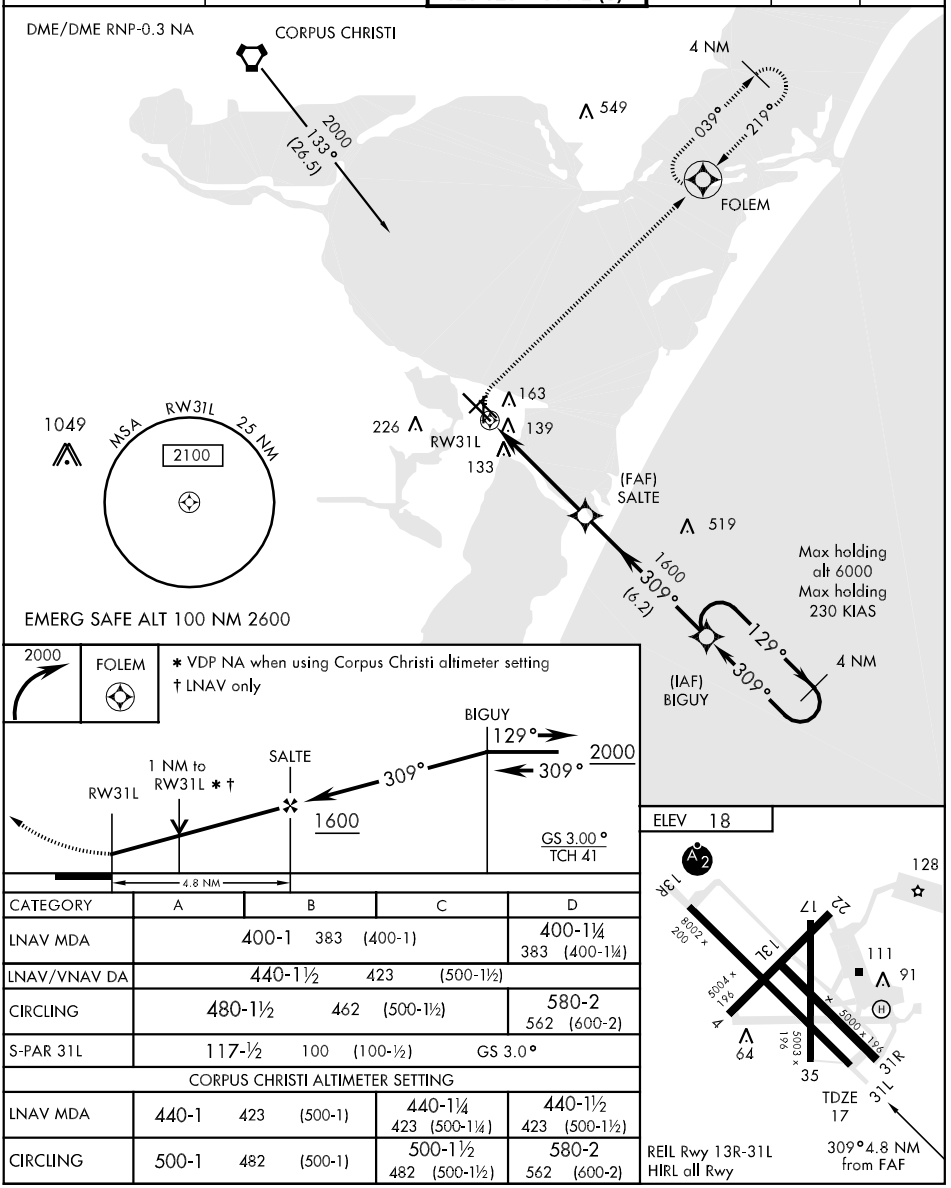
APCH CRS	Rwy ldg	8002
309°	TDZE	17
	Arpt Elev	18

AL-98 [USN] CORPUS CHRISTI NAS (TRUAX FLD) (KNGP)

When local altimeter setting not received, use Corpus Christi altimeter setting.
Baro VNAV NA below -15°C (5°F) and above 42°C (108°F)
Baro VNAV NA when local altimeter not available.

MISSED APPROACH: Climbing right turn to 2000 direct FOLEM and hold.

ATIS ★	CORPUS CHRISTI APP CON	NAVY CORPUS TOWER ★	GND CON	CLNC DEL	ASR/PAR
114.0 127.9 290.9	125.4 307.9	134.85 340.2 (N) 125.525 360.2 (S)	118.7 257.85	314.3	



CATEGORY	A	B	C	D
LNAV MDA	400-1 383 (400-1)			400-1¼ 383 (400-1¼)
LNAV/VNAV DA	440-1½ 423 (500-1½)			
CIRCLING	480-1½ 462 (500-1½)			580-2 562 (600-2)
S-PAR 31L	117-½ 100 (100-½) GS 3.0°			
CORPUS CHRISTI ALTIMETER SETTING				
LNAV MDA	440-1 423 (500-1)		440-1¼ 423 (500-1¼)	440-1½ 423 (500-1½)
CIRCLING	500-1 482 (500-1)		500-1½ 482 (500-1½)	580-2 562 (600-2)

RNAV (GPS) RWY 31R

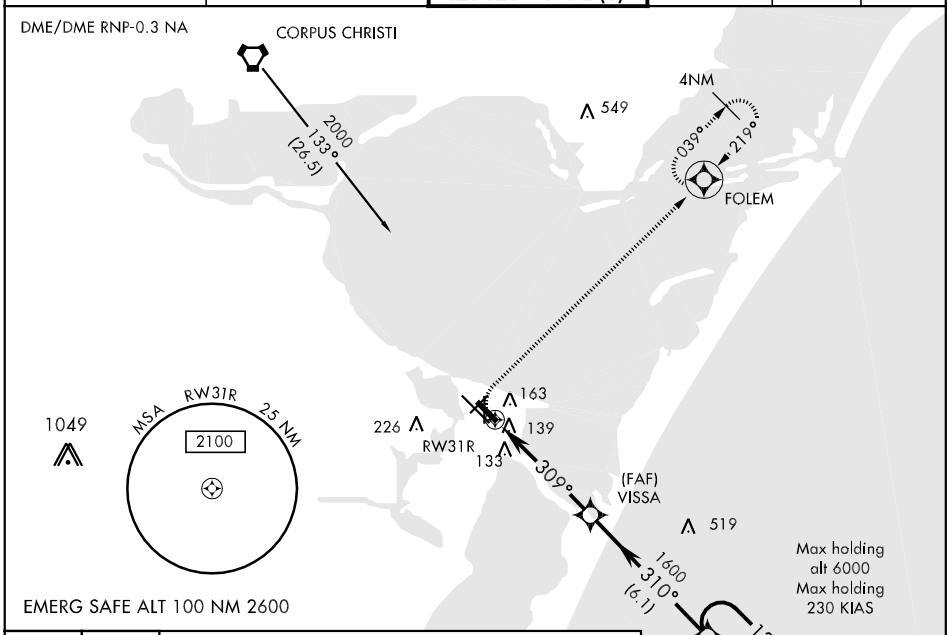
APCH CRS	Rwy ldg	5000
309°	TDZE	18
	Arpt Elev	18

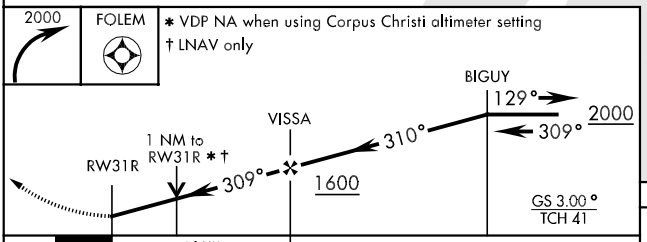
AL-98 [USN] CORPUS CHRISTI NAS (TRUAX FLD) (KNGP)

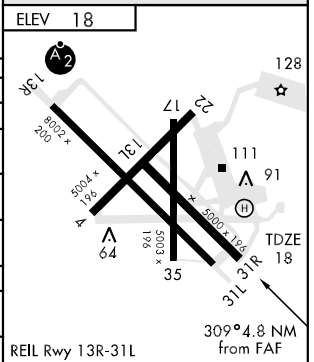
When local altimeter setting not received, use Corpus Christi altimeter setting.
Baro VNAV NA below -15°C (5°F) and above 42°C (108°F)
Baro VNAV NA when local altimeter not available.

MISSED APPROACH: Climbing right turn to 2000 direct FOLEM and hold.

ATIS ★	CORPUS CHRISTI APP CON	NAVY CORPUS TOWER ★	GND CON	CLNC DEL	ASR/PAR
114.0 127.9 290.9	125.4 307.9	134.85 340.2 (N) 125.525 360.2 (S)	118.7 257.85	314.3	







CATEGORY	A	B	C	D
LNAV/VNAV DA	380-1¼ 362 (400-1¼)			
LNAV MDA	400-1 382 (400-1)			400-1¼ 382 (400-1¼)
CIRCLING	480-1¼ 462 (500-1¼)		480-1½ 462 (500-1½)	580-2 562 (600-2)
S-ASR 31R	440-1 422 (500-1)	440-1¼ 422 (500-1¼)	440-1½ 422 (500-1½)	440-2 422 (500-2)
CORPUS CHRISTI ALTIMETER SETTING				
LNAV MDA	440-1 422 (500-1)		440-1¼ 422 (500-1¼)	
CIRCLING	500-1 482 (500-1)		500-1½ 482 (500-1½)	580-2 562 (600-2)

SC-3, 08 APR 2010 to 06 MAY 2010

RNAV (GPS) RWY 35

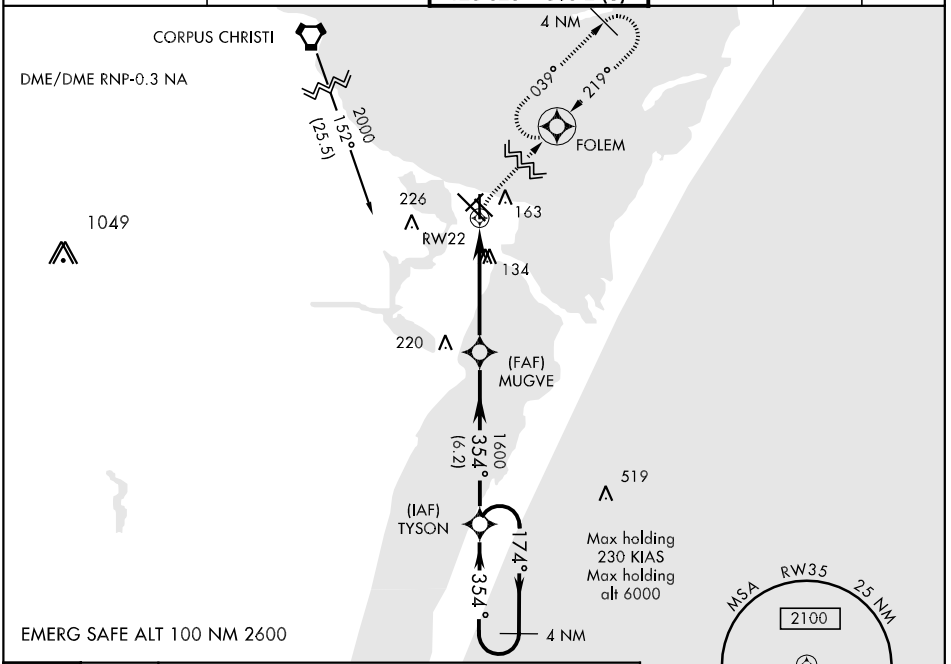
APCH CRS	Rwy ldg	5003
354°	TDZE	18
	Arpt Elev	18

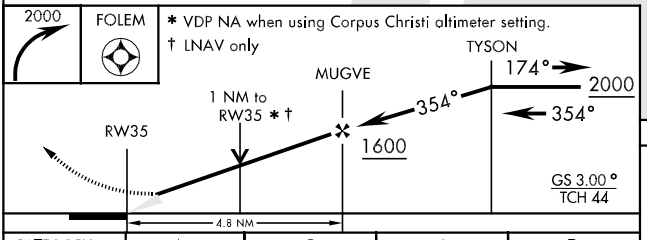
AL-98 [USN] CORPUS CHRISTI NAS (TRUAX FLD) (KNGP)

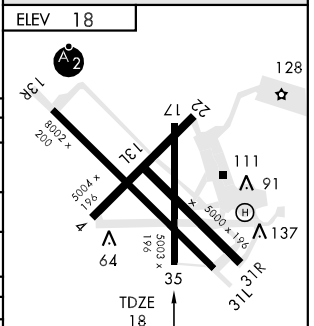
When local altimeter setting not received, use Corpus Christi altimeter setting.
Baro VNAV NA below -15°C (5°F) and above 42°C (108°F)
Baro VNAV NA when local altimeter not available.

MISSED APPROACH: Climbing right turn to 2000 direct FOLEM and hold.

ATIS ★	CORPUS CHRISTI APP CON	NAVY CORPUS TOWER ★	GND CON	CLNC DEL	ASR/PAR
114.0 127.9 290.9	125.4 307.9	134.85 340.2 (N) 125.525 360.2 (S)	118.7 257.85	314.3	







CATEGORY	A	B	C	D
LNAV MDA	400-1 382 (400-1)			400-1¼ 382 (400-1¼)
LNAV/VNAV DA	400-1¼ 382 (400-1¼)			
CIRCLING	480-1¼ 462 (500-1¼)		480-1½ 462 (500-1½)	580-2 562 (600-2)
S-PAR 35	118-½ 100 (100-½)			
CORPUS CHRISTI ALTIMETER SETTING				
LNAV MDA	420-1 402 (500-1)		420-1¼ 402 (500-1¼)	
CIRCLING	500-1 482 (500-1)		500-1½ 482 (500-1½)	580-2 562 (600-2)

VOR/DME or TACAN RWY 17

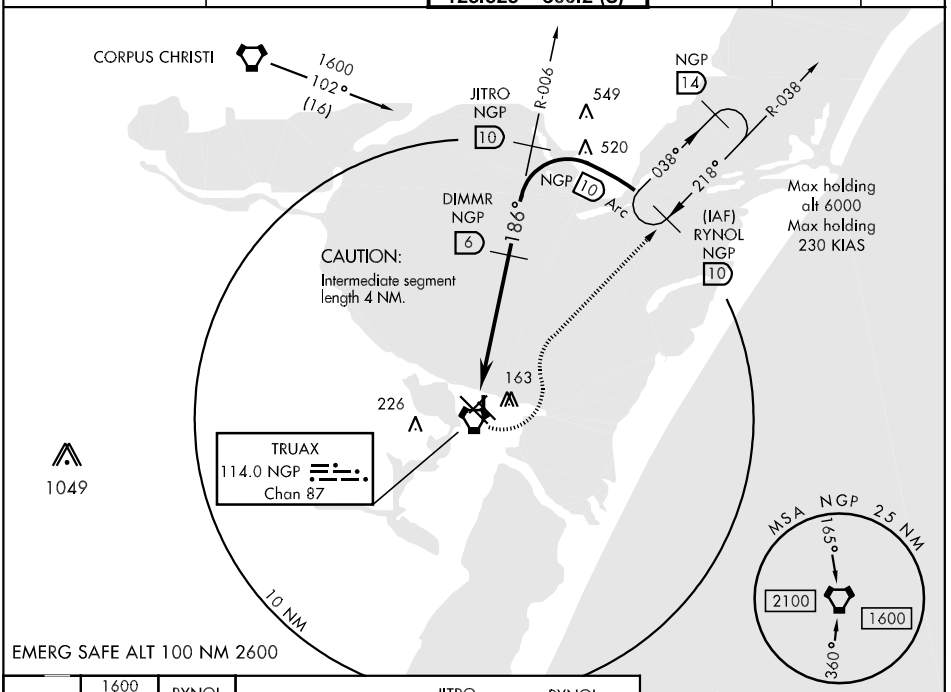
AL-98 [USN] CORPUS CHRISTI NAS (TRUAX FLD) (KNGP)

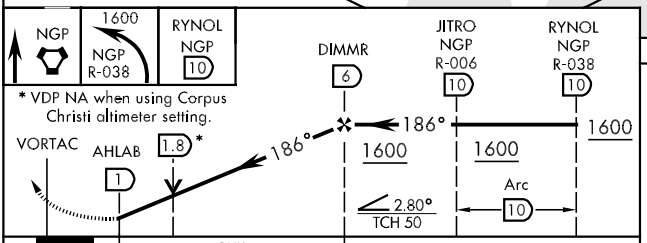
VORTAC NGP 114.0 Chan 87	APCH CRS 186°	Rwy ldg 5003 TDZE 18 Arpt Elev 18

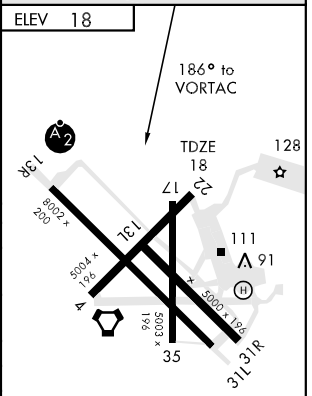
When local altimeter setting not received, use Corpus Christi altimeter setting.

MISSED APPROACH: Climb to NGP VORTAC via R-006, then climbing left turn to 1600 via NGP R-038 to RYNOL and hold.

ATIS ★	CORPUS CHRISTI APP CON	NAVY CORPUS TOWER ★	GND CON	CLNC DEL	ASR/PAR
114.0 127.9 290.9	120.9 348.725	134.85 340.2 (N) 125.525 360.2 (S)	118.7 257.85	314.3	







CATEGORY	A	B	C	D
S-17	380-1 362 (400-1)			380-1¼ 362 (400-1¼)
CIRCLING	480-1 462 (500-1)		480-1½ 462 (500-1½)	580-2 562 (600-2)
S-PAR 17	118-½ 100 (100-½) GS 3.0°			
CORPUS CHRISTI ALTIMETER SETTING				
S-17	420-1 402 (500-1)			420-1¼ 402 (500-1¼)
CIRCLING	500-1 482 (500-1)		500-1½ 482 (500-1½)	580-2 562 (600-2)

REIL Rwy 13R-31L
HIRL all Rwy

27°42'N-97°17'W CORPUS CHRISTI NAS (TRUAX FLD) (KNGP)

VOR/DME or TACAN RWY 17

VOR/DME or TACAN RWY 35

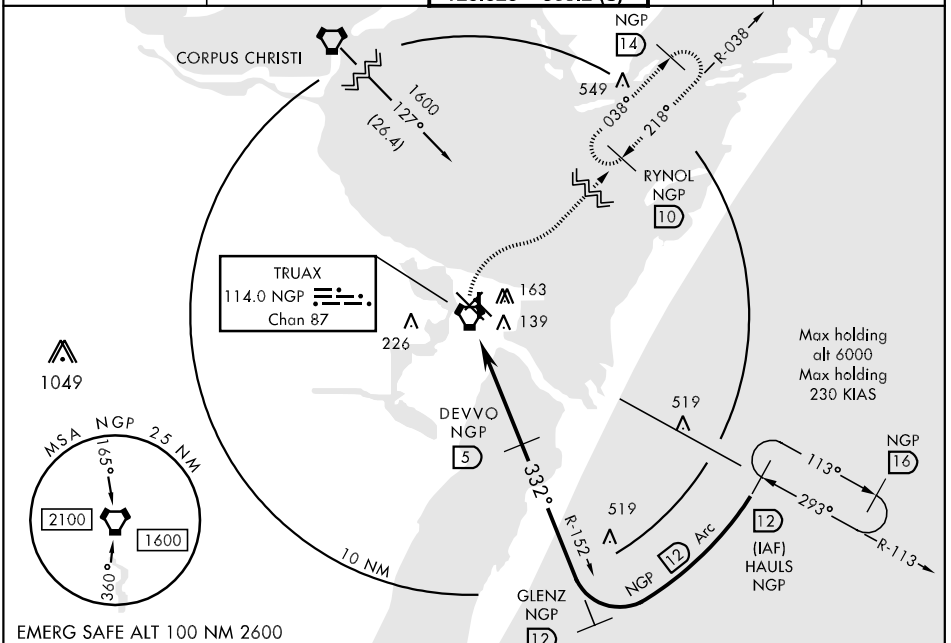
VORTAC NGP 114.0 Chan 87	APCH CRS 332°	Rwy ldg 5003 TDZE 18 Arpt Elev 18

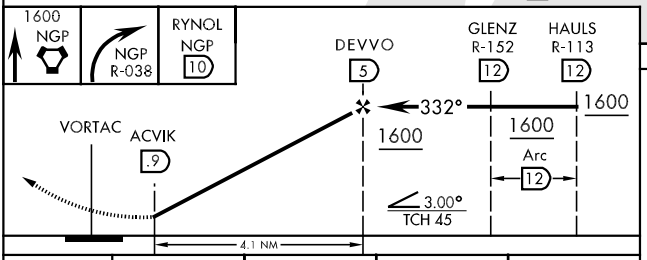
AL-98 [USN] CORPUS CHRISTI NAS (TRUAX FLD) (KNGP)

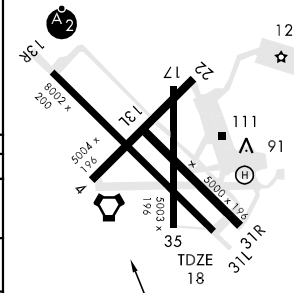
When local altimeter setting not received, use Corpus Christi altimeter setting.

MISSED APPROACH: Climb to NGP VORTAC via R-152, then climbing right turn to 1600 via NGP R-038 to RYNOL and hold.

ATIS ★	CORPUS CHRISTI APP CON	NAVY CORPUS TOWER ★	GND CON	CLNC DEL	ASR/PAR
114.0 127.9 290.9	125.4 307.9	134.85 340.2 (N) 125.525 360.2 (S)	118.7 257.85	314.3	







CATEGORY	A	B	C	D
S-35	400-1 382 (400-1)			400-1¼ 382 (400-1¼)
CIRCLING	480-1 462 (500-1)		480-1½ 462 (500-1½)	580-2 562 (600-2)
S-PAR 35	118-½ 100 (100-½) GS 3.0°			
CORPUS CHRISTI ALTIMETER SETTING				
S-35	440-1 422 (500-1)		440-1¼ 422 (500-1¼)	
CIRCLING	500-1 482 (500-1)		500-1½ 482 (500-1½)	580-2 562 (600-2)

REIL Rwy 13R-31L
HIRL all Rwy

VOR/DME X RWY 31L

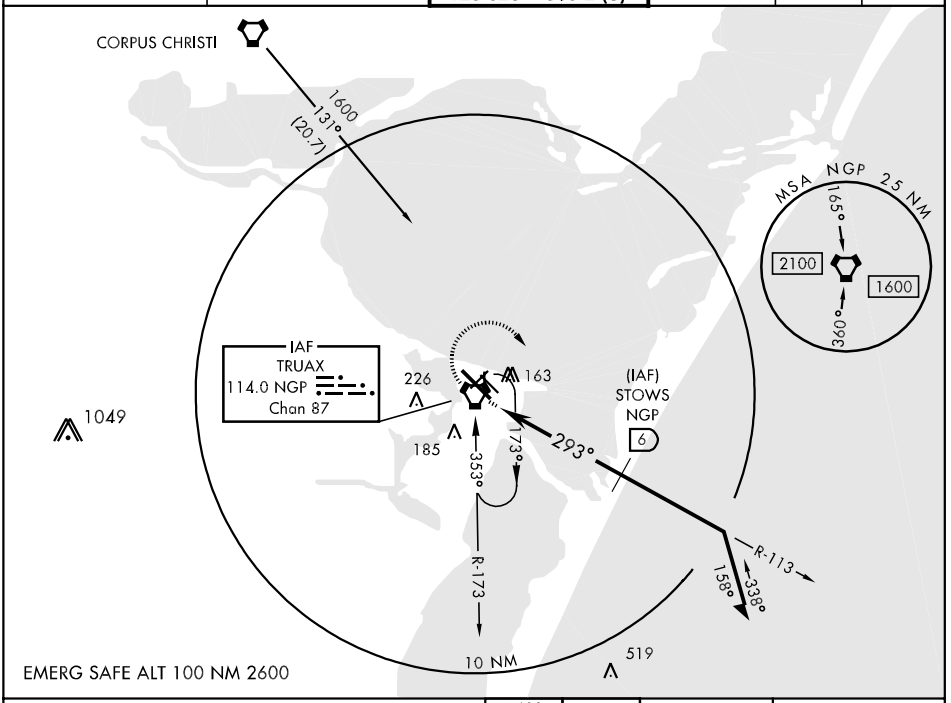
VORTAC NGP	APCH CRS	Rwy ldg	8002
114.0	293°	TDZE	17
Chan 87		Arpt Elev	18

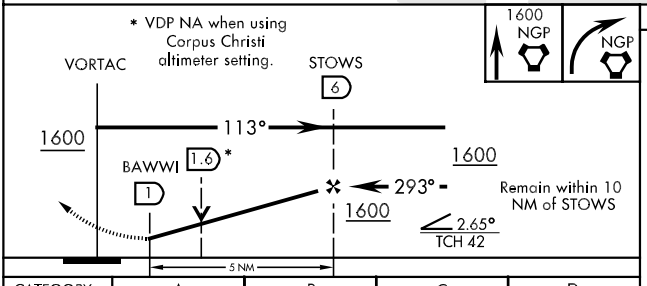
AL-98 [USN] CORPUS CHRISTI NAS (TRUAX FLD) (KNGP)

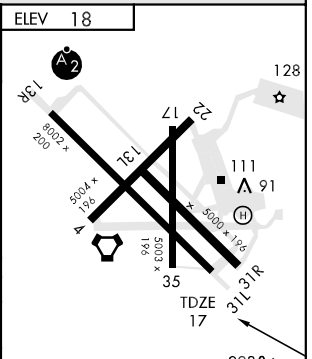
When local altimeter setting not received, use Corpus Christi altimeter setting.

MISSED APPROACH: Climb to NGP VORTAC via R-113, then climbing right turn to1600 direct NGP VORTAC and hold.

ATIS ★	CORPUS CHRISTI APP CON	NAVY CORPUS TOWER ★	GND CON	CLNC DEL	ASR/PAR
114.0 127.9 290.9	125.4 307.9	134.85 340.2 (N) 125.525 360.2 (S)	118.7 257.85	314.3	







CATEGORY	A	B	C	D
S-31L	400-1	383 (400-1)		400-1¼ 383 (400-1¼)
CIRCLING	480-1	462 (500-1)	480-1½ 462 (500-1½)	580-2 562 (600-2)
CORPUS CHRISTI ALTIMETER SETTING				
S-31L	440-1	423 (500-1)	440-1¼ 423 (500-1¼)	
CIRCLING	500-1	482 (500-1)	500-1½ 482 (500-1½)	580-2 562 (600-2)

FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

VOR/DME X RWY 31L

VOR/DME Y or TACAN Y RWY 13R

AL-98 [USN] CORPUS CHRISTI NAS (TRUAX FLD) (KNGP)

VORTAC CRP 115.5 Chan 102	APCH CRS 139°	Rwy ldg 8002 TDZE 13 Arpt Elev 18

*When ALS inop, increase CAT ABC vis to 1 mile, CAT D to 1¼ mile.
**When ALS inop, increase vis to ½ mile.

SALSF

MISSED APPROACH: Climb to 1600 via CRP R-138 to VICCC and hold.

ATIS ★	CORPUS CHRISTI APP CON	NAVY CORPUS TOWER ★	GND CON	CLNC DEL	ASR/PAR
114.0 127.9 290.9	120.9 348.725	134.85 340.2 (N) 125.525 360.2 (S)	118.7 257.85	314.3	

When local altimeter setting not received, use Corpus Christi altimeter setting.

IAF CORPUS CHRISTI 115.5 CRP Chan 102

JAGTO CRP 3

R-139 206

Nbnd arrivals on V70-407, V13-20-163 require PT at CRP VORTAC (IAF) (see L-20) or radar vectors. PT at IAF NA for TACAN procedure.

139° 445

ROAMM CRP 9

137

163

226

1049

VICCC CRP 21

138° 318°

CRP 25

R-138

10 NM

EMERG SAFE ALT 100 NM 3100

MSA CRP 2.5 NM 210° 2100 1600 360°

† VDP NA when using Corpus Christi altimeter setting

1600 CRP R-138 VICCC 21

VORTAC 2000 139° 1600 JAGTO 3 139° 1600 ROAMM 9 † 13.4 ZAMGU 14

2.73° TCH 42

5 NM

CATEGORY	A	B	C	D
S-13R *	360-¾ 347 (400-¾)			360-1 347 (400-1)
CIRCLING	480-1 462 (500-1)		480-1½ 462 (500-1½)	580-2 562 (600-2)
S-PAR 13R**	113-¼ 100 (100-¼) GS 3.0°			
CORPUS CHRISTI ALTIMETER SETTING				
S-13R *	400-¾ 387 (400-¾)			400-1 387 (400-1)
CIRCLING	500-1 482 (500-1)		500-1½ 482 (500-1½)	580-2 562 (600-2)

ELEV 18

REIL Rwy 13R-31L
HIRL all Rwy

TDZE 13

13R 8002 x 500

13L 5004 x 196

17 22 111 91 128

5000 x 196

5003 x 196

35 31L 31R

139° 14 NM from VORTAC

SC-3, 08 APR 2010 to 06 MAY 2010

VORTAC CRP 115.5 Chan 102	APCH CRS 318°	Rwy ldg 8002 TDZE 17 Arpt Elev 18

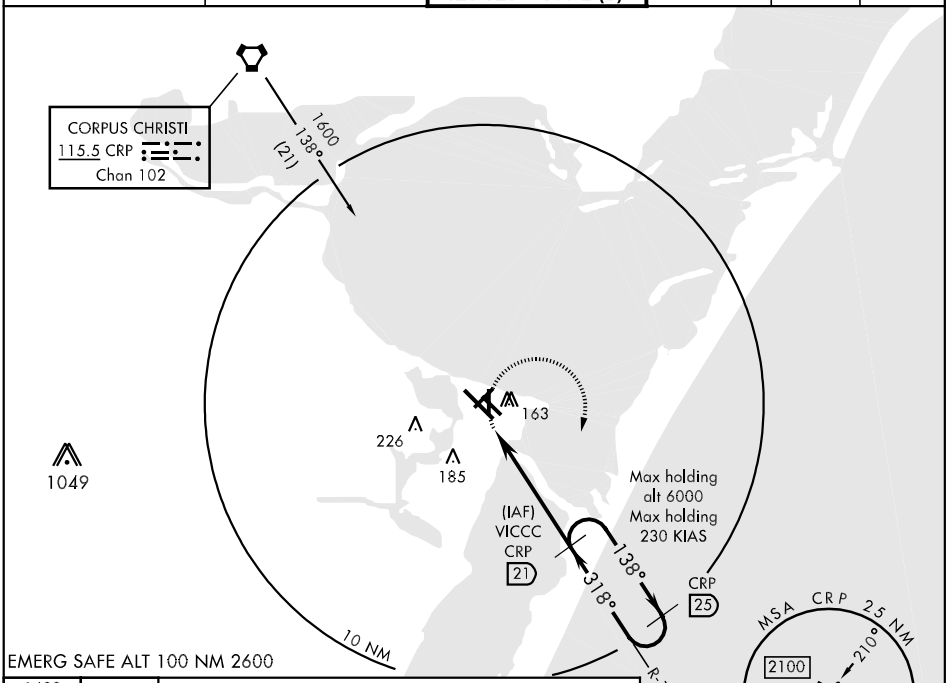
VOR/DME Y or TACAN Y RWY 31L

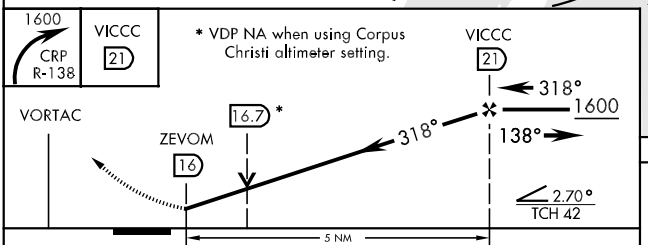
AL-98 [USN] CORPUS CHRISTI NAS (TRUAX FLD) (KNGP)

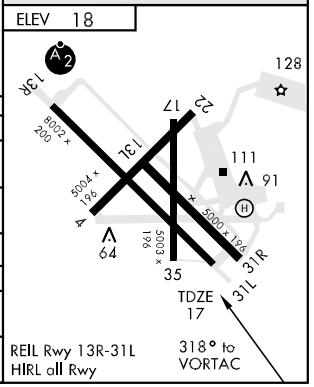
When local altimeter setting not received, use Corpus Christi altimeter setting.

MISSED APPROACH: Climbing right turn to 1600, intercept CRP VORTAC R-138 outbound to VICCC and hold.

ATIS ★	CORPUS CHRISTI APP CON	NAVY CORPUS TOWER ★	GND CON	CLNC DEL	ASR/PAR
114.0 127.9 290.9	125.4 307.9	134.85 340.2 (N) 125.525 360.2 (S)	118.7 257.85	314.3	







CATEGORY	A	B	C	D
S-31L	420-1 403 (500-1)		420-1¼ 403 (500-1¼)	
CIRCLING	480-1 462 (500-1)		480-1½ 462 (500-1½)	580-2 562 (600-2)
S-PAR 31L	117-½ 100 (100-½) GS 3.0°			
CORPUS CHRISTI ALTIMETER SETTING				
S-31L	460-1 443 (500-1)		460-1¼ 443 (500-1¼)	460-1½ 443 (500-1½)
CIRCLING	500-1 482 (500-1)		500-1½ 482 (500-1½)	580-2 562 (600-2)

VOR/DME Z or TACAN Z RWY 13R

AL-98 [USN] CORPUS CHRISTI NAS (TRUAX FLD) (KNGP)

VORTAC NGP	APCH CRS	Rwy ldg 8002
114.0	143°	TDZE 13
Chan 87		Arpt Elev 18

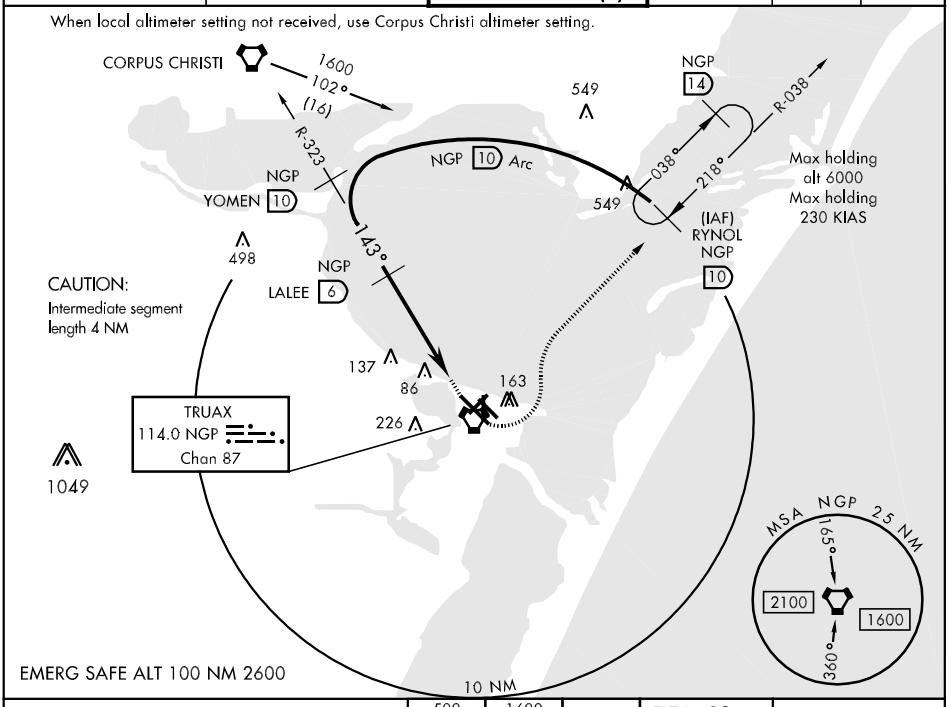
* When ALS inop, increase CAT ABCD vis to 1 mile.
** When ALS inop, increase CAT ABC vis to 1 mile, CAT D vis to 1¼ mile.
*** When ALS inop, increase vis to ½ mile.

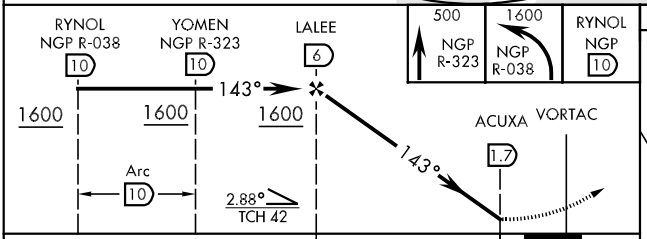
SALSF

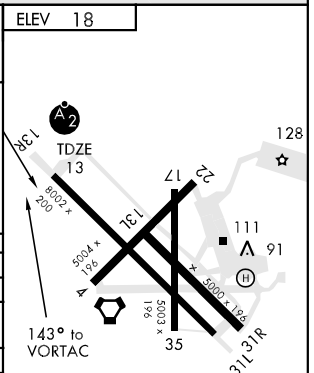
MISSED APPROACH: Climb to 500 via NGP VORTAC R-323, then climbing left turn to 1600 via NGP R-038 to RYNOL and hold.

ATIS ★	CORPUS CHRISTI APP CON	NAVY CORPUS TOWER ★	GND CON	CLNC DEL	ASR/PAR
114.0 127.9 290.9	120.9 348.725	134.85 340.2 (N) 125.525 360.2 (S)	118.7 257.85	314.3	

When local altimeter setting not received, use Corpus Christi altimeter setting.







CATEGORY	A	B	C	D
S-13R *	340-¾	327 (400-¾)		
CIRCLING	480-1 462 (500-1)		480-1½ 462 (500-1½)	580-2 562 (600-2)
S-PAR 13R***	113-¼	100 (100-¼)	GS 3.0°	
CORPUS CHRISTI ALTIMETER SETTING				
S-31R**	380-¾	367 (400-¾)		380-1 367 (400-1)
CIRCLING	500-1	482 (500-1)	500-1½ 482 (500-1½)	580-2 562 (600-2)

REIL Rwy 13R-31L
HIRL all Rwy

VOR/DME Z or TACAN Z RWY 31L

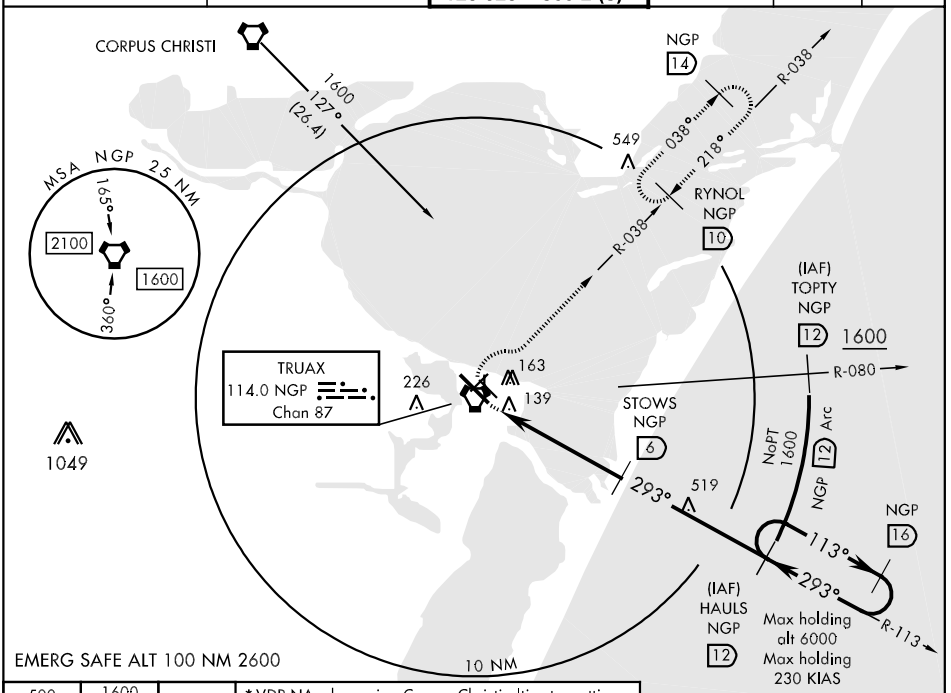
VORTAC NGP	APCH CRS	Rwy ldg	8002
114.0	293°	TDZE	17
Chan 87		Arpt Elev	18

AL-98 [USN] CORPUS CHRISTI NAS (TRUAX FLD) (KNGP)

When local altimeter setting not received, use Corpus Christi altimeter setting.

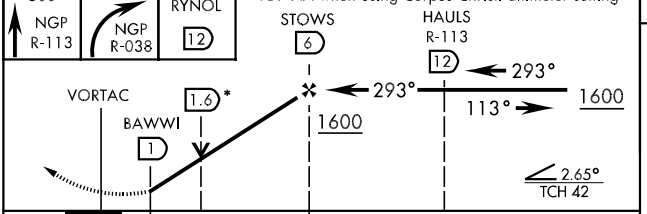
MISSED APPROACH: Climb to 500 via NGP VORTAC R-113, then climbing right turn to 1600, intercept NGP R-038 to RYNOL and hold.

ATIS ★	CORPUS CHRISTI APP CON	NAVY CORPUS TOWER ★	GND CON	CLNC DEL	ASR/PAR
114.0 127.9 290.9	125.4 307.9	134.85 340.2 (N) 125.525 360.2 (S)	118.7 257.85	314.3	

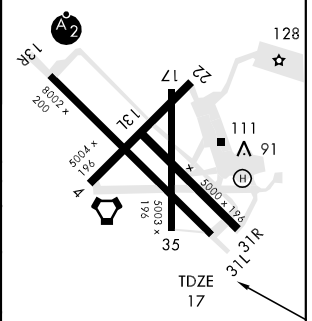


500 NGP R-113	1600 NGP R-038	RYNOL 12

* VDP NA when using Corpus Christi altimeter setting



ELEV 18



CATEGORY	A	B	C	D
S-31L	400-1 383 (400-1)			400-1¼ 383 (400-1¼)
CIRCLING	480-1 462 (500-1)		480-1½ 462 (500-1½)	580-2 562 (600-2)
S-PAR 31L	117-½ 100 (100-½)			GS 3.0°
CORPUS CHRISTI ALTIMETER SETTING				
S-31L	440-1 423 (500-1)		440-1¼ 423 (500-1¼)	
CIRCLING	500-1 482 (500-1)		500-1½ 482 (500-1½)	580-2 562 (600-2)

REIL Rwy 13R-31L
HIRL all Rwy

VOR/DME Z or TACAN Z RWY 31L

VORTAC NGP	APCH CRS	Rwy ldg	5004
114.0	208°	TDZE	15
Chan 87		Arpt Elev	18

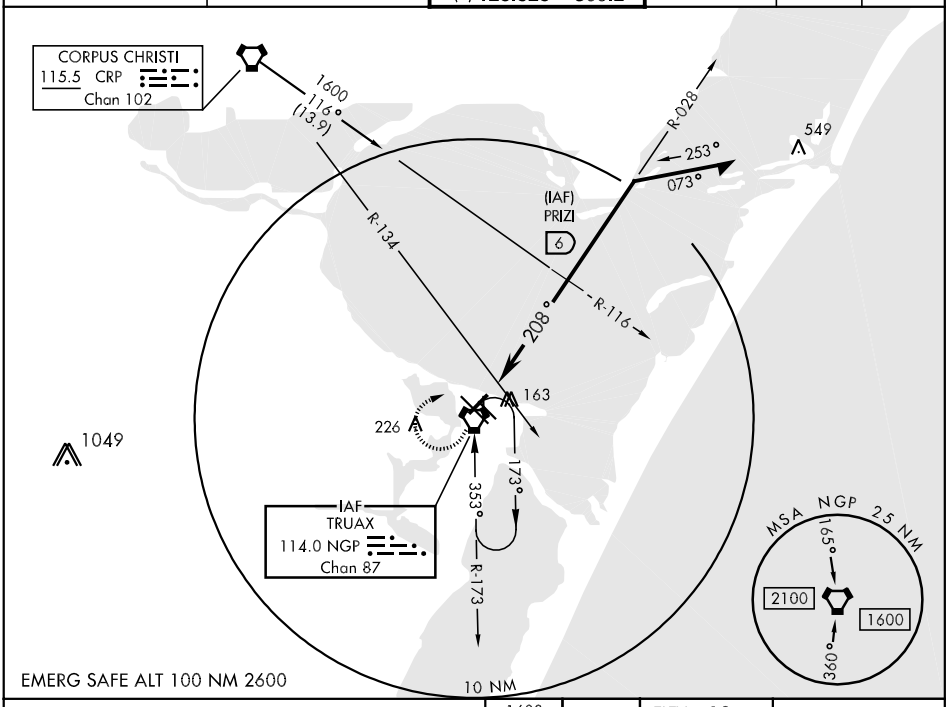
VOR RWY 22

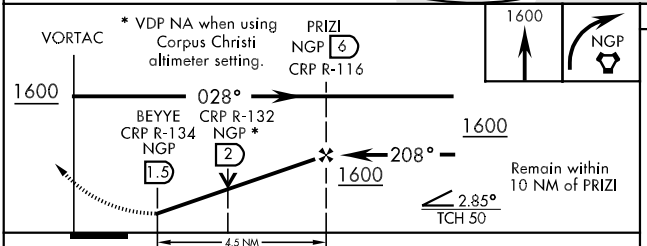
AL-98 [USN] CORPUS CHRISTI NAS (TRUAX FLD) (KNGP)

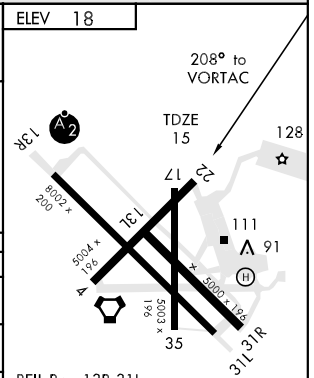
When local altimeter setting not received, use Corpus Christi altimeter setting.

MISSED APPROACH: Climb to 1600, then turn right direct NGP VORTAC and hold.

ATIS ★	CORPUS CHRISTI APP CON	NAVY CORPUS TOWER ★	GND CON	CLNC DEL	ASR/PAR
114.0 127.9 290.9	125.4 307.9	(N) 134.85 340.2 (S) 125.525 360.2	118.7 257.85	314.3	



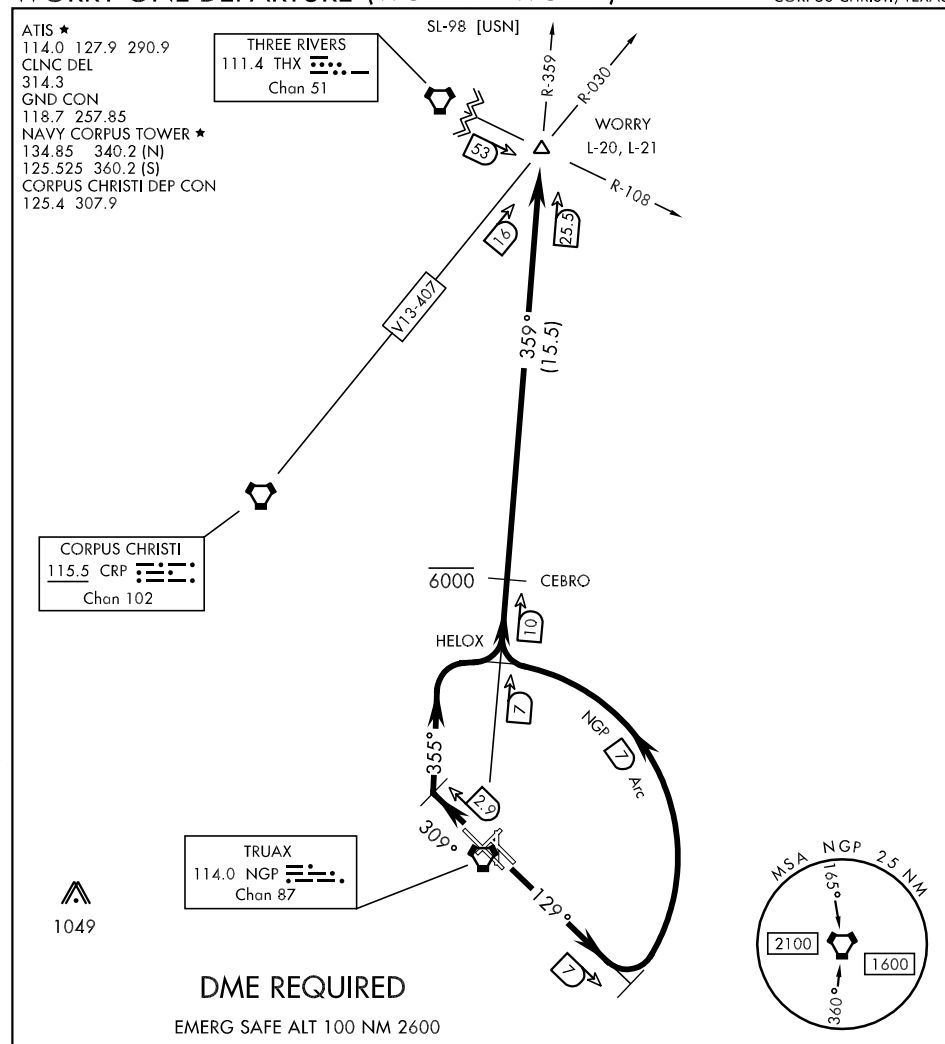




CATEGORY	A	B	C	D
S-22	420-1 405 (500-1)		420-1¼ 405 (500-1¼)	
CIRCLING	480-1 462 (500-1)		480-1½ 462 (500-1½)	580-2 562 (600-2)
CORPUS CHRISTI ALTIMETER SETTING				
S-22	460-1 445 (500-1)		460-1¼ 445 (500-1¼)	460-1½ 445 (500-1½)
CIRCLING	500-1 482 (500-1)		500-1½ 482 (500-1½)	580-2 562 (600-2)

FAF to MAP 4.5 NM

Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30



SC-3, 08 APR 2010 to 06 MAY 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 13L/R: Climb via heading 129° to intercept NGP VORTAC 7 DME Arc. Arc CCW north of NGP via 7 DME arc to HELOX, NGP R-359/7. Thence,

TAKE-OFF RWY 31L/R: Climb via heading 309° to NGP VORTAC 2.9 DME, then climbing right turn via heading 355° to intercept NGP 7 DME Arc. Arc CW North of NGP via 7 DME arc to HELOX, NGP R-359/7 DME. Thence...

THENCE....from HELOX via NGP VORTAC R-359 to WORRY, NGP R-359/25.5 DME. Cross CEBRO, NGP R-359/10 DME at or below 6000. Then via assigned route. Expect clearance to filed altitude/flight level 10 minutes after departure.

NDB CGQ	APP CRS	Rwy Idg	5004
344	139°	TDZE	449
		Apt Elev	449

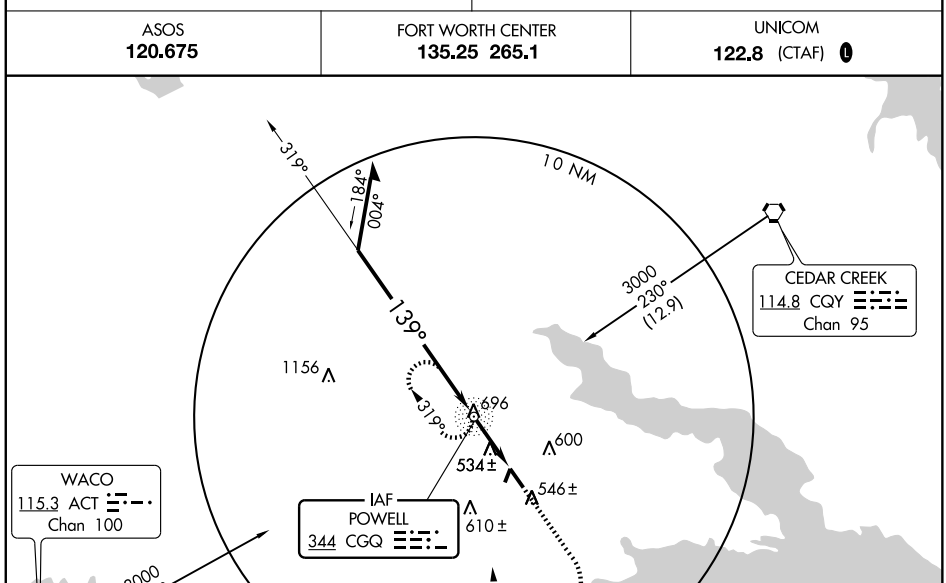
NDB RWY 14

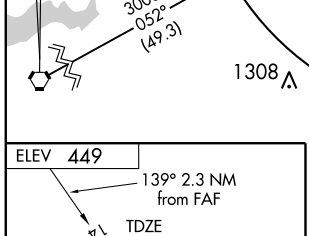
CORSICANA/
C. DAVID CAMPBELL FIELD-CORSICANA MUNI (CRS)

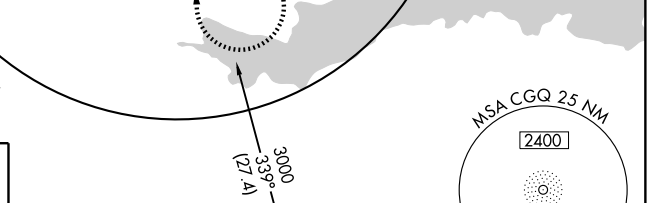
NA

MISSED APPROACH: Climb to 1500 then climbing right turn to 2500 direct CGQ NDB and hold.

ASOS	FORT WORTH CENTER	UNICOM
120.675	135.25 265.1	122.8 (CTAF) L







FAF to MAP 2.3 NM					
Knots	60	90	120	150	180
Min:Sec	2:18	1:32	1:09	0:55	0:46

CATEGORY	A	B	C	D
S-14	860-1 411 (500-1)		860-1¼ 411 (500-1¼)	
CIRCLING	860-1 411 (500-1)	900-1 451 (500-1)	900-1½ 451 (500-1½)	1000-2 551 (600-2)

SC-2, 08 APR 2010 to 06 MAY 2010

NDB CRS	APP CRS	Rwy Idg	5004
396	327°	TDZE	442
		Apt Elev	449

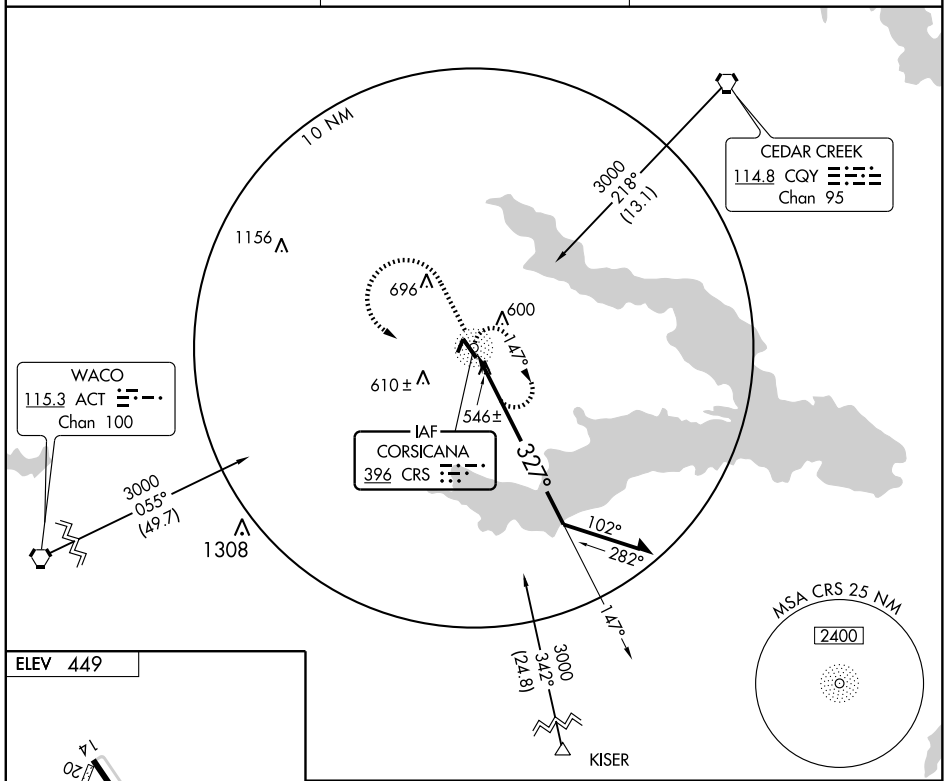
CORSICANA/
C. DAVID CAMPBELL FIELD-CORSICANA MUNI (CRS)

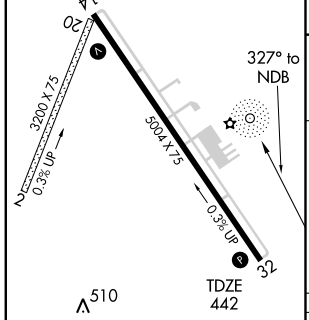
NDB RWY 32

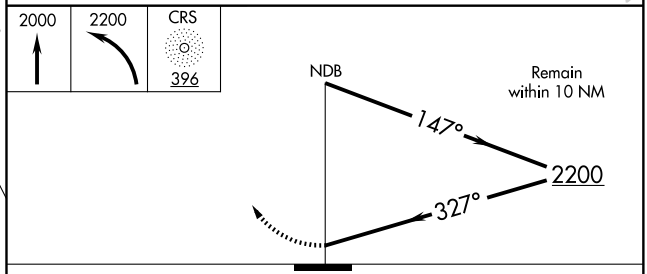
NA

MISSED APPROACH: Climb to 2000 then left climbing turn to 2200 direct CRS NDB and hold.

ASOS	FORT WORTH CENTER	UNICOM
120.675	135.25 265.1	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-32	960-1 518 (600-1)		960-1½ 518 (600-1½)	960-1¾ 518 (600-1¾)
CIRCLING	960-1 511 (600-1)		960-1½ 511 (600-1½)	1000-2 551 (600-2)

MIRL Rwy 14-32 L
REIL Rwys 14 and 32

SC-2, 08 APR 2010 to 06 MAY 2010

CORSICANA, TEXAS

AL-5998 (FAA)

APP CRS	Rwy Idg	5004
139°	TDZE	449
	Apt Elev	449

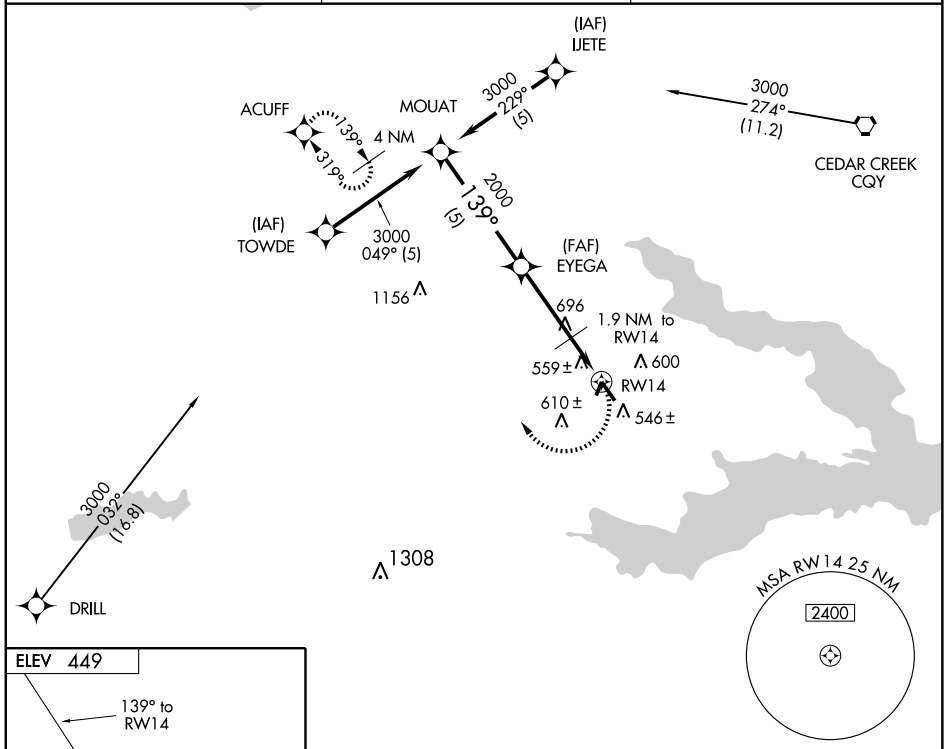
RNAV (GPS) RWY 14

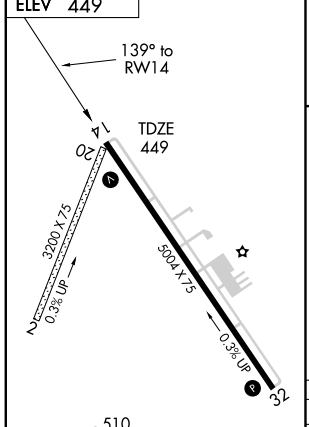
CORSICANA/ C. DAVID CAMPBELL FIELD-CORSICANA MUNI (CRS)

NA GPS or RNP-0.3 required, DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing right turn to 3000 direct ACUFF and hold.

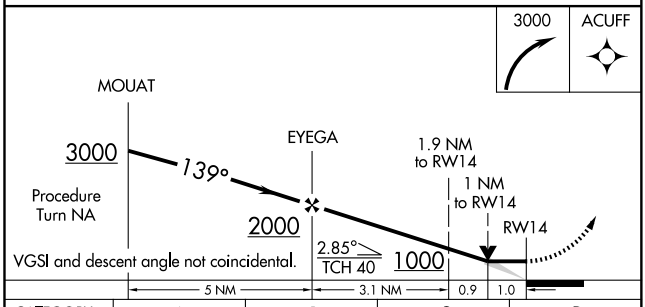
ASOS	FORT WORTH CENTER	UNICOM
120.675	135.25 265.1	122.8 (CTAF) L





MIRL Rwy 14-32 L

REIL Rwys 14 and 32



CATEGORY	A	B	C	D
LNAV MDA	820-1 371 (400-1)			820-1¼ 371 (400-1¼)
CIRCLING	860-1 411 (500-1)	900-1 451 (500-1)	900-1½ 451 (500-1½)	1060-2 611 (700-2)

SC-2, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	5004
319°	TDZE	442
	Apt Elev	449

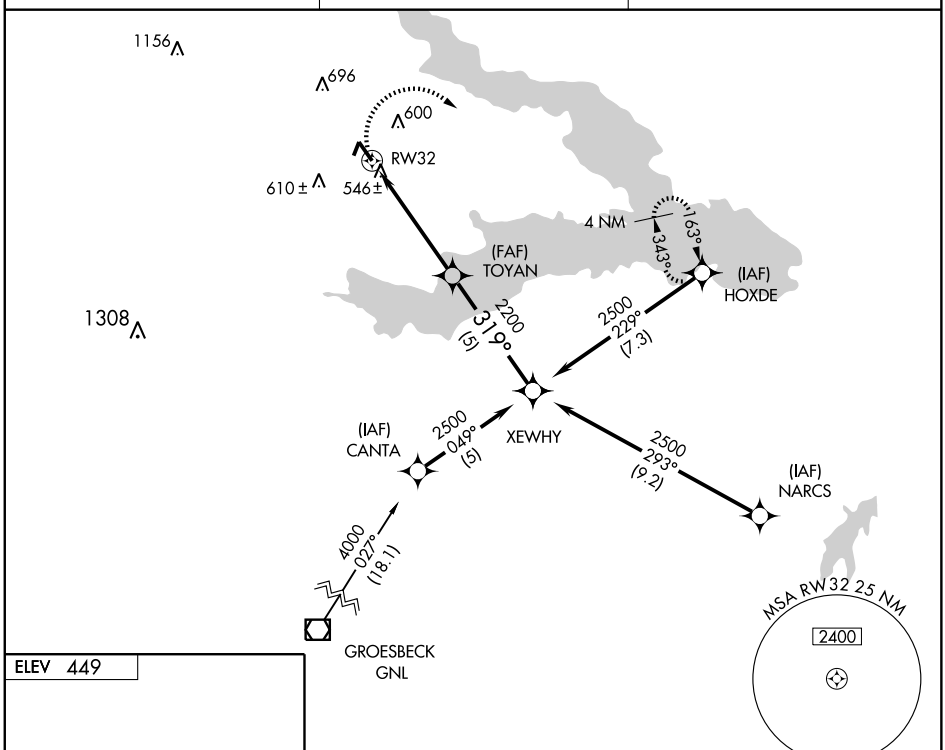
RNAV (GPS) RWY 32

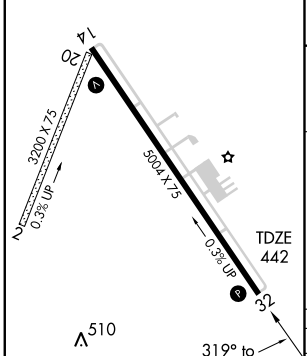
CORSICANA/C. DAVID CAMPBELL FIELD-CORSICANA MUNI (CRS)

NA GPS or RNP-0.3 required, DME/DME RNP-0.3 NA.

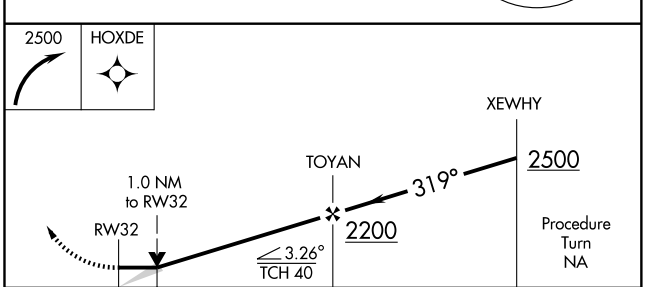
MISSED APPROACH: Climbing right turn to 2500 direct HOXDE and hold.

ASOS	FORT WORTH CENTER	UNICOM
120.675	135.25 265.1	122.8 (CTAF) L





MIRL Rwy 14-32 L
REIL Rwys 14 and 32



CATEGORY	A	B	C	D
LNAV MDA	800-1 358 (400-1)			800-1¼ 358 (400-1¼)
CIRCLING	860-1 411 (500-1)	900-1 451 (500-1)	900-1½ 451 (500-1½)	1060-2 611 (700-2)

SC-2, 08 APR 2010 to 06 MAY 2010

CORSICANA, TEXAS

AL-5998 (FAA)

VORTAC CQY	APP CRS	Rwy Idg	N/A
114.8	218°	TDZE	N/A
Chan 95		Apt Elev	449

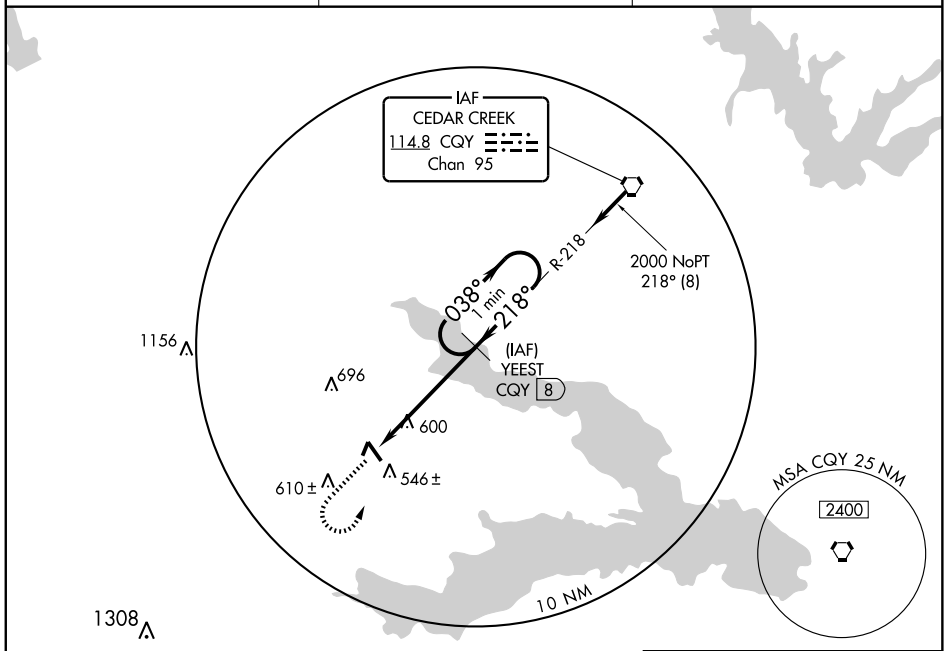
CORSICANA/
C. DAVID CAMPBELL FIELD-CORSICANA MUNI (CRS)

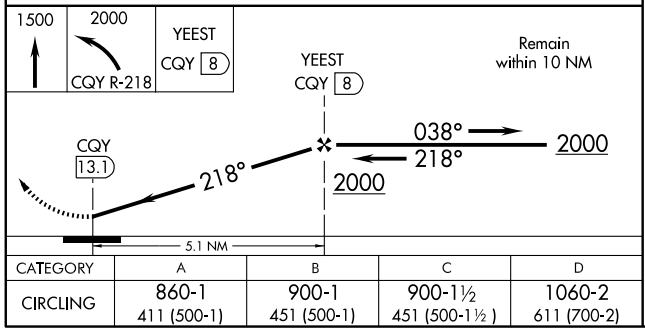
VOR/DME-A

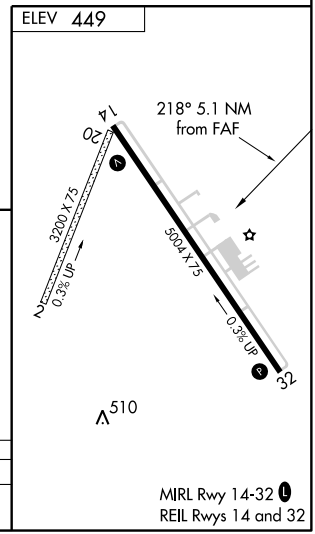
NA

MISSED APPROACH: Climb to 1500 then climbing left turn to 2000 via CQY VORTAC R-218 to YEEST/CQY 8 DME and hold.

ASOS	FORT WORTH CENTER	UNICOM
120.675	135.25 265.1	122.8 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	860-1 411 (500-1)	900-1 451 (500-1)	900-1½ 451 (500-1½)	1060-2 611 (700-2)

MIRL Rwy 14-32 L
REIL Rwys 14 and 32

SC-2, 08 APR 2010 to 06 MAY 2010

VORTAC CQY 114.8 Chan 95	APP CRS 038°	Rwy Idg N/A TDZE N/A Apt Elev 449

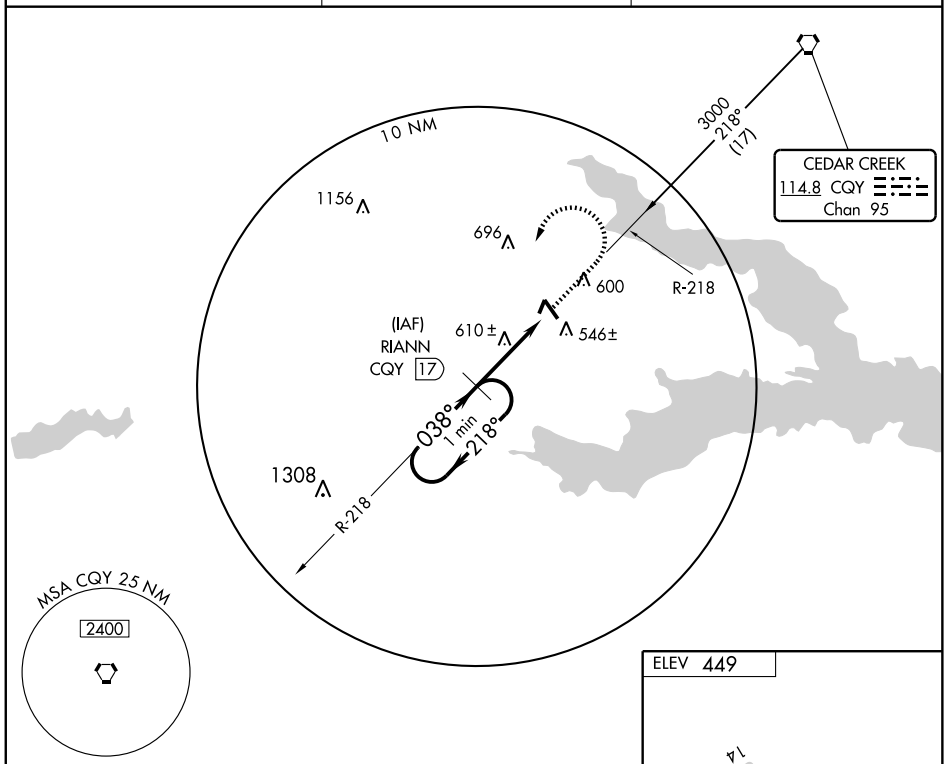
CORSICANA/
C. DAVID CAMPBELL FIELD-CORSICANA MUNI (CRS)

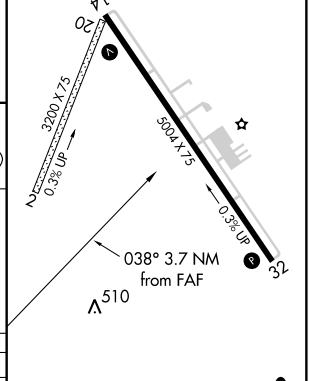
VOR/DME-B

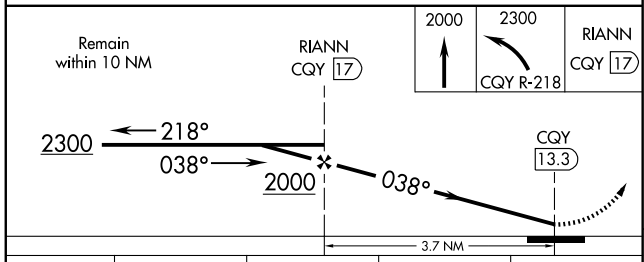
NA

MISSED APPROACH: Climb to 2000 then climbing left turn to 2300 via CQY VORTAC R-218 to RIANN/CQY 17 DME and hold.

ASOS	FORT WORTH CENTER	UNICOM
120.675	135.25 265.1	122.8 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	860-1 411 (500-1)	900-1 451 (500-1)	900-1½ 451 (500-1½)	1060-2 611 (700-2)

MIRL Rwy 14-32 L
REIL Rwys 14 and 32

SC-2, 08 APR 2010 to 06 MAY 2010

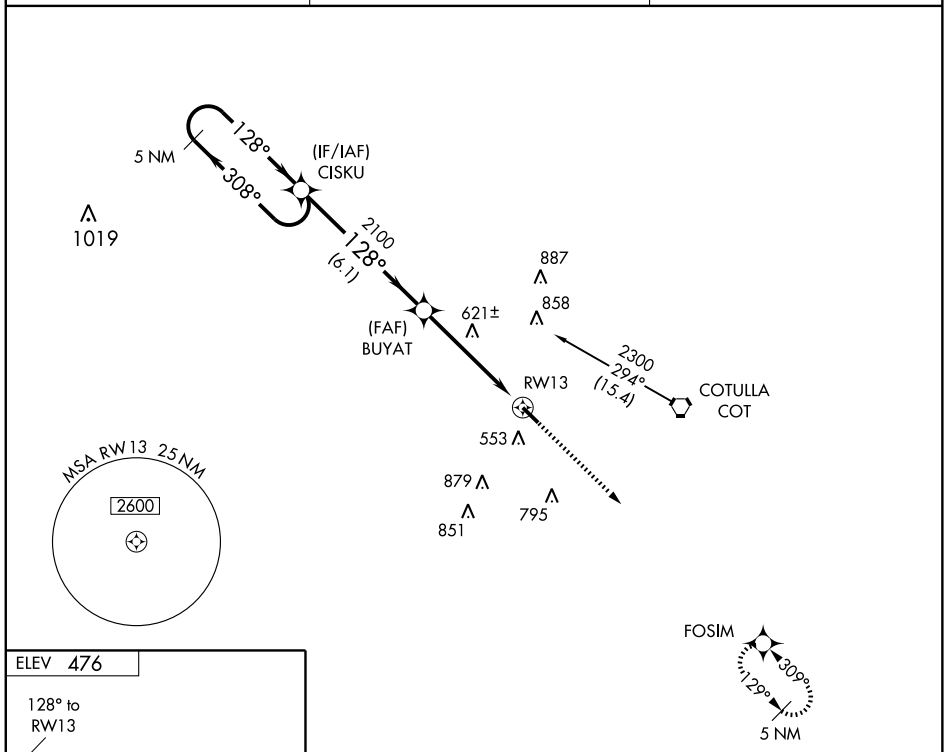
APP CRS	Rwy Idg	5005
128°	TDZE	474
	Apt Elev	476

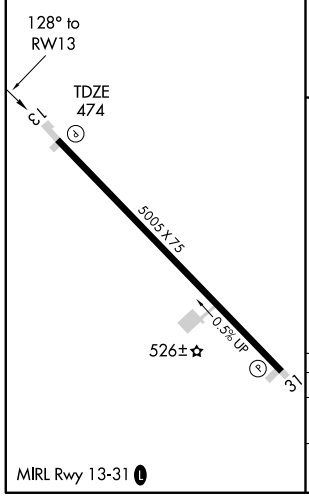
RNAV (GPS) RWY 13
COTULLA-LA SALLE COUNTY (COT)

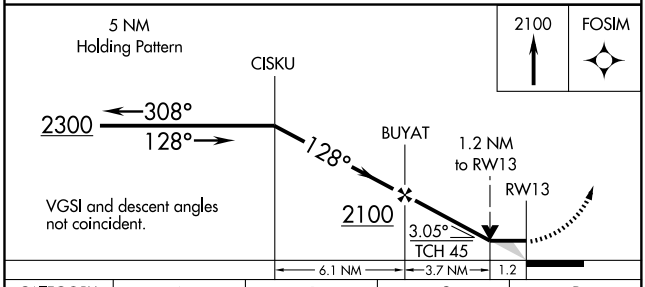
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2100 direct FOSIM and hold.

ASOS	HOUSTON CENTER	UNICOM
118.32	134.6 322.5	122.7 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	880-1 406 (500-1)		880-1¼ 406 (500-1¼)	NA
CIRCLING	900-1 424 (500-1)	940-1 464 (500-1)	940-1½ 464 (500-1½)	NA

MIRL Rwy 13-31 L

SC-3. 08 APR 2010 to 06 MAY 2010

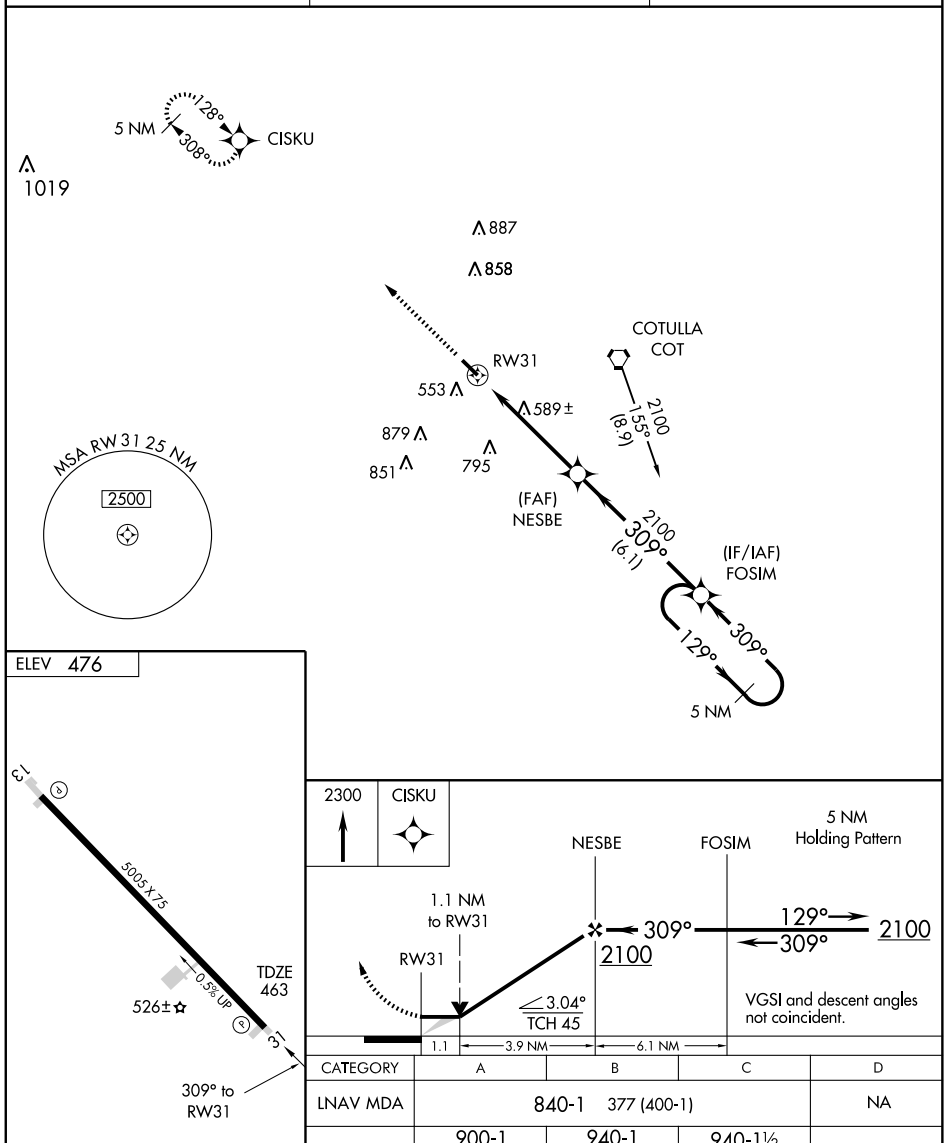
APP CRS	Rwy Idg	5005
309°	TDZE	463
	Apt Elev	476

RNAV (GPS) RWY 31
COTULLA-LA SALLE COUNTY (COT)

DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2300 direct CISKU and hold.

ASOS	HOUSTON CENTER	UNICOM
118.32	134.6 322.5	122.7 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	840-1 377 (400-1)			NA
CIRCLING	900-1 424 (500-1)	940-1 464 (500-1)	940-1½ 464 (500-1½)	NA

SC-3. 08 APR 2010 to 06 MAY 2010

VORTAC COT 115.8 Chan 105	APP CRS 259°	Rwy Idg N/A TDZE N/A Apt Elev 474

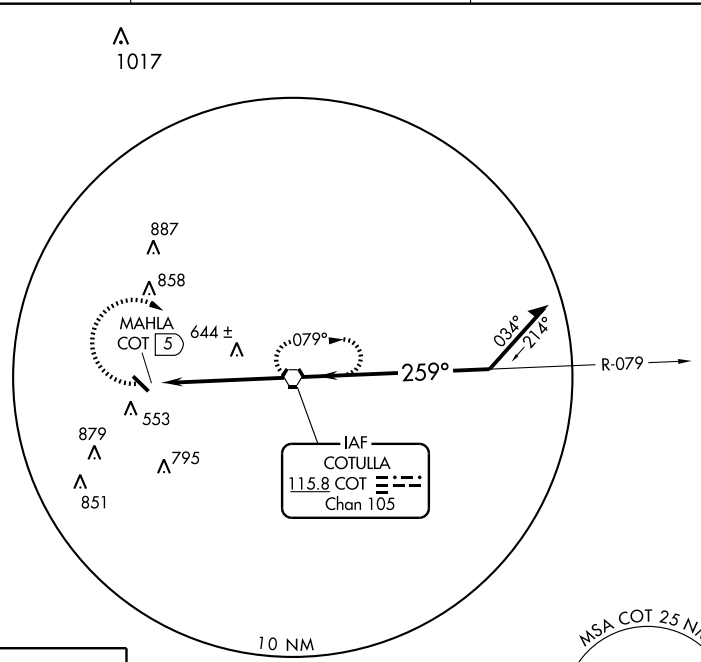
VOR-A

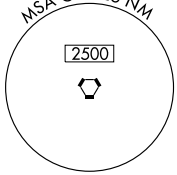
COTULLA-LA SALLE COUNTY (COT)

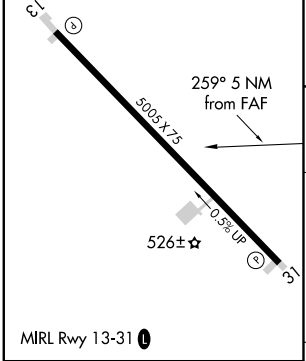
If local altimeter setting not received, use Pleasanton Muni altimeter setting and increase all MDAs 120 feet.

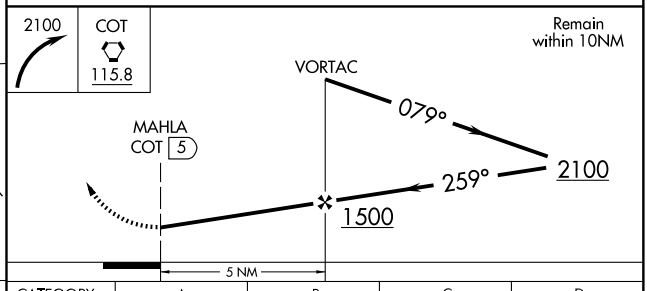
MISSED APPROACH: Climbing right turn to 2100 direct COT VORTAC and hold.

ASOS	HOUSTON CENTER	UNICOM
118.32	134.6 322.5	122.7 (CTAF) L









FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

CATEGORY	A	B	C	D
CIRCLING	900-1 426 (500-1)	940-1 466 (500-1)	940-1½ 466 (500-1½)	NA

SC-3, 08 APR 2010 to 06 MAY 2010

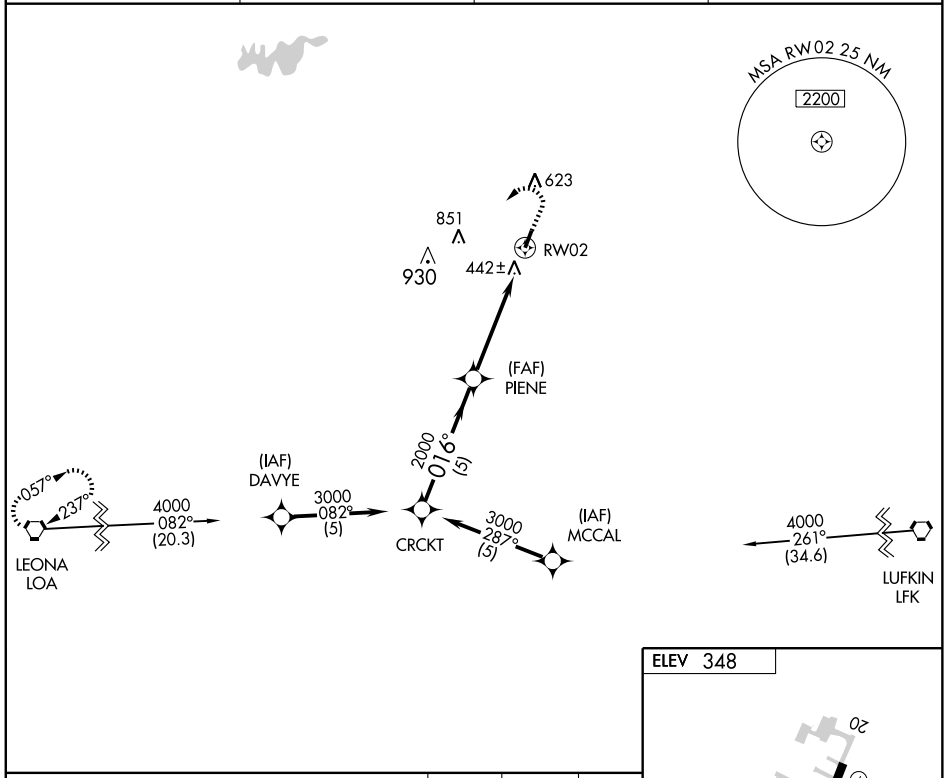
APP CRS	Rwy Idg	4000
016°	TDZE	342
	Apt Elev	348

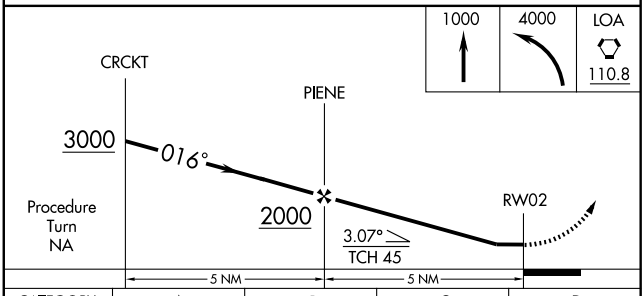
GPS RWY 2

CROCKETT/ HOUSTON COUNTY (DKR)

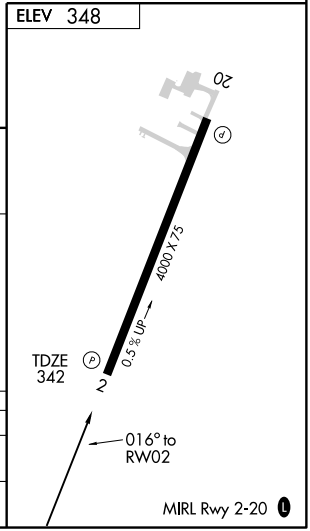
NA	Use Huntsville Muni altimeter setting.	MISSED APPROACH: Climb to 1000, then climbing left turn to 4000 direct LOA VORTAC and hold.

AWOS-3	HOUSTON CENTER	CTAF	123.5 L
118.775	134.8 269.6	122.9	





CATEGORY	A	B	C	D
S-2	780-1 438 (500-1)		780-1¼ 438 (500-1¼)	780-1½ 438 (500-1½)
CIRCLING	880-1 532 (600-1)		1060-2 712 (800-2)	1060-2¼ 712 (800-2¼)



SC-5, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	4000
197°	TDZE	348
	Apt Elev	348

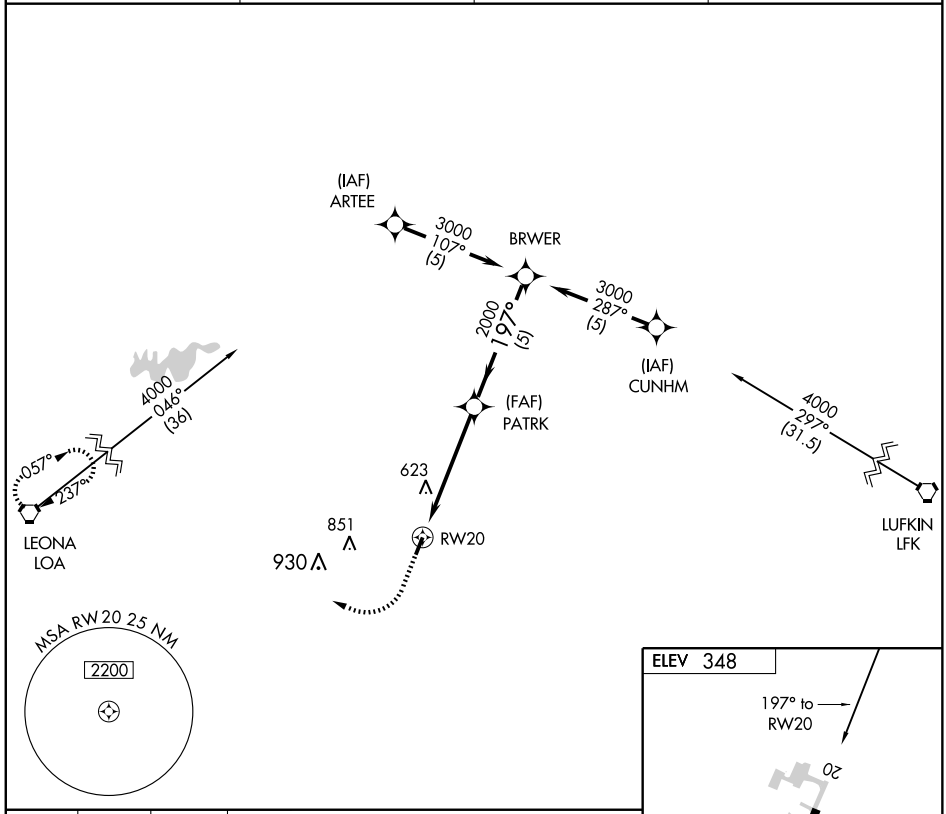
GPS RWY 20

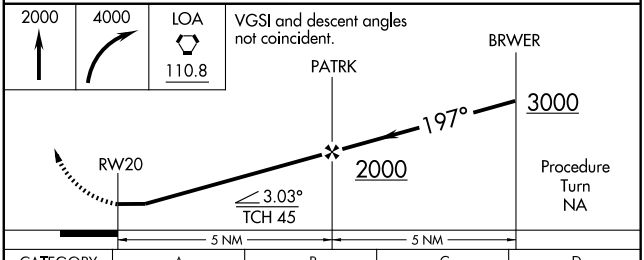
CROCKETT/ HOUSTON COUNTY (DKR)

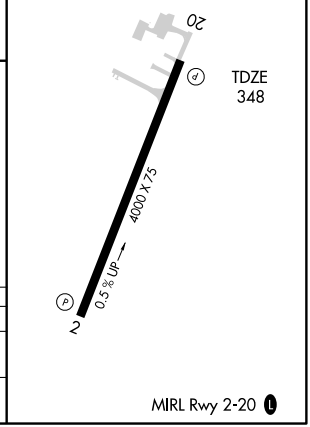
NA Use Huntsville Muni altimeter setting.

MISSED APPROACH: Climb to 2000, then climbing right turn to 4000 direct LOA VORTAC and hold.

AWOS-3	HOUSTON CENTER	CTAF	
118.775	134.8 269.6	122.9	123.5 (L)







CATEGORY	A	B	C	D
S-20	1020-1	672 (700-1)	1020-2 672 (700-2)	1020-2 ¼ 672 (700-2 ¼)
CIRCLING	1020-1	672 (700-1)	1060-2 712 (800-2)	1060-2 ¼ 712 (800-2 ¼)

MIRL Rwy 2-20 (L)

SC-5, 08 APR 2010 to 06 MAY 2010

CROSBYTON, TEXAS

AL-6666 (FAA)

APP CRS	Rwy Idg	3600
352°	TDZE	3017
	Apt Elev	3018

GPS RWY 35

CROSBYTON MUNI (8F3)

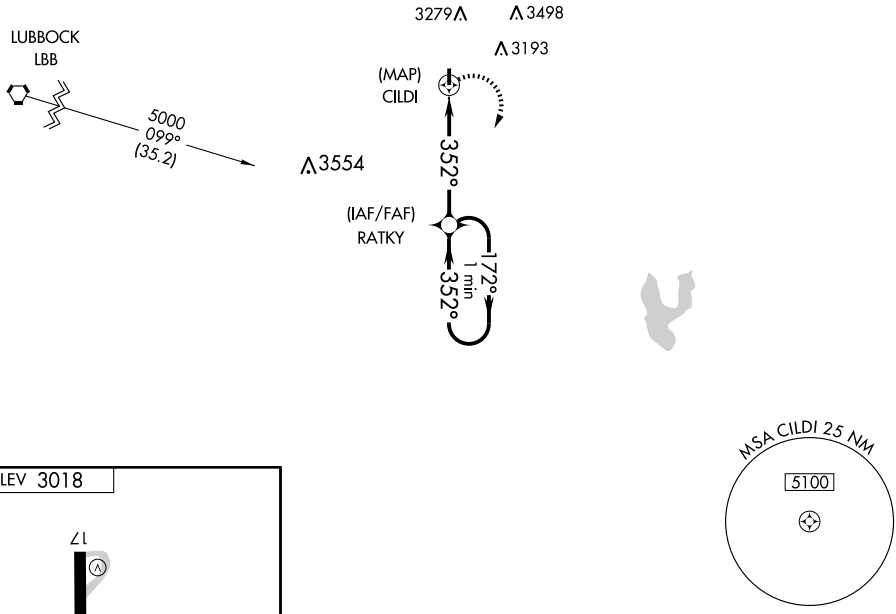
Use Lubbock altimeter setting.

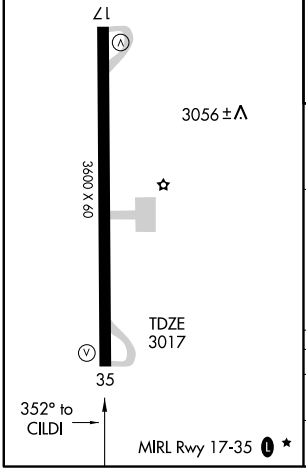
NA

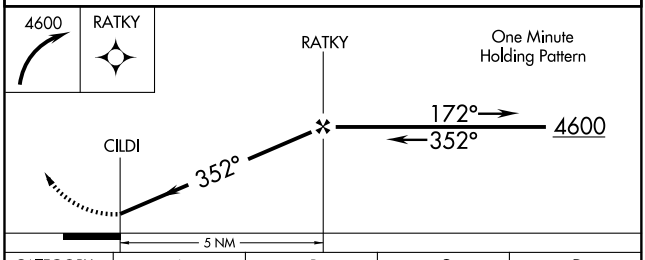
MISSED APPROACH: Climbing right turn 4600 direct RATKY WP and hold.

LUBBOCK APP CON
119.2 351.8

UNICOM
122.8 (L) (CTAF)







CATEGORY	A	B	C	D
S-35	3440-1	423 (500-1)	3440-1¼ 423 (500-1¼)	NA
CIRCLING	3560-1	542 (600-1)	3560-1½ 542 (600-1½)	NA

SC-2, 08 APR 2010 to 06 MAY 2010

NDB CZX	APP CRS	Rwy Idg	3600
332	360°	TDZE	3017
		Apt Elev	3018

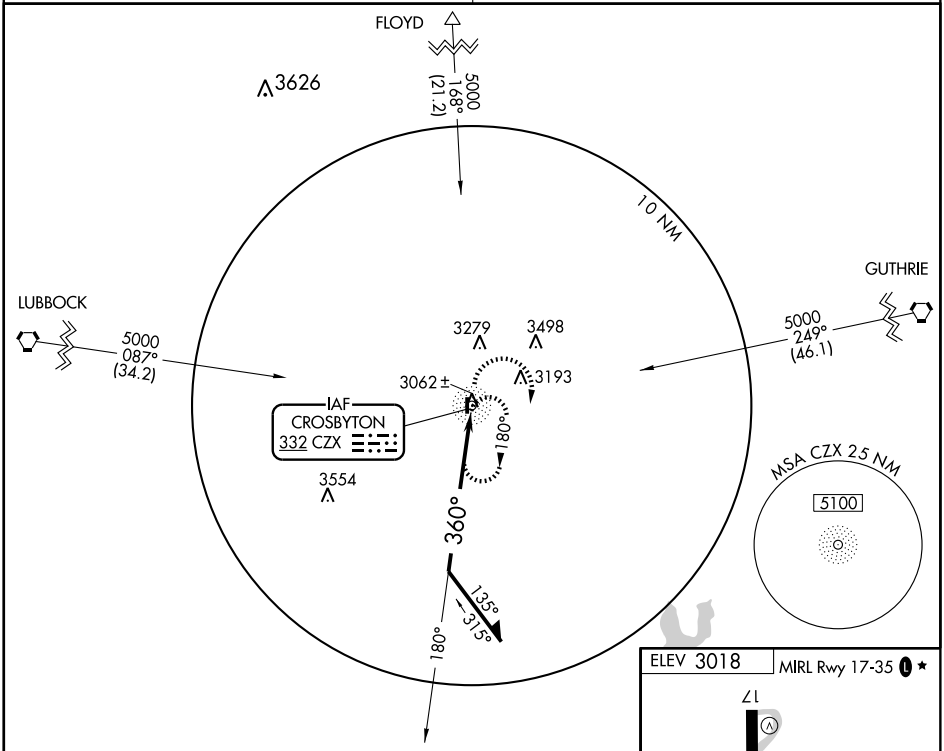
NDB RWY 35

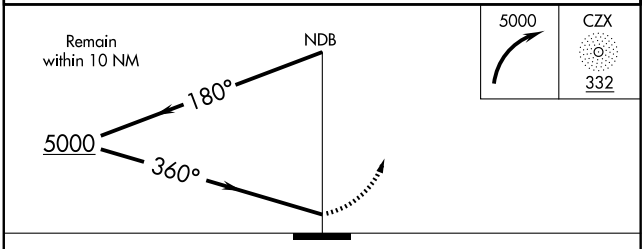
CROSBYTON MUNI (8F3)

NA Use Lubbock altimeter setting.
ACTIVATE MIRL Rwy 17-35 - 122.8.

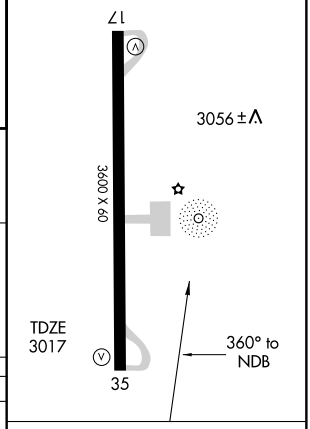
MISSED APPROACH: Climbing right turn to 5000 in CZX NDB holding pattern.

LUBBOCK APP CON	UNICOM
119.2 351.8	122.8 L (CTAF)





5000	CZX
	332



CATEGORY	A	B	C	D
S-35	3600-1	583 (600-1)	3600-1½ 583 (600-1½)	NA
CIRCLING	3600-1	582 (600-1)	3600-1½ 582 (600-1½)	NA

Knots	60	90	120	150	180
Min:Sec					

SC-2, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	6400
172°	TDZE	3990
	Apt Elev	3991

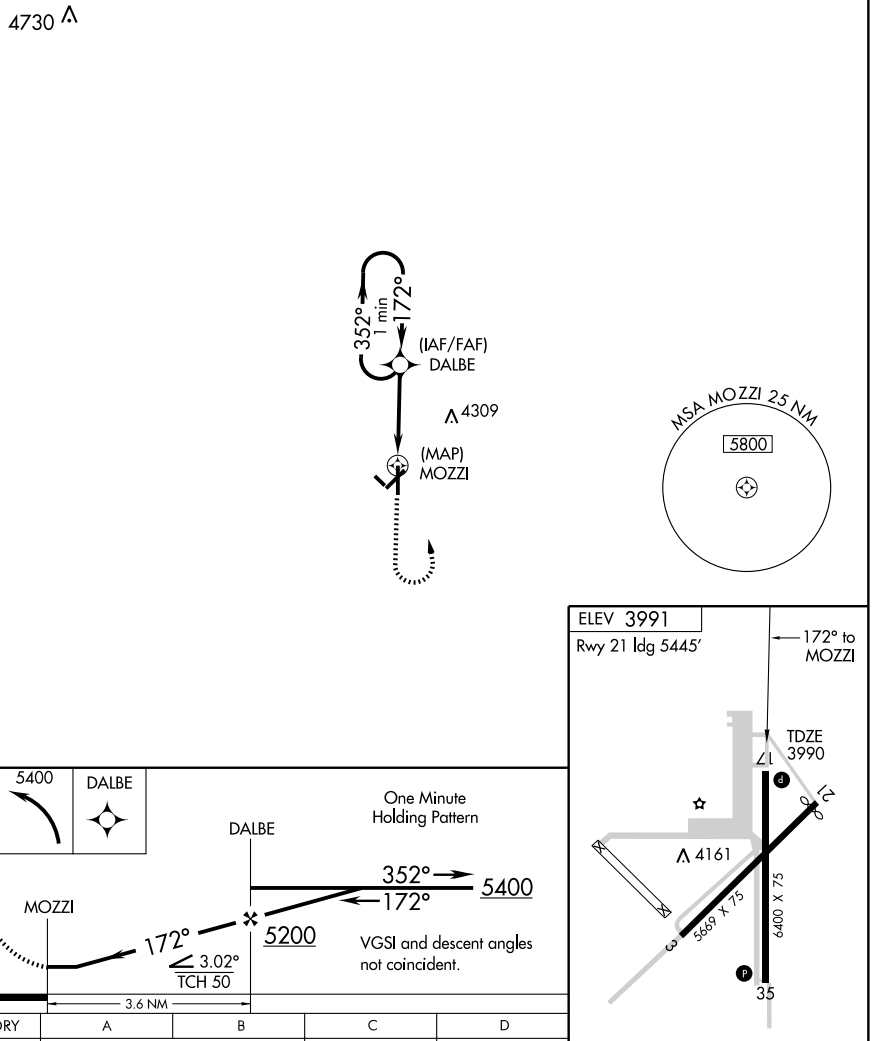
GPS RWY 17
DALHART MUNI (DHT)

T
A NA

Circling not authorized west of Rwy 17-35.

MISSED APPROACH: Climb to 5000 then climbing left turn to 5400 direct DALBE and hold.

ASOS	ALBUQUERQUE CENTER	UNICOM
134.075	127.85 285.475	122.95 (CTAF) L



CATEGORY	A	B	C	D
S-17	4520-1	530 (600-1)	4520-1½ 530 (600-1½)	4520-1¾ 530 (600-1¾)
CIRCLING	4520-1	529 (600-1)	4520-1½ 529 (600-1½)	4660-2 669 (700-2)

REIL Rwys 17 and 35
MIRL Rwys 3-21 and 17-35 L

SC-2, 08 APR 2010 to 06 MAY 2010

VORTAC DHT	APP CRS	Rwy Idg	6400
112.0	349°	TDZE	3988
Chan 57		Apt Elev	3991

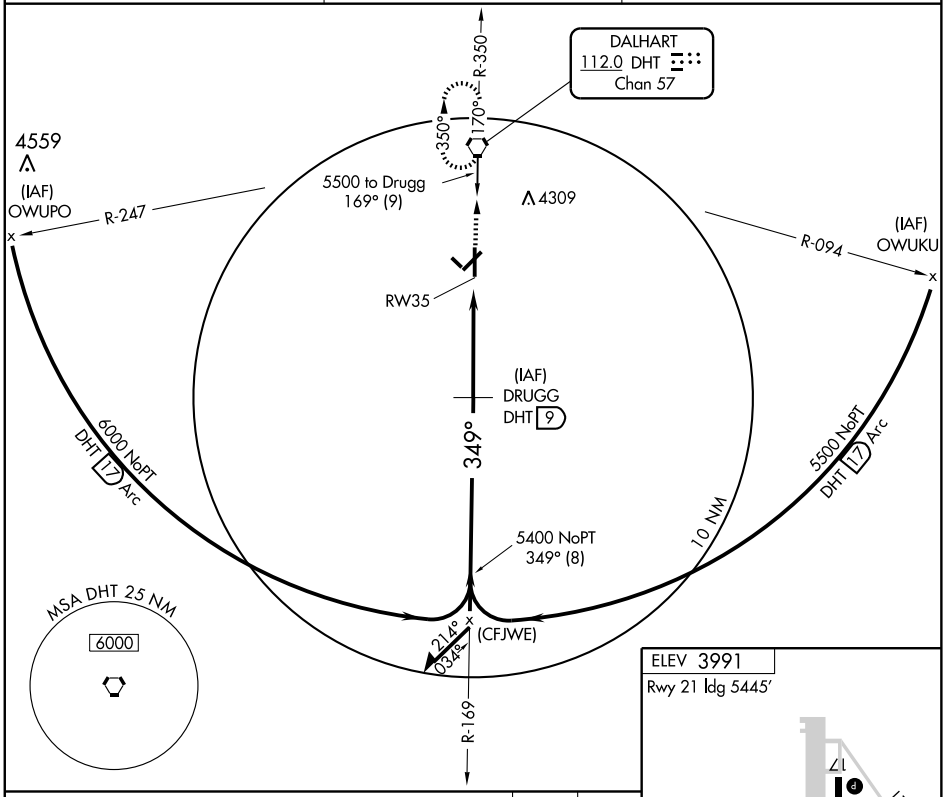
VOR/DME or GPS RWY 35

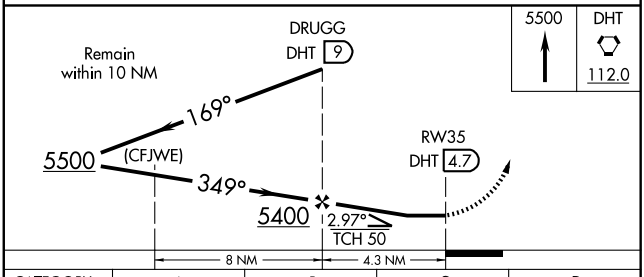
DALHART MUNI (DHT)

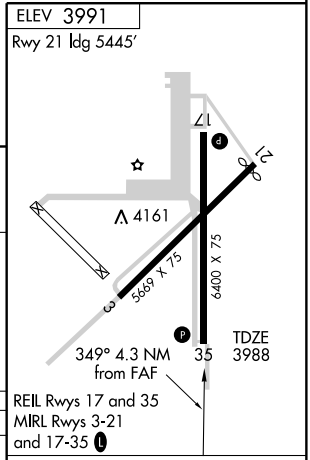
Circling not authorized west of Rwy 17-35.

MISSED APPROACH: Climb to 5500 direct DHT VORTAC and hold.

ASOS	ALBUQUERQUE CENTER	UNICOM
134.075	127.85 285.475	122.95 (CTAF) L







CATEGORY	A	B	C	D
S-35	4340-1 352 (400-1)			4340-1¼ 352 (400-1¼)
CIRCLING	4440-1 449 (500-1)	4460-1 469 (500-1)	4460-1½ 469 (500-1½)	4660-2 669 (700-2)

Knots	60	90	120	150	180
Min:Sec					

SC-2. 08 APR 2010 to 06 MAY 2010

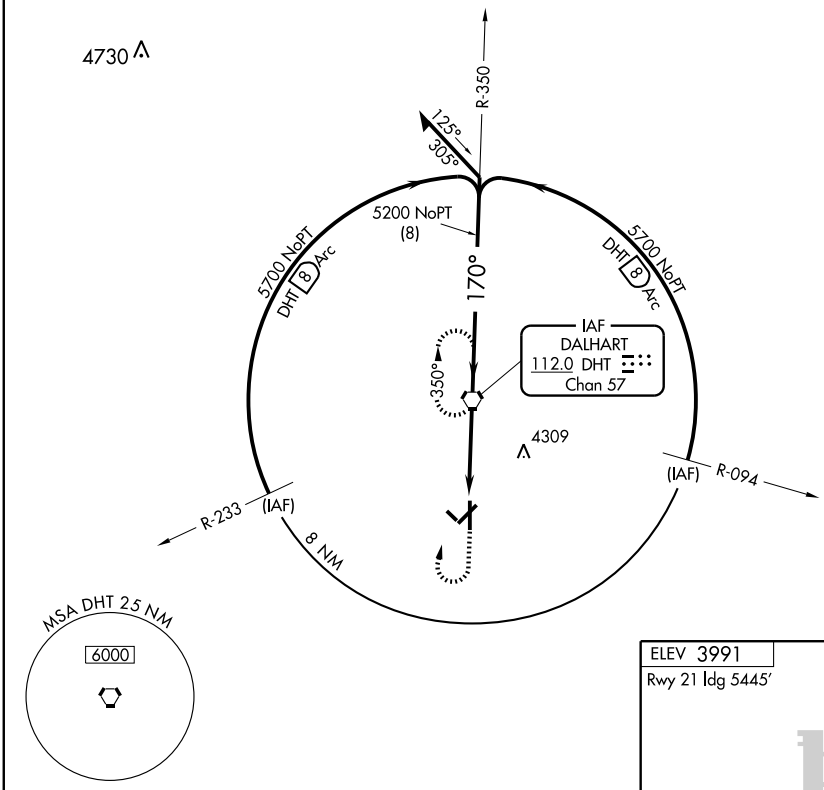
VORTAC DHT	APP CRS	Rwy Idg	6400
112.0	170°	TDZE	3990
Chan 57		Apt Elev	3991

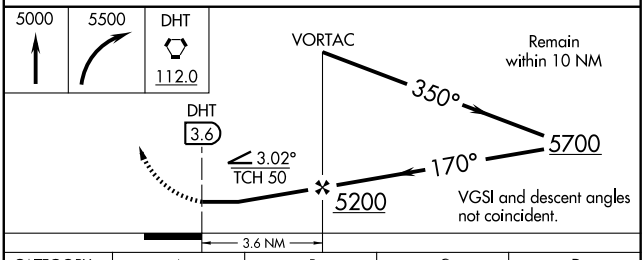
VOR RWY 17
DALHART MUNI (DHT)

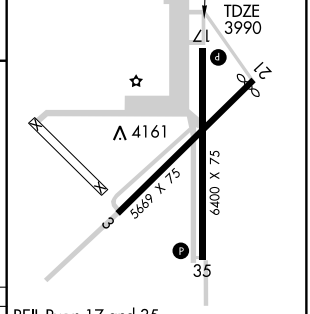
Circling not authorized west of Rwy 17-35.

MISSED APPROACH: Climb to 5000 then climbing right turn to 5500 direct DHT VORTAC and hold.

ASOS	ALBUQUERQUE CENTER	UNICOM
134.075	127.85 285.475	122.95 (CTAF) L







CATEGORY	A	B	C	D
S-17	4520-1	530 (600-1)	4520-1½ 530 (600-1½)	4520-1¾ 530 (600-1¾)
CIRCLING	4520-1	529 (600-1)	4520-1½ 529 (600-1½)	4660-2 669 (700-2)

REIL Rwys 17 and 35
MIRL Rwys 3-21 and 17-35 L

FAF to MAP 3.6 NM

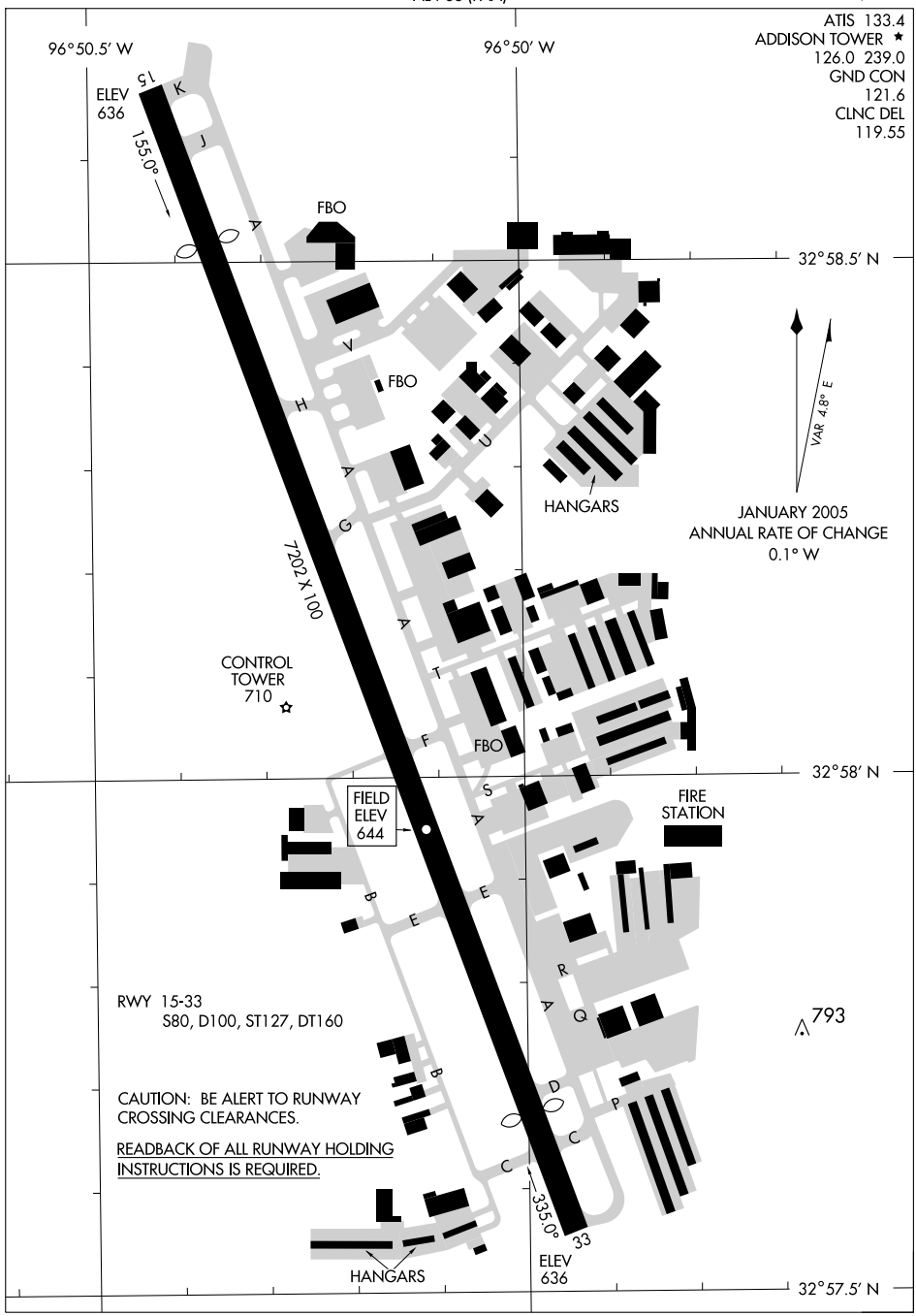
Knots	60	90	120	150	180
Min:Sec	3:36	2:24	1:48	1:26	1:12

SC-2, 08 APR 2010 to 06 MAY 2010

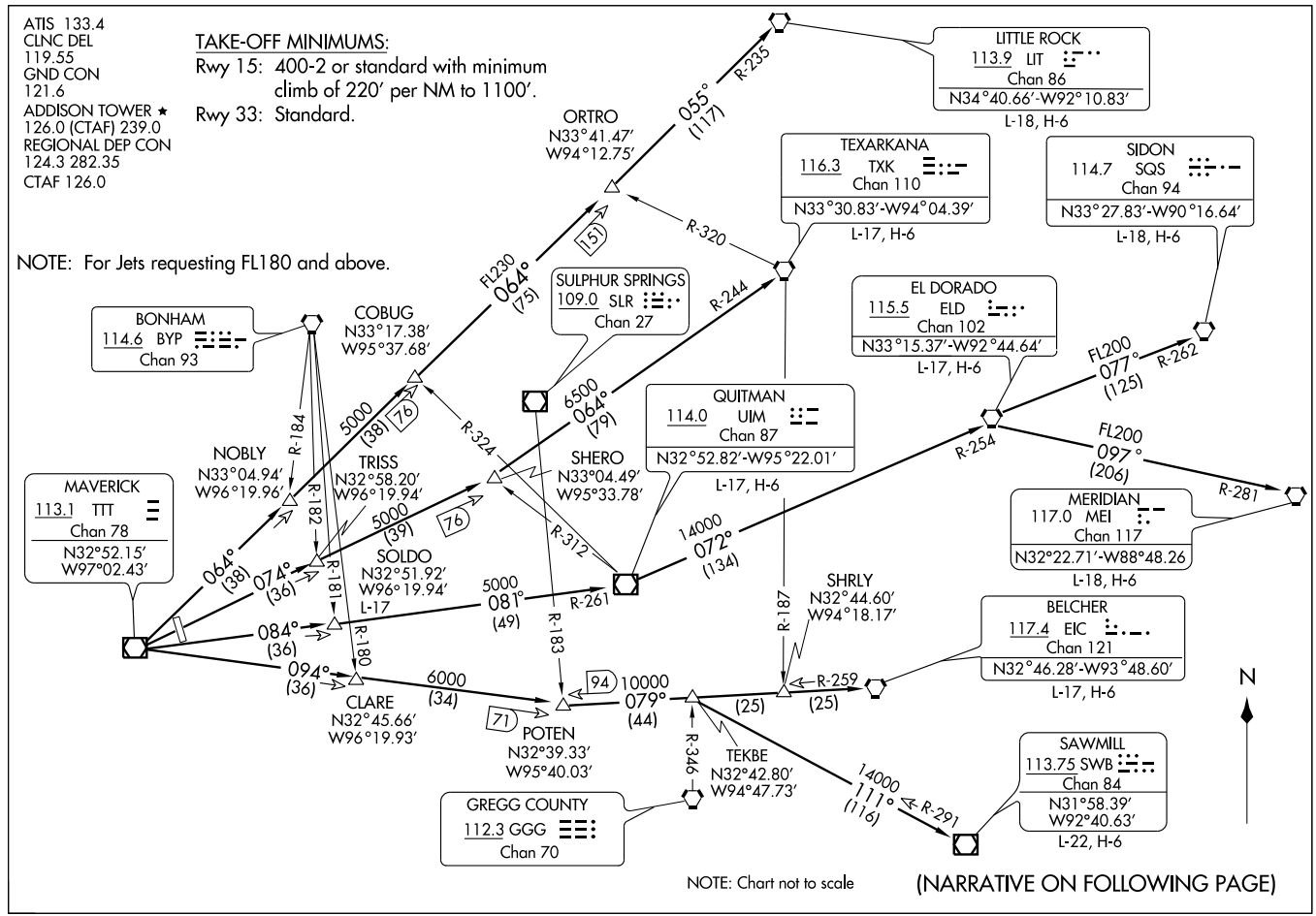
AIRPORT DIAGRAM

AL-768 (FAA)

DALLAS/ADDISON (ADS)
DALLAS, TEXAS



SC-2, 08 APR 2010 to 06 MAY 2010


ATIS 133.4
CLNC DEL
119.55
GND CON
121.6
ADDISON TOWER ★
126.0 (CTAF) 239.0
REGIONAL DEP CON
124.3 282.35
CTAF 126.0
TAKE-OFF MINIMUMS:
Rwy 15: 400-2 or standard with minimum climb of 220′ per NM to 1100′.
Rwy 33: Standard.
NOTE: For Jets requesting FL180 and above.
LITTLE ROCK
113.9 LIT
Chan 86
N34°40.66′-W92°10.83′
L-18, H-6
ORTRO
N33°41.47′
W94°12.75′
055° (117)
R-235
TEXARKANA
116.3 TXK
Chan 110
N33°30.83′-W94°04.39′
L-17, H-6
SIDON
114.7 SQS
Chan 94
N33°27.83′-W90°16.64′
L-18, H-6
R-320
151
FL230
064° (75)
SULPHUR SPRINGS
109.0 SLR
Chan 27
R-244
EL DORADO
115.5 ELD
Chan 102
N33°15.37′-W92°44.64′
L-17, H-6
BONHAM
114.6 BYP
Chan 93
COBUG
N33°17.38′
W95°37.68′
5000 (38)
76
R-324
6500
064° (79)
QUITMAN
114.0 UIM
Chan 87
N32°52.82′-W95°22.01′
L-17, H-6
FL200
077° (125)
R-262
R-184
NOBLY
N33°04.94′
W96°19.96′
TRISS
N32°58.20′
W96°19.94′
SHERO
N33°04.49′
W95°33.78′
R-254
FL200
097° (206)
R-281
MERIDIAN
117.0 MEI
Chan 117
N32°22.71′-W88°48.26
L-18, H-6
MAVERICK
113.1 TTT
Chan 78
N32°52.15′
W97°02.43′
R-182
5000 (39)
76
064° (38)
074° (36)
R-181
SOLDO
N32°51.92′
W96°19.94′
L-17
R-312
14000
072° (134)
SHRLY
N32°44.60′
W94°18.17′
R-187
BELCHER
117.4 EIC
Chan 121
N32°46.28′-W93°48.60′
L-17, H-6
084° (36)
094° (36)
R-180
5000
081° (49)
R-261
R-183
6000 (34)
CLARE
N32°45.66′
W96°19.93′
94
10000
079° (44)
(25)
R-259
(25)
71
POTEN
N32°39.33′
W95°40.03′
R-346
TEKBE
N32°42.80′
W94°47.73′
14000
111° (116)
R-291
SAWMILL
113.75 SWB
Chan 84
N31°58.39′
W92°40.63′
L-22, H-6
GREGG COUNTY
112.3 GGG
Chan 70
N
NOTE: Chart not to scale
(NARRATIVE ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading and altitude to appropriate route.

JETS

Jets requesting 17,000 and below expect GARLAND Departure.

BELCHER TRANSITION (DALL9.EIC): (For aircraft inbound to the JAN, MLU and SHV terminal areas only.) From over TTT VOR/DME via TTT R-094 to POTEN INT, then via EIC R-259 to EIC VORTAC.

EL DORADO TRANSITION (DALL9.ELD): (For aircraft inbound to Memphis Terminal area. Aircraft should file and/or expect appropriate STAR.) From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC.

LITTLE ROCK TRANSITION (DALL9.LIT): From over TTT VOR/DME via TTT R-064 to ORTRO INT, then via LIT R-235 to LIT VORTAC.

MERIDIAN TRANSITION (DALL9.MEI): (For aircraft inbound to the Atlanta Terminal area.) From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC, then via ELD R-097 and MEI R-281 to MEI VORTAC.

QUITMAN TRANSITION (DALL9.UIM): (For aircraft inbound to Shreveport Terminal area.) From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME.

SAWMILL TRANSITION (DALL9.SWB): From over TTT VOR/DME via TTT R-094 to POTEN INT, then via EIC R-259 to TEKBE INT, then via SWB R-291 to SWB VOR/DME.

SIDON TRANSITION (DALL9.SQS): From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC, then via ELD R-077 and SQS R-262 to SQS VORTAC.

SOLDO TRANSITION (DALL9.SOLDO): From over TTT VOR/DME via TTT R-084 to SOLDO INT.

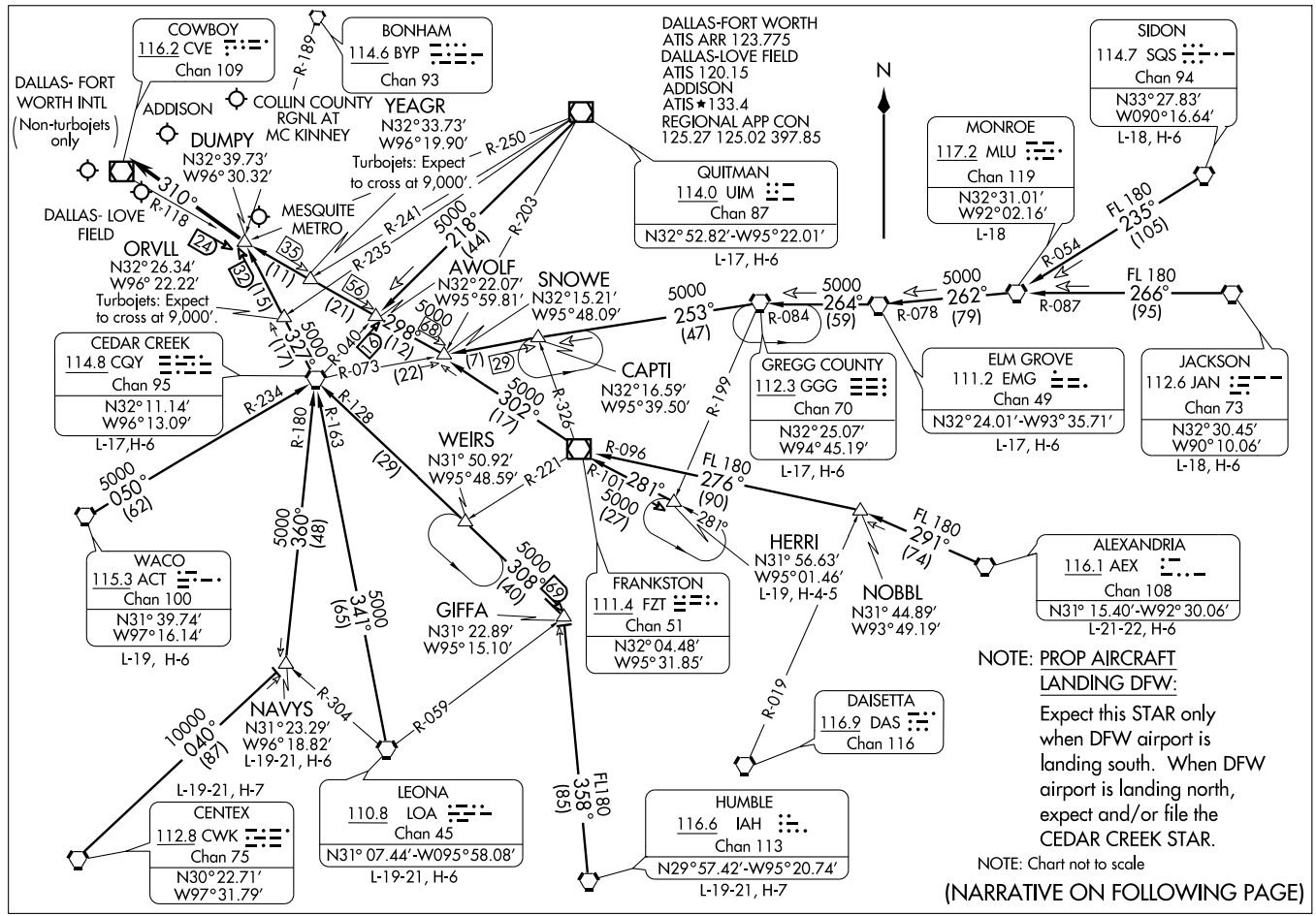
TEXARKANA TRANSITION (DALL9.TXK): From over TTT VOR/DME via TTT R-074 to SHERO INT, then via TXK R-244 to TXK VORTAC.

TAKE-OFF OBSTACLES:

Rwy 15: Building 2.1 NM from DER, on centerline, 360' AGL/974' MSL. Multiple buildings beginning 258' to 1.8 NM from DER, 21' to1307' on centerline, up to 152' AGL/787' MSL; Multiple buildings, R/R, road beginning 268' to 1.9 NM from DER, 5' to 995' right of centerline, up to 311' AGL/955' MSL.

Rwy 33: Multiple poles and buildings beginning 46' to 3124' from DER, 186' to 801' right of centerline, up to 84' AGL/720' MSL. Multiple poles and buildings beginning 640' to 2690' from DER, 21' to 647' left of centerline, up to 65' AGL/709' MSL.

SC-2, 08 APR 2010 to 06 MAY 2010


DUMPY THREE ARRIVAL
(DUMPY.DUMPY3) 09351
ST-6039 (FAA)
DALLAS-FT. WORTH, TEXAS
COWBOY
116.2 CVE
Chan 109
BONHAM
114.6 BYP
Chan 93
DALLAS-FORT WORTH
ATIS ARR 123.775
DALLAS-LOVE FIELD
ATIS 120.15
ADDISON
ATIS ★133.4
REGIONAL APP CON
125.27 125.02 397.85
N
SIDON
114.7 SQS
Chan 94
N33°27.83′
W090°16.64′
L-18, H-6
DALLAS- FORT
WORTH INTL
(Non-turbojets
only)
ADDISON
COLLIN COUNTY
RGNL AT
MC KINNEY
YEAGR
N32°33.73′
W96°19.90′
DUMPY
N32°39.73′
W96°30.32′
Turbojets: Expect
to cross at 9,000′.
QUITMAN
114.0 UIM
Chan 87
N32°52.82′-W95°22.01′
L-17, H-6
MONROE
117.2 MLU
Chan 119
N32°31.01′
W92°02.16′
L-18
DALLAS- LOVE
FIELD
MESQUITE
METRO
ORVLL
N32°26.34′
W96° 22.22′
Turbojets: Expect
to cross at 9,000′.
AWOLF
N32°22.07′
W95°59.81′
SNOWE
N32°15.21′
W95°48.09′
CEDAR CREEK
114.8 CQY
Chan 95
N32°11.14′
W96°13.09′
L-17,H-6
CAPTI
N32°16.59′
W95°39.50′
GREGG COUNTY
112.3 GGG
Chan 70
N32°25.07′
W94°45.19′
L-17, H-6
ELM GROVE
111.2 EMG
Chan 49
N32°24.01′-W93° 35.71′
L-17, H-6
JACKSON
112.6 JAN
Chan 73
N32°30.45′
W90°10.06′
L-18, H-6
WEIRS
N31° 50.92′
W95°48.59′
HERRI
N31° 56.63′
W95°01.46′
L-19, H-4-5
NOBBL
N31° 44.89′
W93°49.19′
ALEXANDRIA
116.1 AEX
Chan 108
N31° 15.40′-W92° 30.06′
L-21-22, H-6
WACO
115.3 ACT
Chan 100
N31° 39.74′
W97° 16.14′
L-19, H-6
FRANKSTON
111.4 FZT
Chan 51
N32° 04.48′
W95° 31.85′
GIFFA
N31° 22.89′
W95° 15.10′
NAVYS
N31° 23.29′
W96° 18.82′
L-19-21, H-6
L-19-21, H-7
DAISETTA
116.9 DAS
Chan 116
CENTEX
112.8 CWK
Chan 75
N30° 22.71′
W97° 31.79′
LEONA
110.8 LOA
Chan 45
N31° 07.44′-W095° 58.08′
L-19-21, H-6
HUMBLE
116.6 IAH
Chan 113
N29° 57.42′-W95° 20.74′
L-19-21, H-7
NOTE: PROP AIRCRAFT
LANDING DFW:
Expect this STAR only
when DFW airport is
landing south. When DFW
airport is landing north,
expect and/or file the
CEDAR CREEK STAR.
NOTE: Chart not to scale
(NARRATIVE ON FOLLOWING PAGE)

DUMPY THREE ARRIVAL

ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.DUMPY3): From over AEX VORTAC via AEX R-291 to NOBBL INT, then via FZT R-096 to FZT VOR/DME, then via FZT R-302 to SNOWE INT, then via CVE R-118 to DUMPY INT. Thence . . . .

CEDAR CREEK TRANSITION (CQY.DUMPY3): From over CQY VORTAC via CQY R-327 to DUMPY INT. Thence....

CENTEX TRANSITION (CWK.DUMPY3): From over CWK VORTAC via CWK R-040 to NAVYS INT, then via CQY R-180 to CQY VORTAC , then via CQY R-327 to DUMPY INT. Thence . . . .

ELM GROVE TRANSITION (EMG.DUMPY3): From over EMG VORTAC via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to SNOWE INT, then via CVE R-118 to DUMPY INT. Thence . . . .

GREGG COUNTY TRANSITION (GGG.DUMPY3): From over GGG VORTAC via GGG R-253 and CQY R-073 to SNOWE INT, then via CVE R-118 to DUMPY INT. Thence . . . .

HERRI TRANSITION (HERRI.DUMPY3): (Assigned by ATC) From over HERRI INT via FZT R-101 to FZT VOR/DME, then via FZT R-302 to SNOWE INT, then via CVE R-118 to DUMPY INT. Thence . . . .

HUMBLE TRANSITION (IAH.DUMPY3): From over IAH VORTAC via IAH R-358 to GIFFA INT, then via CQY R-128 to CQY VORTAC, then via CQY R-327 to DUMPY INT. Thence . . . .

JACKSON TRANSITION (JAN.DUMPY3): From over JAN VORTAC via JAN R-266 and MLU R-087 to MLU VORTAC, then via MLU R-262 and EMG R-078 to EMG VORTAC, then via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to SNOWE INT, then via CVE R-118 to DUMPY INT. Thence . . . .

LEONA TRANSITION (LOA.DUMPY3): From over LOA VORTAC via LOA R-341 and CQY R-163 to CQY VORTAC, then via CQY R-327 to DUMPY INT.

MONROE TRANSITION (MLU.DUMPY3): From over MLU VORTAC via MLU R-262 and EMG R-078 to EMG VORTAC, then via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to SNOWE INT, then via CVE R-118 to DUMPY INT. Thence . . . .

NAVYS TRANSITION (NAVYS.DUMPY3): From over NAVYS INT via CQY R-180 to CQY VORTAC, then via CQY R-327 to DUMPY INT. Thence . . . .

QUITMAN TRANSITION (UIM.DUMPY3): From over UIM VOR/DME via UIM R-218 and CQY R-040 to AWOLF INT, then via CVE R-118 to DUMPY INT. Thence . . . .

SIDON TRANSITION (SQS.DUMPY3): From over SQS VORTAC via SQS R-235 and MLU R-054 to MLU VORTAC, then via MLU R-262 and EMG R-078 to EMG VORTAC, then via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to SNOWE INT, then via CVE R-118 to DUMPY INT. Thence . . . .

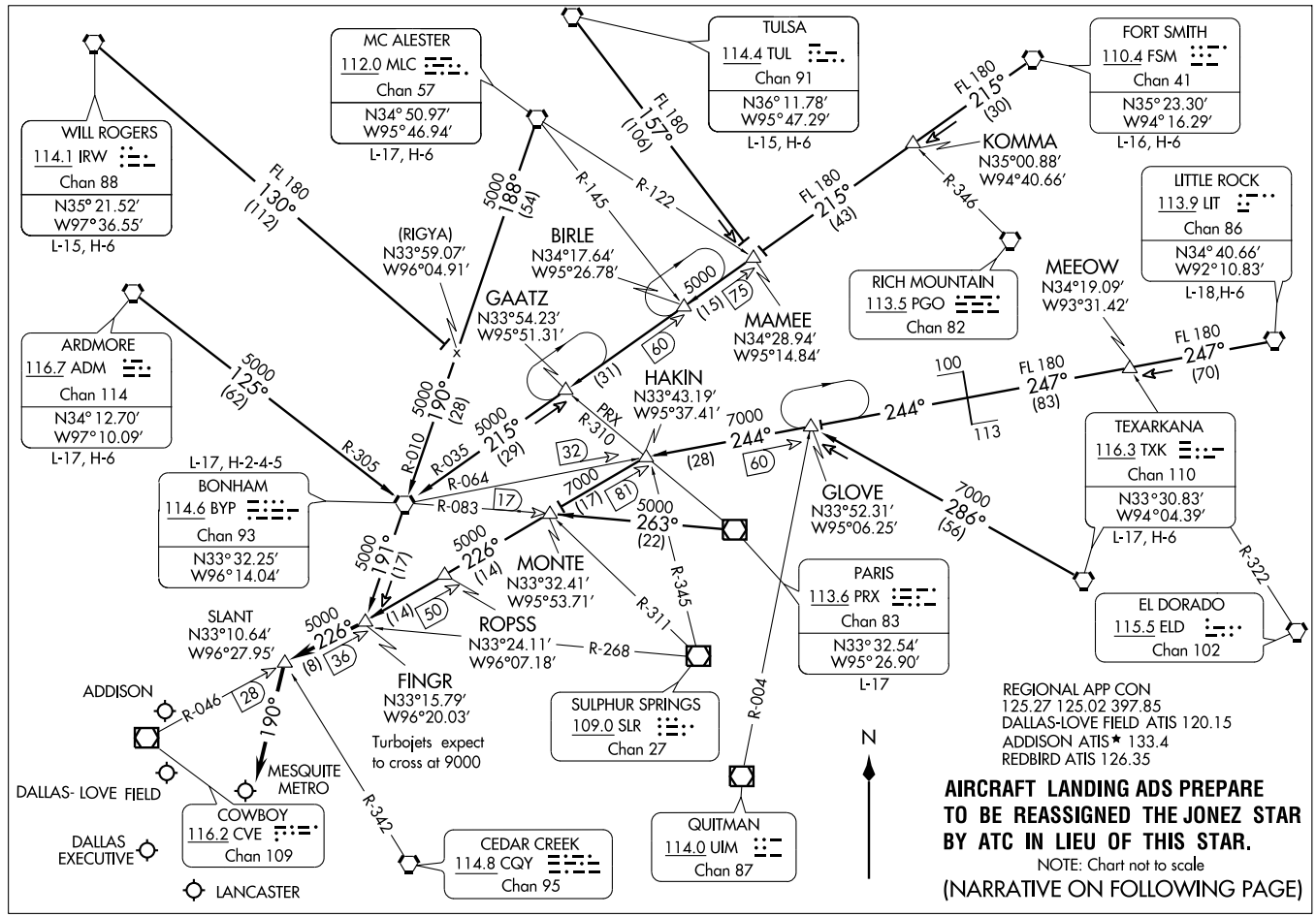
WACO TRANSITION (ACT.DUMPY3): From over ACT VORTAC via ACT R-050 and CQY R-234 to CQY VORTAC, then via CQY R-327 to DUMPY INT. Thence . . . .

. . . . From over DUMPY INT.

LANDING SOUTH: Depart DUMPY INT heading 310° for vectors to final approach course.

LANDING NORTH: Expect vectors to final approach course.

SC-2, 08 APR 2010 to 06 MAY 2010

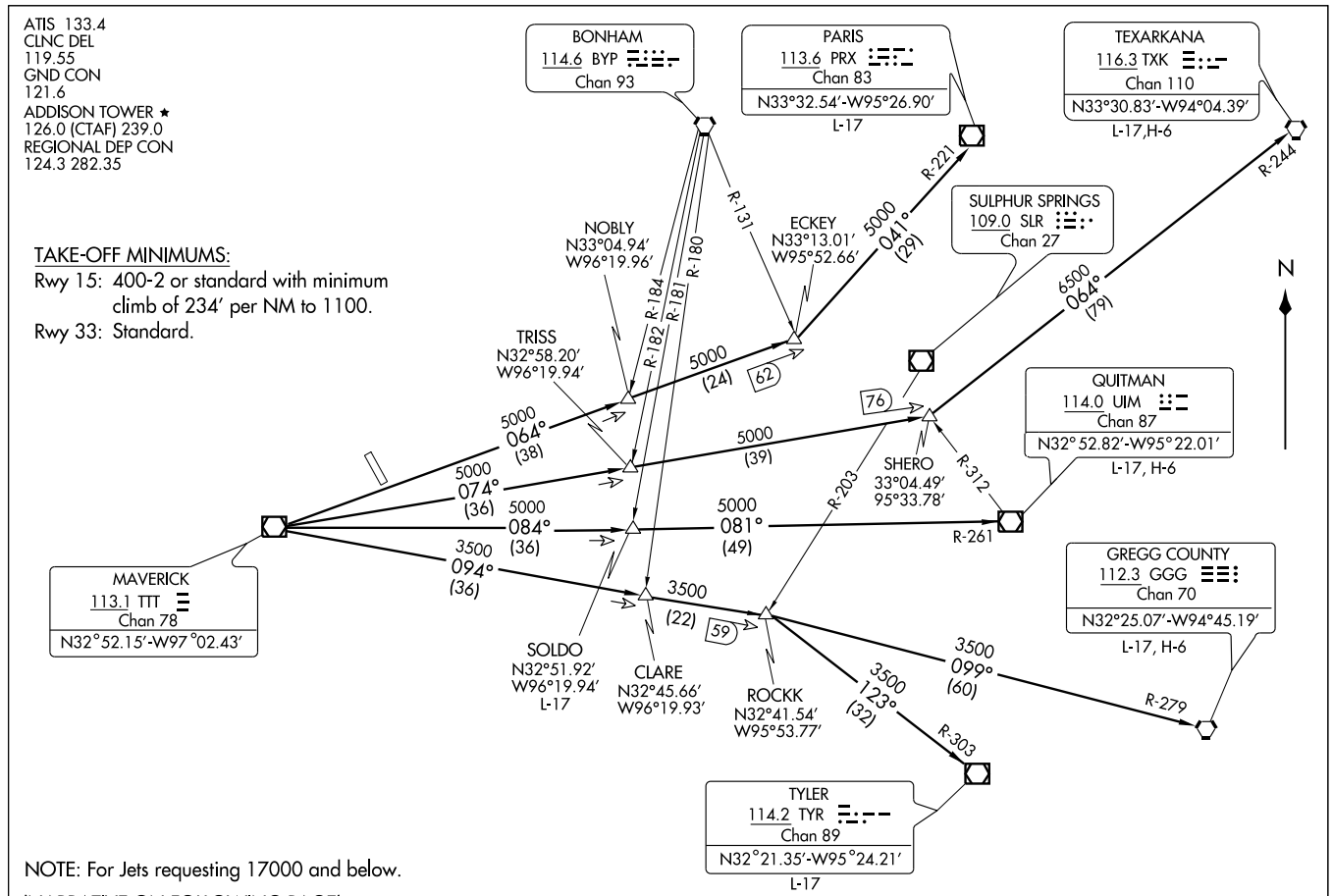

MC ALESTER
112.0 MLC
Chan 57
N34° 50.97′
W95° 46.94′
L-17, H-6
TULSA
114.4 TUL
Chan 91
N36° 11.78′
W95° 47.29′
L-15, H-6
FORT SMITH
110.4 FSM
Chan 41
N35° 23.30′
W94° 16.29′
L-16, H-6
WILL ROGERS
114.1 IRW
Chan 88
N35° 21.52′
W97° 36.55′
L-15, H-6
KOMMA
N35°00.88′
W94°40.66′
LITTLE ROCK
113.9 LIT
Chan 86
N34° 40.66′
W92° 10.83′
L-18,H-6
(RIGYA)
N33°59.07′
W96°04.91′
BIRLE
N34°17.64′
W95°26.78′
GAATZ
N33°54.23′
W95°51.31′
MAMEE
N34°28.94′
W95°14.84′
RICH MOUNTAIN
113.5 PGO
Chan 82
MEEOW
N34°19.09′
W93°31.42′
ARDMORE
116.7 ADM
Chan 114
N34° 12.70′
W97° 10.09′
L-17, H-6
HAKIN
N33°43.19′
W95°37.41′
TEXARKANA
116.3 TXK
Chan 110
N33°30.83′
W94°04.39′
L-17, H-6
L-17, H-2-4-5
BONHAM
114.6 BYP
Chan 93
N33° 32.25′
W96° 14.04′
GLOVE
N33°52.31′
W95°06.25′
MONTE
N33°32.41′
W95°53.71′
PARIS
113.6 PRX
Chan 83
N33° 32.54′
W95° 26.90′
L-17
EL DORADO
115.5 ELD
Chan 102
SLANT
N33°10.64′
W96°27.95′
ROPSS
N33°24.11′
W96°07.18′
FINGR
N33°15.79′
W96°20.03′
Turbojets expect
to cross at 9000
SULPHUR SPRINGS
109.0 SLR
Chan 27
ADDISON
MESQUITE
METRO
DALLAS- LOVE FIELD
COWBOY
116.2 CVE
Chan 109
DALLAS
EXECUTIVE
LANCASTER
CEDAR CREEK
114.8 CQY
Chan 95
QUITMAN
114.0 UIM
Chan 87
N
REGIONAL APP CON
125.27 125.02 397.85
DALLAS-LOVE FIELD ATIS 120.15
ADDISON ATIS★ 133.4
REDBIRD ATIS 126.35
AIRCRAFT LANDING ADS PREPARE
TO BE REASSIGNED THE JONEZ STAR
BY ATC IN LIEU OF THIS STAR.
NOTE: Chart not to scale
(NARRATIVE ON FOLLOWING PAGE)

FINGR THREE ARRIVAL (FINGR.FINGR3)

ARRIVAL DESCRIPTION

ARDMORE TRANSITION (ADM.FINGR3): From over ADM VORTAC via ADM R-125 and BYP R-305 to BYP VORTAC, then via BYP R-191 to FINGR INT. Thence . . . .
BONHAM TRANSITION (BYP.FINGR3): From over BYP VORTAC via BYP R-191 to to FINGR INT. Thence . . . .
FORT SMITH TRANSITION (FSM.FINGR3): From over FSM VORTAC via FSM R-215 to MAMEE INT, then via BYP R-035 to BYP VORTAC, then via BYP R-191 to FINGR INT. Thence . . . .
LITTLE ROCK TRANSITION (LIT.FINGR3): From over LIT VORTAC via LIT R-247 and BYP R-064 to HAKIN INT, then via CVE R-046 to FINGR INT. Thence . . . .
MC ALESTER TRANSITION (MLC.FINGR3): From over MLC VORTAC via MLC R-188 and BYP R-010 to BYP VORTAC, then via BYP R-191 to FINGR INT. Thence . . . .
PARIS TRANSITION (PRX.FINGR3): From over PRX VOR/DME via PRX R-263 to MONTE INT, then via CVE R-046 to FINGR INT. Thence . . . .
TEXARKANA TRANSITION (TXK.FINGR3): From over TXK VORTAC via TXK R-286 to GLOVE INT, then via BYP R-064 to HAKIN INT, then via CVE R-046 to FINGR INT. Thence . . . .
TULSA TRANSITION (TUL.FINGR3): From over TUL VORTAC via TUL R-157 to to MAMEE INT, then via BYP R-035 to BYP VORTAC, then via BYP R-191 to FINGR INT. Thence . . . .
WILL ROGERS TRANSITION (IRW.FINGR3): From over IRW VORTAC via IRW R-130 and BYP R-010 to BYP VORTAC, then via BYP R-191 to FINGR INT. Thence . . . . From over FINGR INT via CVE R-046 to SLANT INT.
AIRCRAFT LANDING NORTH: Depart SLANT INT heading 190° for vectors to final approach course.
AIRCRAFT LANDING SOUTH: Expect vectors to final approach course.

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(GARL3.TTT) 09351

GARLAND THREE DEPARTURE

SL-768 (FAA)

DALLAS/ADDISON (ADS)

DALLAS, TEXAS

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading to appropriate route.

LONGVIEW TRANSITION (GARL3.GGG): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via GGG R-279 to GGG VORTAC.
PARIS TRANSITION (GARL3.PRX): From over TTT VOR/DME via TTT R-064 to ECKEY INT, then via PRX R-221 to PRX VOR/DME.
QUITMAN TRANSITION (GARL3.UIM): From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME.
SOLDO TRANSITION (GARL3.SOLDO): (ATC assigned) From over TTT VOR/DME via TTT R-084 to SOLDO INT.
TEXARKANA TRANSITION (GARL3.TXK): From over TTT VOR/DME via TTT R-074 to SHERO INT, then via TXK R-244 to TXK VORTAC.
TYLER TRANSITION (GARL3.TYR): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via TYR R-303 to TYR VOR/DME.

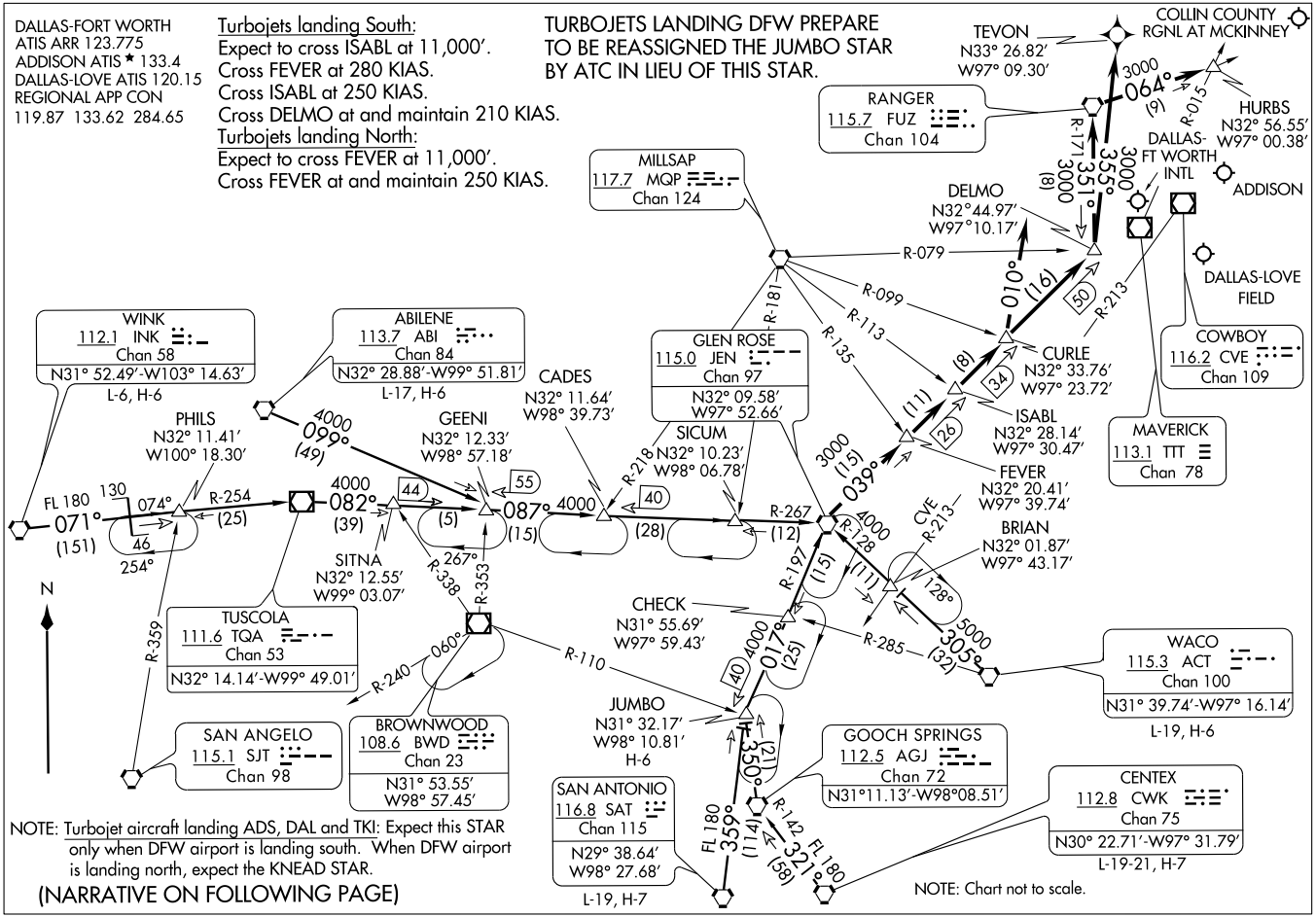
TAKE-OFF OBSTACLES:
Rwy 15: Building 2.1 NM from DER, on centerline, 360' AGL/974' MSL.
Multiple buildings beginning 258' to 1.8 NM from DER, 21' to 1307' left of centerline, up to 152' AGL/787' MSL.
Multiple buildings, R/R, road beginning 268' to 1.9 NM from DER, 5' to 995' right of centerline, up to 311' AGL/955' MSL.
Rwy 33: Multiple poles and buildings beginning 46' to 3124' from DER, 186' to 801' right of centerline, up to 84' AGL/720' MSL.
Multiple poles and buildings beginning 640' to 2690' from DER, 21' to 647' left of centerline, up to 65' AGL/709' MSL.

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DALLAS-FORT WORTH
ATIS ARR 123.775
ADDISON ATIS ★ 133.4
DALLAS-LOVE ATIS 120.15
REGIONAL APP CON
119.87 133.62 284.65

Turbojets landing South:
Expect to cross ISABL at 11,000′.
Cross FEVER at 280 KIAS.
Cross ISABL at 250 KIAS.
Cross DELMO at and maintain 210 KIAS.
Turbojets landing North:
Expect to cross FEVER at 11,000′.
Cross FEVER at and maintain 250 KIAS.

TURBOJETS LANDING DFW PREPARE TO BE REASSIGNED THE JUMBO STAR BY ATC IN LIEU OF THIS STAR.



NOTE: Turbojet aircraft landing ADS, DAL and TKI: Expect this STAR only when DFW airport is landing south. When DFW airport is landing north, expect the KNEAD STAR.

(NARRATIVE ON FOLLOWING PAGE)

ARRIVAL DESCRIPTION

ABILENE TRANSITION (ABI.JEN9): From over ABI VORTAC via R-099 to GEENI INT, then via JEN R-267 to JEN VORTAC. Thence. . . .
CENTEX TRANSITION (CWK.JEN9): From over CWK VORTAC via CWK R-321 and AGJ R-142 to AGJ VORTAC, then via AGJ R-350 to JUMBO INT, then via JEN R-197 to JEN VORTAC. Thence . . . .
JUMBO TRANSITION (JUMBO.JEN9): From over JUMBO INT via JEN R-197 to JEN VORTAC. Thence . . . .
SAN ANTONIO TRANSITION (SAT.JEN9): From over SAT VORTAC via SAT R-359 to JUMBO INT, then via JEN R-197 to JEN VORTAC. Thence . . . .
WACO TRANSITION (ACT.JEN9): From over ACT VORTAC via ACT R-305 and JEN R-128 to JEN VORTAC. Thence. . . .
WINK TRANSITION (INK.JEN9): From over INK VORTAC via INK R-071 and TQA R-254 to TQA VOR/DME, then via TQA R-082 to GEENI INT, then via JEN R-267 to JEN VORTAC. Thence. . . .

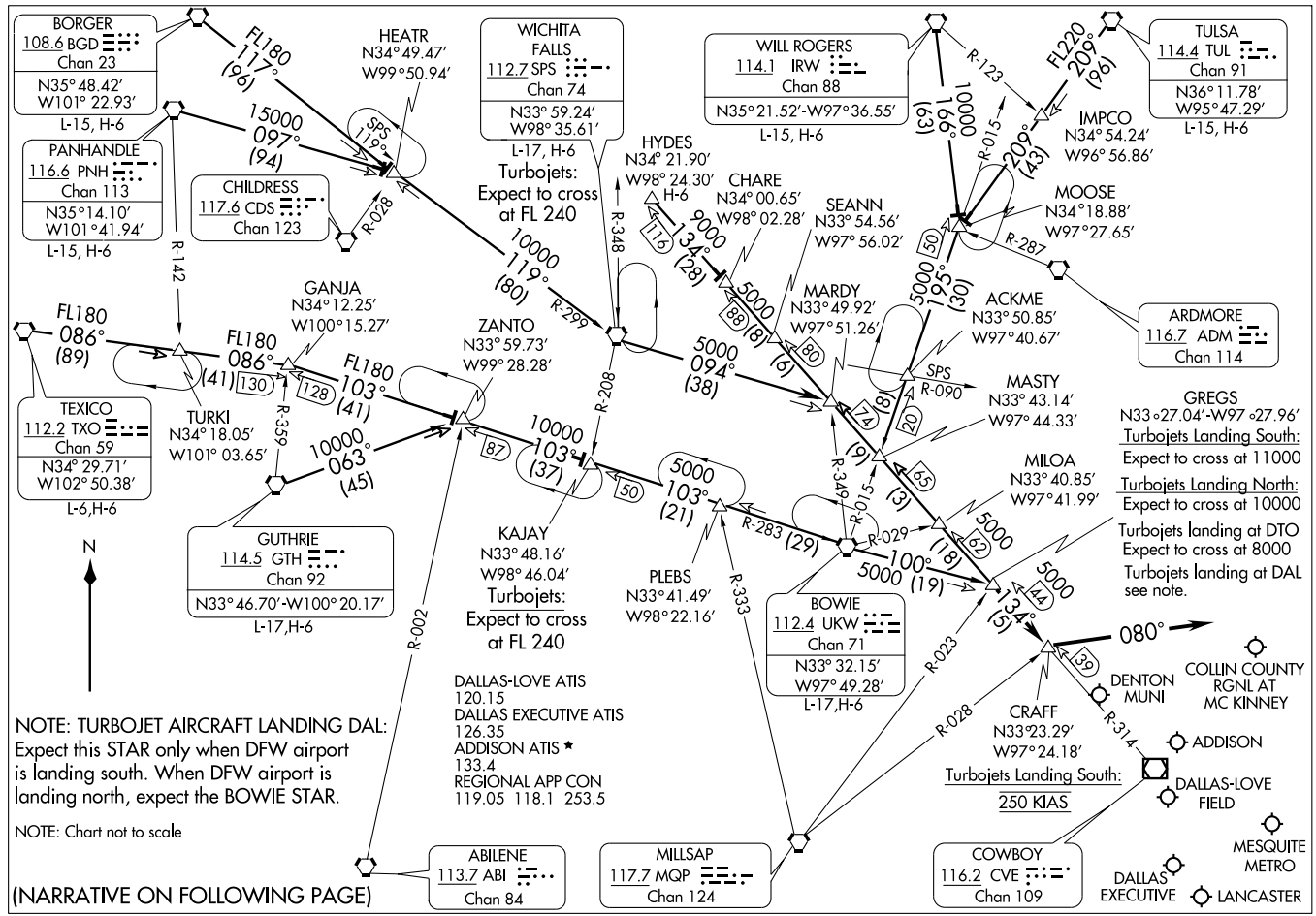
. . . . ALL AIRCRAFT: From over JEN VORTAC via JEN R-039, thence . . . .

ALL AIRCRAFT LANDING NORTH: To CURLE INT, expect vectors to final approach course.

JETS LANDING SOUTH: To DELMO, depart DELMO heading 355°.
For /E, /F, /G and /R (RNP 2.0) EQUIPMENT SUFFIXED AIRCRAFT: From over DELMO WP direct TEVON WP, expect vector to final approach course prior to TEVON WP. If not received by TEVON fly present heading.
NON TURBOJETS LANDING SOUTH: To CURLE INT, depart CURLE heading 010° for vectors to final approach course.

AIRCRAFT LANDING DAL, ADS, TKI: To DELMO INT, depart DELMO via FUZ R-171 to FUZ VORTAC then FUZ R-064 to HURBS INT, expect vectors to final approach course.

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BORGER
108.6 BGD
Chan 23
N35° 48.42'
W101° 22.93'
L-15, H-6
PANHANDLE
116.6 PNH
Chan 113
N35° 14.10'
W101° 41.94'
L-15, H-6
CHILDRESS
117.6 CDS
Chan 123
HEATR
N34° 49.47'
W99° 50.94'
WICHITA FALLS
112.7 SPS
Chan 74
N33° 59.24'
W98° 35.61'
L-17, H-6
Turbojets: Expect to cross at FL 240
WILL ROGERS
114.1 IRW
Chan 88
N35° 21.52'-W97° 36.55'
L-15, H-6
TULSA
114.4 TUL
Chan 91
N36° 11.78'
W95° 47.29'
L-15, H-6
IMPCO
N34° 54.24'
W96° 56.86'
MOOSE
N34° 18.88'
W97° 27.65'
ARDMORE
116.7 ADM
Chan 114
HYDES
N34° 21.90'
W98° 24.30'
H-6
CHARE
N34° 00.65'
W98° 02.28'
SEANN
N33° 54.56'
W97° 56.02'
MARDY
N33° 49.92'
W97° 51.26'
ACKME
N33° 50.85'
W97° 40.67'
MASTY
N33° 43.14'
W97° 44.33'
GREGS
N33°27.04'-W97°27.96'
Turbojets Landing South:
Expect to cross at 11000
Turbojets Landing North:
Expect to cross at 10000
Turbojets landing at DTO
Expect to cross at 8000
Turbojets landing at DAL
see note.
MILOA
N33° 40.85'
W97° 41.99'
GANJA
N34° 12.25'
W100° 15.27'
ZANTO
N33° 59.73'
W99° 28.28'
TEXICO
112.2 TXO
Chan 59
N34° 29.71'
W102° 50.38'
L-6,H-6
TURKI
N34° 18.05'
W101° 03.65'
GUTHRIE
114.5 GTH
Chan 92
N33° 46.70'-W100° 20.17'
L-17,H-6
KAJAY
N33° 48.16'
W98° 46.04'
Turbojets: Expect to cross at FL 240
PLEBS
N33° 41.49'
W98° 22.16'
BOWIE
112.4 UKW
Chan 71
N33° 32.15'
W97° 49.28'
L-17,H-6
CRAFF
N33° 23.29'
W97° 24.18'
Turbojets Landing South:
250 KIAS
DENTON MUNI
COLLIN COUNTY RGNL AT MC KINNEY
ADDISON
DALLAS-LOVE FIELD
MESQUITE METRO
DALLAS EXECUTIVE
LANCASTER
ABILENE
113.7 ABI
Chan 84
MILLSAP
117.7 MQP
Chan 124
COWBOY
116.2 CVE
Chan 109
DALLAS-LOVE ATIS
120.15
DALLAS EXECUTIVE ATIS
126.35
ADDISON ATIS ★
133.4
REGIONAL APP CON
119.05 118.1 253.5
NOTE: TURBOJET AIRCRAFT LANDING DAL:
Expect this STAR only when DFW airport is landing south. When DFW airport is landing north, expect the BOWIE STAR.
NOTE: Chart not to scale
(NARRATIVE ON FOLLOWING PAGE)
N
FL180 117° (96)
15000 097° (94)
SPS 119°
R-028
R-142
FL180 086° (89)
FL180 086° (41)
130
128
FL180 103° (41)
R-359
10000° 063° (45)
10000 119° (80)
R-299
R-348
R-208
10000 103° (37)
87
50
5000 103° (21)
R-283 (29)
R-002
R-333
9000 134° (28)
116
5000 088° (8)
80
6
5000 094° (38)
74
8
20
9
R-349
R-015
65
3
R-029
5000 100° (19)
5000 062 (18)
5000 134° (5)
44
39
080°
R-023
R-028
R-314
R-123
10000 166° (63)
FL220 209° (96)
R-015
209° (43)
50
5000 195° (30)
R-287
SPS R-090

ARRIVAL DESCRIPTION

BORGER TRANSITION (BGD.GREGS6): From over BGD VORTAC via BGD R-117 to HEATR INT, then via SPS R-299 to SPS VORTAC, then via SPS R-094 to MARDY INT, then via CVE R-314 to GREGS INT. Thence . . . .

BOWIE TRANSITION (UKW.GREGS6): From over UKW VORTAC via UKW R-100 to GREGS INT. Thence . . . .

GUTHRIE TRANSITION (GTH.GREGS6): From over GTH VORTAC via GTH R-063 to ZANTO INT, then via UKW R-283 to UKW VORTAC, then via UKW R-100 to GREGS INT. Thence . . . .

HYDES TRANSITION (HYDES.GREGS6): From over HYDES INT via CVE R-314 to GREGS INT. Thence . . . .

PANHANDLE TRANSITION (PNH.GREGS6): From over PNH VORTAC via PNH R-097 to HEATR INT, then via SPS R-299 to SPS VORTAC, then via SPS R-094 to MARDY INT, then via CVE R-314 to GREGS INT. Thence. . . .

TEXICO TRANSITION (TXO.GREGS6): From over TXO VORTAC via TXO R-086 to GANJA INT, then via UKW R-283 to UKW VORTAC, then via UKW R-100 to GREGS INT. Thence . . . .

TULSA TRANSITION (TUL.GREGS6): From over TUL VORTAC via TUL R-209 to MOOSE INT, then via UKW R-015 to MASTY INT, then via CVE R-314 to GREGS INT. Thence . . . .

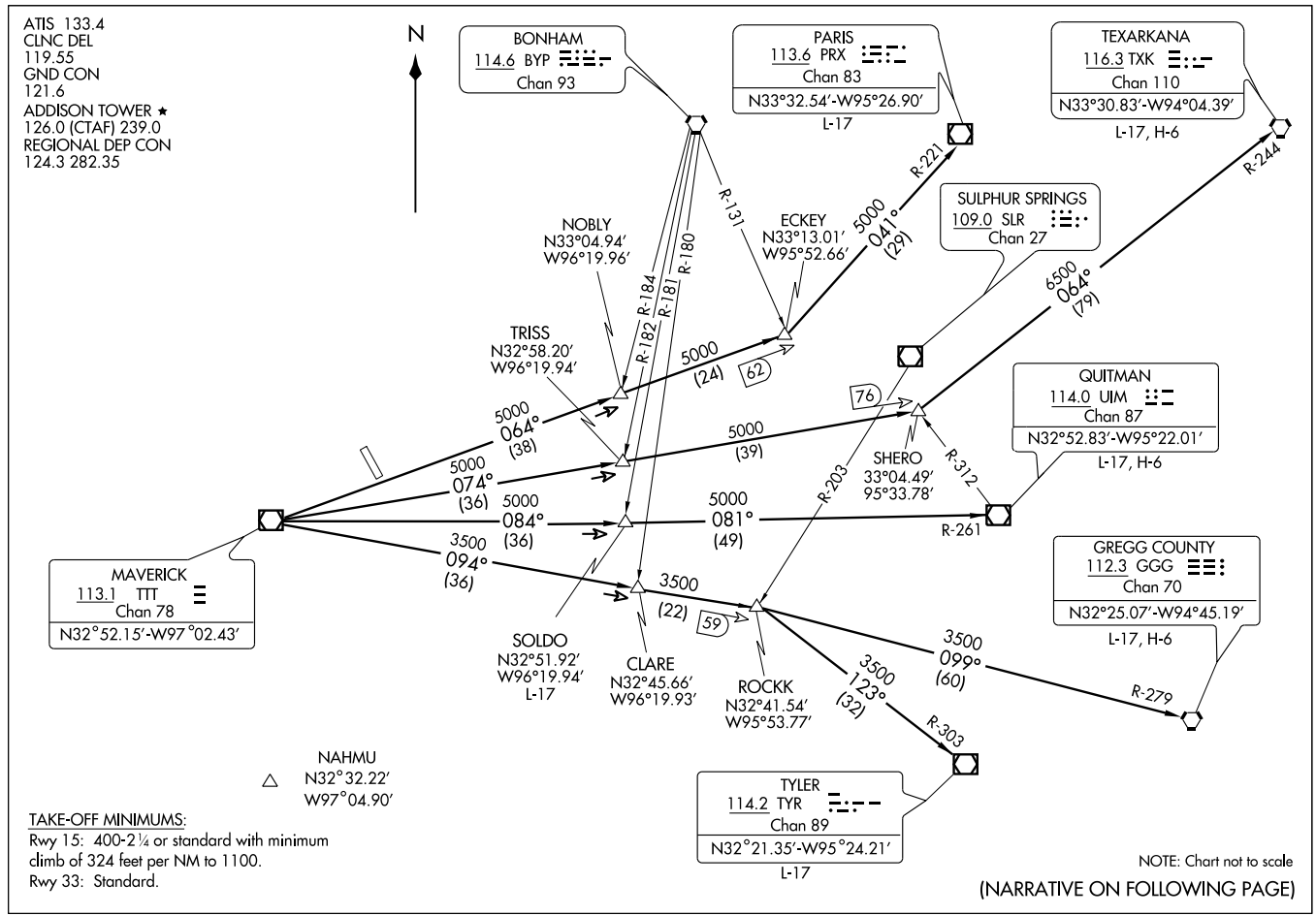
WICHITA FALLS TRANSITION (SPS.GREGS6): From over SPS VORTAC via SPS R-094 to MARDY INT, then via CVE R-314 to GREGS INT. Thence. . . .

WILL ROGERS TRANSITION (IRW.GREGS6): From over IRW VORTAC via IRW R-166 to MOOSE INT, then via UKW R-015 to MASTY INT, then via CVE R-314 to GREGS INT. Thence . . . .

. . . . From over GREGS INT via CVE R-314 to CRAFF INT thence heading 080° for vector to final approach course.

SC-2, 08 APR 2010 to 06 MAY 2010

HUBBARD SIX DEPARTURE



DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading and altitude to appropriate route.

LONGVIEW TRANSITION (HUBB6.GGG): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via GGG R-279 to GGG VORTAC.
PARIS TRANSITION (HUBB6.PRX): From over TTT VOR/DME via TTT R-064 to ECKEY INT, then via PRX R-221 to PRX VOR/DME.
QUITMAN TRANSITION (HUBB6.UIM): From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME.
SOLDO TRANSITION (HUBB6.SOLDO): (ATC assigned.) From over TTT VOR/DME via TTT R-084 to SOLDO INT.
TEXARKANA TRANSITION (HUBB6.TXK): From over TTT VOR/DME via TTT R-074 to SHERO INT, then via TXK R-244 to TXK VORTAC.
TYLER TRANSITION (HUBB6.TYR): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via TYR R-303 to TYR VOR/DME.

TAKE-OFF OBSTACLES:
Rwy 15:
Multiple buildings beginning 1,085' from departure end of runway, 21' left of centerline, up to 321' AGL/945' MSL.
Building with antenna, 1.9 NM from departure end of runway, 968' right of centerline, 345' AGL/975' MSL.
Pole 666' from departure end of runway, 640' left of centerline, 60' AGL/681' MSL.
Multiple trees beginning 721' from departure end of runway, 115' left of centerline, up to 40' AGL/675' MSL.
Road, railroad beginning 268' from departure end of runway, 5' right of centerline, up to 23' AGL/655' MSL.
Rwy 33:
Multiple poles and trees beginning 640' from departure end of runway, 21' left of centerline, up to 60' AGL/709' MSL.
Multiple buildings beginning 1,225' from departure end of runway, 147' left of centerline, up to 37' AGL/697' MSL.
Multiple building beginning 45' from departure end of runway, 458' right of centerline, up to 57' AGL/696' MSL.
Multiple poles beginning 922' from departure end of runway, 186' right of centerline, up to 60' AGL/720' MSL.

SC-2, 08 APR 2010 to 06 MAY 2010

LOC/DME I-ADS	APP CRS	Rwy Idg	6223
110.1	155°	TDZE	643
Chan 38		Apt Elev	644

ILS or LOC RWY 15

DALLAS/ADDISON (ADS)

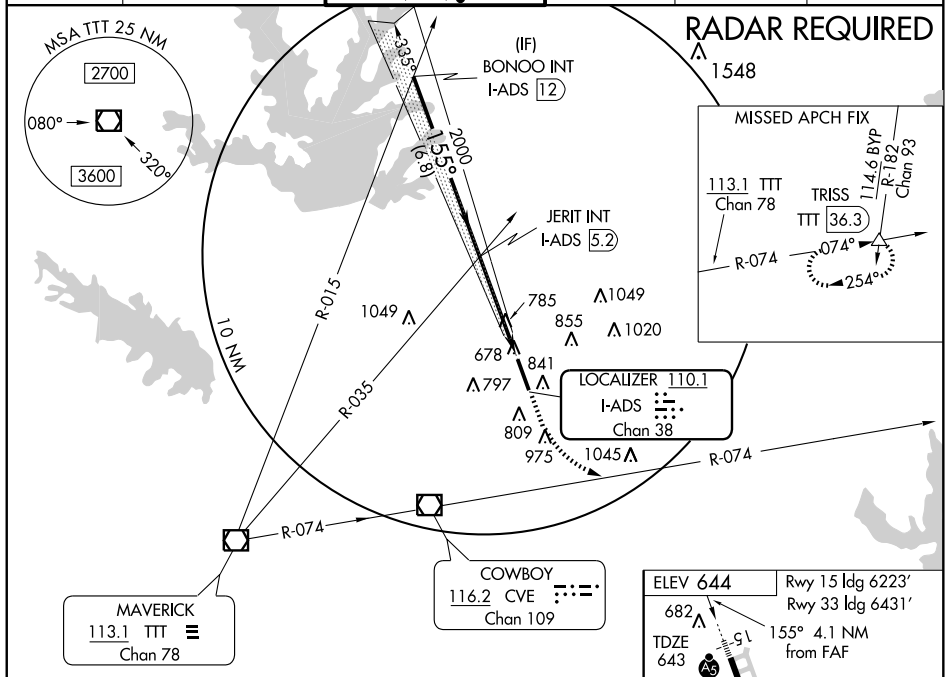
When control tower closed, obtain local altimeter setting on UNICOM; when not received, use Dallas-Love Field altimeter setting and increase all DAs 39 feet and MDAs 40 feet.

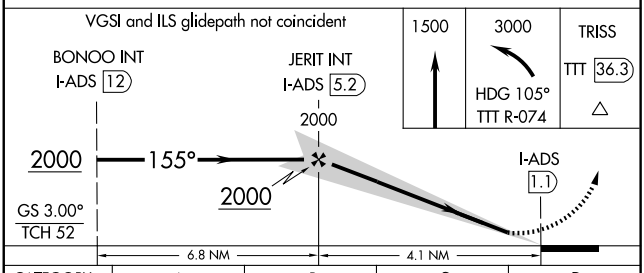
Inoperative table does not apply to S-ILS 15 all Cats, S-LOC 15 Cats A, B & C. For inoperative MALSR, increase S-LOC 15 Cat D visibility to 1¼. Visibility reduction by helicopters NA.

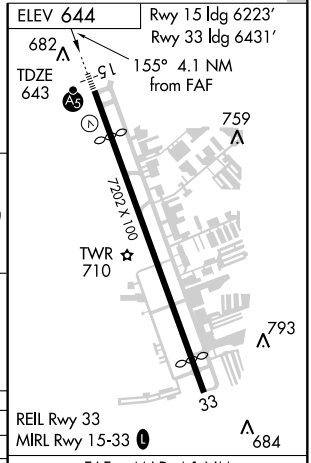
MALSR

MISSED APPROACH: Climb to 1500 then climbing left turn to 3000 via heading 105° and TTT VOR/DME R-074 to TRISS Int/TTT 36.3 DME and hold.

ATIS	REGIONAL APP CON	ADDISON TOWER★	GND CON	CLNC DEL	UNICOM
133.4	124.3 282.275	126.0 (CTAF) L 239.0	121.6	119.55	122.95







CATEGORY	A	B	C	D
S-ILS 15		893-1 250 (300-1)		
S-LOC 15		1040-1 397 (400-1)		
CIRCLING	1200-1 556 (600-1)		1240-1½ 596 (600-1½)	1280-2 636 (700-2)

FAF to MAP 4.1 NM

Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

SC-2, 08 APR 2010 to 06 MAY 2010

LOC/DME I-TBQ	APP CRS	Rwy Idg	6431
110.1	335°	TDZE	644
Chan 38		Apt Elev	644

ILS or LOC RWY 33

DALLAS/ ADDISON (ADS)

Visibility reduction by helicopters NA. When control tower closed, obtain local altimeter setting on UNICOM; when not received, use Dallas-Love Field altimeter setting and increase all DAs 39 feet and all MDAs 40 feet.

MISSED APPROACH: Climb to 1500 then climbing right turn to 5000 via heading 065° and CVE VOR/DME R-046 to FINGR INT/CVE 36.4 DME and hold.

ATIS	REGIONAL APP CON	ADDISON TOWER ★	GND CON	CLNC DEL	UNICOM
133.4	124.3 282.275	126.0 (CTAF) L 239.0	121.6	119.55	122.95

RADAR REQUIRED

MISSED APCH FIX

114.6 BYP R-191 Chan 93

109.0 SLR R-268 Chan 27

191°

011°

FINGR CVE 36.4

R-046

116.2 CVE Chan 109

1049 1049 1020 785 678 855 797 841 809 975 1045

R-046

LOCALIZER 110.1 I-TBQ Chan 38

R-079

PORTR INT I-TBQ 3.9

COWBOY 116.2 CVE Chan 109

R-121

335° (6.1) 2000

(IF) ADDIS INT I-TBQ 10

155°

10 NM

10 NM

1368

MSA CVE 25 NM

2700

080°

3600

340°

1500 5000 HDG 065° CVE R-046

FINGR CVE 36.4

PORTR INT I-TBQ 3.9

ADDIS INT I-TBQ 10

2500

2000

335°

2000

4.1 NM 6.1 NM

GS 3.00° TCH 54

ELEV 644

682

Rwy 15 ldg 6223'

Rwy 33 ldg 6431'

15

759

7202 X 100

TWR 710

793

335° 4.1 NM from FAF

TDZE 644

33

684

REIL Rwy 33

MIRL Rwy 15-33 L

CATEGORY	A	B	C	D
S-ILS 33		894-1 250 (300-1)		
S-LOC 33	1240-1 596 (600-1)		1240-1½ 596 (600-1½)	1240-1¾ 596 (600-1¾)
CIRCLING	1240-1 596 (600-1)		1240-1½ 596 (600-1½)	1280-2 636 (700-2)

FAF to MAP 4.1 NM

Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

SC-2, 08 APR 2010 to 06 MAY 2010

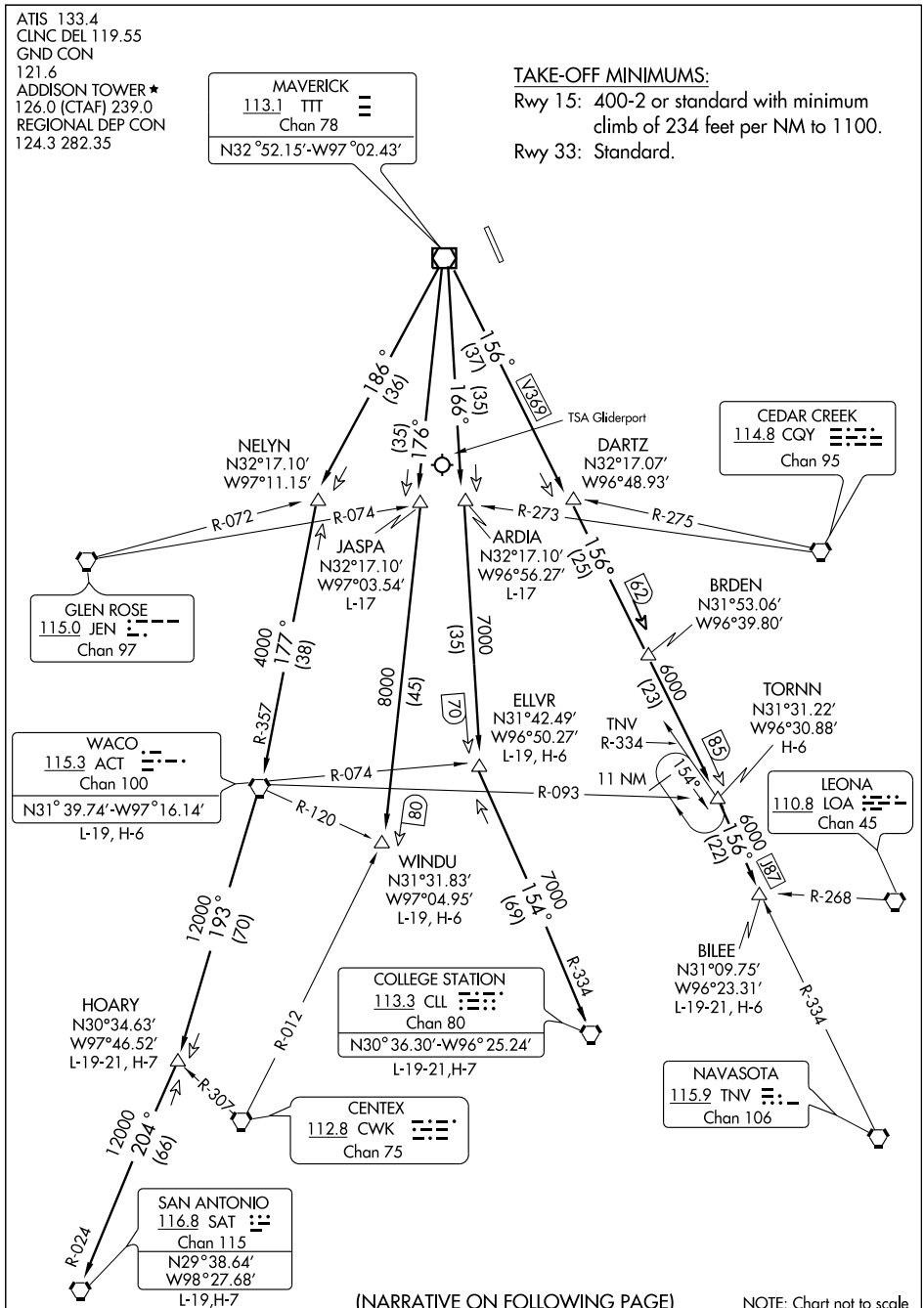
JOE POOL FOUR DEPARTURE

SL-768 (FAA)

DALLAS/ADDISON (ADS)
DALLAS, TEXAS

ATIS 133.4
CLNC DEL 119.55
GND CON
121.6
ADDISON TOWER ★
126.0 (CTAF) 239.0
REGIONAL DEP CON
124.3 282.35

TAKE-OFF MINIMUMS:
Rwy 15: 400-2 or standard with minimum climb of 234 feet per NM to 1100.
Rwy 33: Standard.



(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale

SC-2, 08 APR 2010 to 06 MAY 2010

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading and altitude, expect vector to appropriate route.

ARDIA TRANSITION (JPOOL4.ARDIA): (ATC assigned.) From over TTT VOR/DME via TTT R-166 to ARDIA INT.

BILEE TRANSITION (JPOOL4.BILEE): (For aircraft overflying the BILEE intersection, thence via the appropriate STAR to George Bush Intercontinental or East Houston terminal area airports, or via J-87 to overfly the TNV VORTAC.) From over TTT VOR/DME via TTT R-156 to BILEE INT.

BRDEN TRANSITION (JPOOL4.BRDEN): From over TTT VOR/DME via TTT R-156 to BRDEN INT.

COLLEGE STATION TRANSITION (JPOOL4.CLL): (For piston aircraft inbound to Houston Hobby and all aircraft inbound to West Houston terminal area airports.) From over TTT VOR/DME via TTT R-166 to ELLVR INT, then via CLL R-334 to CLL VORTAC.

ELLVR TRANSITION (JPOOL4.ELLVR): (For turboprop and turbojet aircraft inbound to Houston Hobby and turbojet aircraft inbound to EFD, GLS, and LBX.) From over TTT VOR/DME via TTT R-166 to ELLVR INT.

HOARY TRANSITION (JPOOL4.HOARY): (For E/F suffixed aircraft.) From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC, then via ACT R-193 to HOARY INT.

JASPA TRANSITION (JPOOL4.JASPA): (ATC assigned.) From over TTT VOR/DME via TTT R-176 to JASPA INT.

SAN ANTONIO TRANSITION (JPOOL4.SAT): (For aircraft overflying Centex and San Antonio.) From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC, then via ACT R-193 to HOARY INT, then via SAT R-024 to SAT VORTAC.

TORNN TRANSITION (JPOOL4.TORNN): (For aircraft landing at Lafayette, Lake Charles or Beaumont/Port Arthur airports.) From over TTT VOR/DME via TTT R-156 to TORNN INT.

WACO TRANSITION (JPOOL4.ACT): (For aircraft inbound to Waco or Gray terminal area airports.) From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC.

WINDU TRANSITION (JPOOL4.WINDU): (For aircraft inbound to Austin or San Antonio terminal airports, aircraft should file and/or expect the BLEWE or MARCS arrival at WINDU.) From over TTT VOR/DME via TTT R-176 to WINDU INT.

TAKE-OFF OBSTACLES:

Rwy 15: Bldg 2.1 NM from DER, on centerline, 360' AGL/974' MSL.
Multiple bldgs beginning 258' to 1.8 NM from DER, 21' to 1307' on or left of centerline, up to 152' AGL/787' MSL.
Multiple bldgs, R/R, road beginning 268' to 1.9 NM from DER, 5' to 995' right of centerline, up to 31' AGL/955' MSL.

Rwy 33: Multiple poles and bldgs beginning 46' to 3124' from DER, 186' right of centerline, up to 84' AGL/720' MSL.
Multiple poles and bldgs beginning 640' to 2690' from DER, 21' to 647' left of centerline, up to 65' AGL/709' MSL.

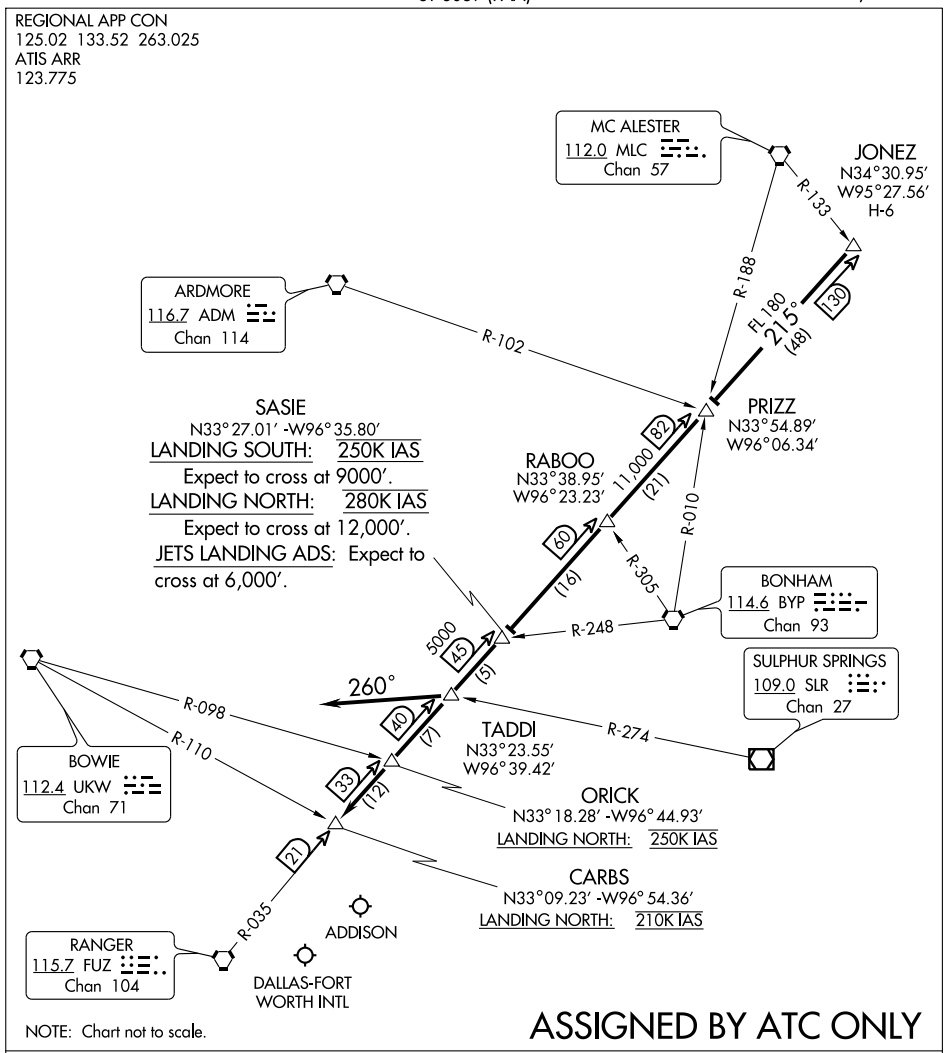
SC-2, 08 APR 2010 to 06 MAY 2010

JONEZ FOUR ARRIVAL

ST-6039 (FAA)

DALLAS-FT. WORTH, TEXAS

REGIONAL APP CON
125.02 133.52 263.025
ATIS ARR
123.775



NOTE: Chart not to scale.

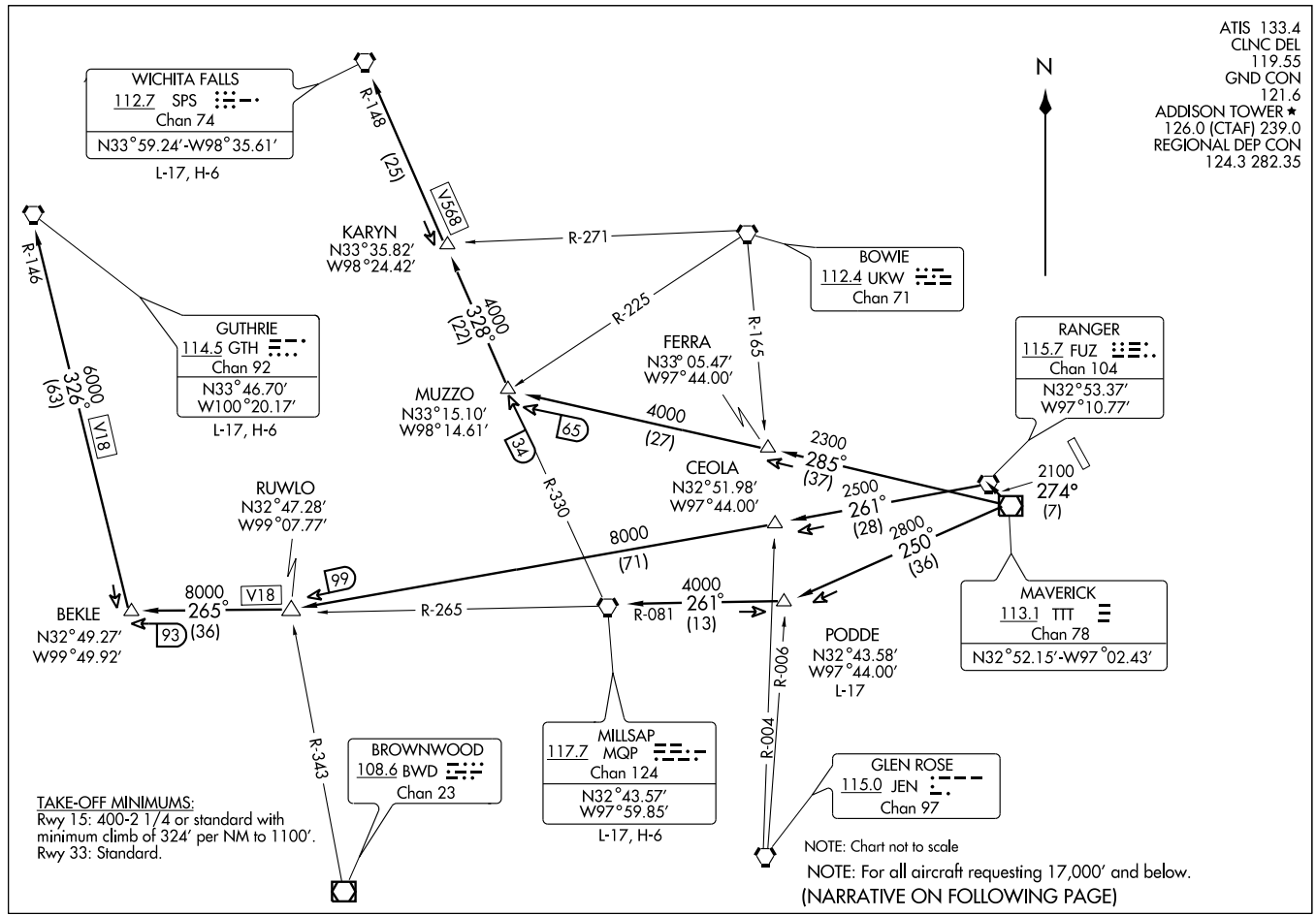
ASSIGNED BY ATC ONLY

LANDING DFW: From over JONEZ INT via FUZ R-035 to CARBS INT. Expect vectors to final approach course.

LANDING ADS: From over JONEZ INT via FUZ R-035 to TADDI INT, depart TADDI INT heading 260° for vectors to final approach course.

SC-2, 08 APR 2010 to 06 MAY 2010

KINGDOM SEVEN DEPARTURE



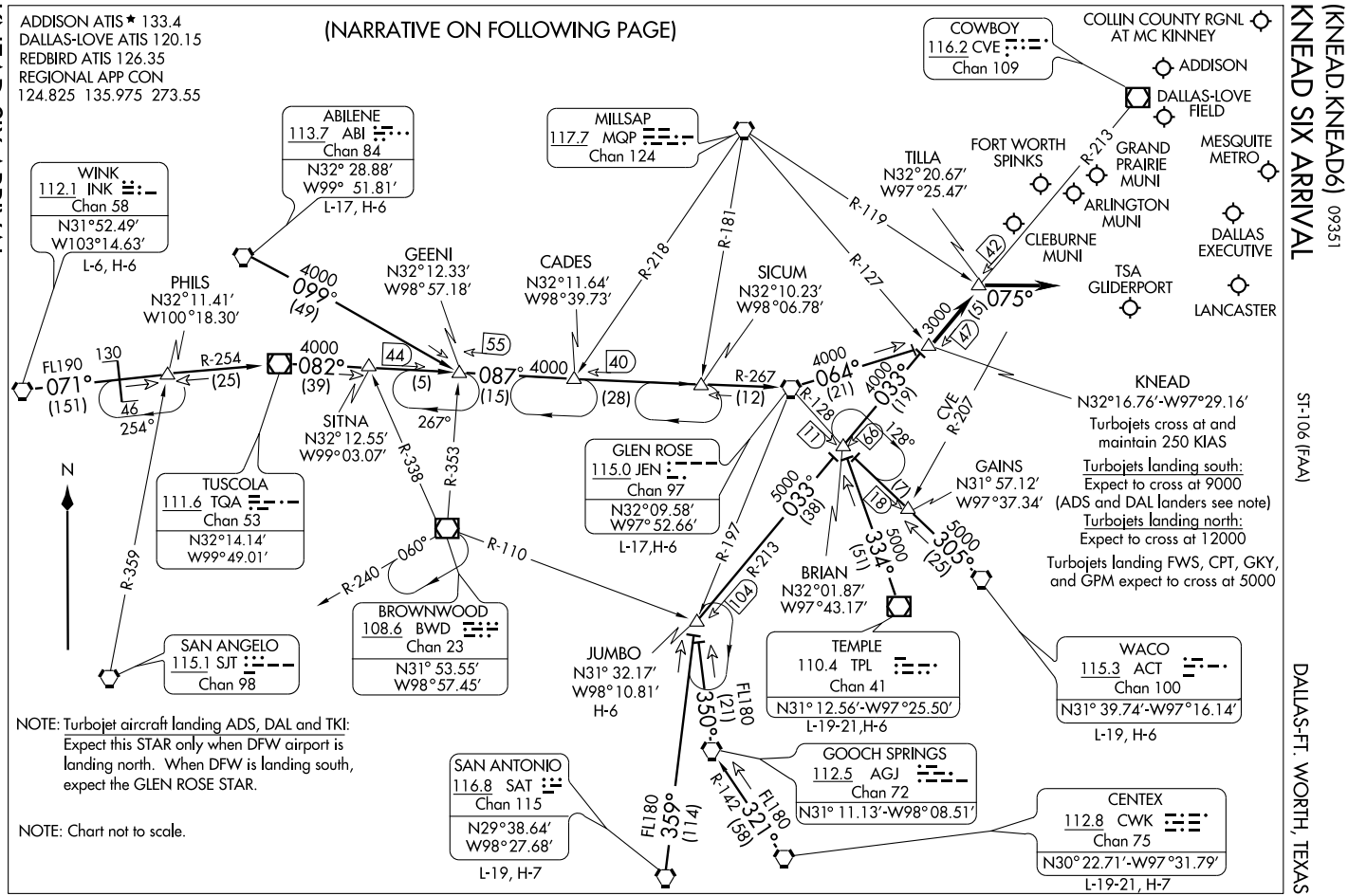
DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace fly assigned heading and altitude to appropriate route.

GUTHRIE TRANSITION (KING7.GTH): (For all aircraft landing within Lubbock terminal area or proceeding westbound via V-18 to GTH VORTAC). From over TTT VOR/DME via TTT R-274 to FUZ VORTAC, then via FUZ R-261 to RUWLO INT, then via MQP R-265 to BEKLE INT, then via GTH R-146 to GTH VORTAC.
MILLSAP TRANSITION (KING7.MQP): (For all aircraft overflying the MQP VORTAC westbound via V-18 or direct). From over TTT VOR/DME via TTT R-250 to PODDE INT, then via MQP R-081 to MQP VORTAC.
PODDE TRANSITION (KING7.PODDE): (ATC assigned.) From over TTT VOR/DME via TTT R-250 to PODDE INT.
WICHITA FALLS TRANSITION (KING7.SPS): (For all aircraft landing within the Wichita Falls terminal area or overflying the SPS VORTAC). From over TTT VOR/DME via TTT R-285 to MUZZO INT, then via SPS R-148 to SPS VORTAC.

TAKE-OFF OBSTACLES:
Note: Rwy 15, Multiple buildings beginning 1085′ from DER, 21′ left of centerline, up to 321′ AGL/956′ MSL. Building with antenna, 1.9 NM from DER, 968′ right of centerline, 345′ AGL/975′ MSL. Pole 666′ from DER, 640′ left of centerline, 60′ AGL/681′ MSL. Multiple trees beginning 721′ from DER, 115′ left of centerline, up to 40′ AGL/675′ MSL. Road, RR beginning 268′ from DER, 5′ right of centerline, up to 23′ AGL/655′ MSL.
Note: Rwy 33, Multiple poles and trees beginning 640′ from DER, 21′ left of centerline, up to 60′ AGL/709′ MSL. Multiple buildings beginning 1225′ from DER, 147′ left of centerline, up to 37′ AGL/697′ MSL. Multiple buildings beginning 45′ from DER, 458′ right of centerline, up to 57′ AGL/696′ MSL. Multiple poles beginning 922′ from DER, 186′ right of centerline, up to 60′ AGL/720′ MSL

SC-2, 08 APR 2010 to 06 MAY 2010



(KNEAD.KNEAD6) 09351

KNEAD SIX ARRIVAL

ST-106 (FAA)

DALLAS-FT. WORTH, TEXAS

ARRIVAL DESCRIPTION

ABILENE TRANSITION (ABI.KNEAD6): From over ABI VORTAC via ABI R-099 to GEENI INT, then via JEN R-267 to JEN VORTAC, then via JEN R-064 to KNEAD INT. Thence . . . .

CENTEX TRANSITION (CWK.KNEAD6): From over CWK VORTAC via CWK R-321 and AGJ R-142 to AGJ VORTAC, then via AGJ R-350 to JUMBO INT, then via CVE R-213 to KNEAD INT. Thence . . . .

GLEN ROSE TRANSITION (JEN.KNEAD6): From over JEN VORTAC via JEN R-064 to KNEAD INT. Thence . . . .

JUMBO TRANSITION (JUMBO.KNEAD6): From over JUMBO INT via CVE R-213 to KNEAD INT. Thence . . . .

SAN ANTONIO TRANSITION (SAT.KNEAD6): From over SAT VORTAC via SAT R-359 to JUMBO INT, then via CVE R-213 to KNEAD INT. Thence . . . .

TEMPLE TRANSITION (TPL.KNEAD6): From over TPL VOR/DME via TPL R-334 to BRIAN INT, then via CVE R-213 to KNEAD INT. Thence . . . .

WACO TRANSITION (ACT.KNEAD6): From over ACT VORTAC via ACT R-305 to BRIAN INT, then via CVE R-213 to KNEAD INT. Thence . . . .

WINK TRANSITION (INK.KNEAD6): From over INK VORTAC via INK R-071 and TQA R-254 to TQA VOR/DME, then via TQA R-082 to GEENI INT, then via JEN R-267 to JEN VORTAC, then via JEN R-064 to KNEAD INT. Thence . . . .

. . . . From over KNEAD INT via CVE R-213 to TILLA INT, thence via heading 075° for vectors to final approach course.

SC-2, 08 APR 2010 to 06 MAY 2010

WAAS CH 82202 W15A	APP CRS 155°	Rwy ldg 6223 TDZE 643 Apt Elev 644

RNAV (GPS) RWY 15

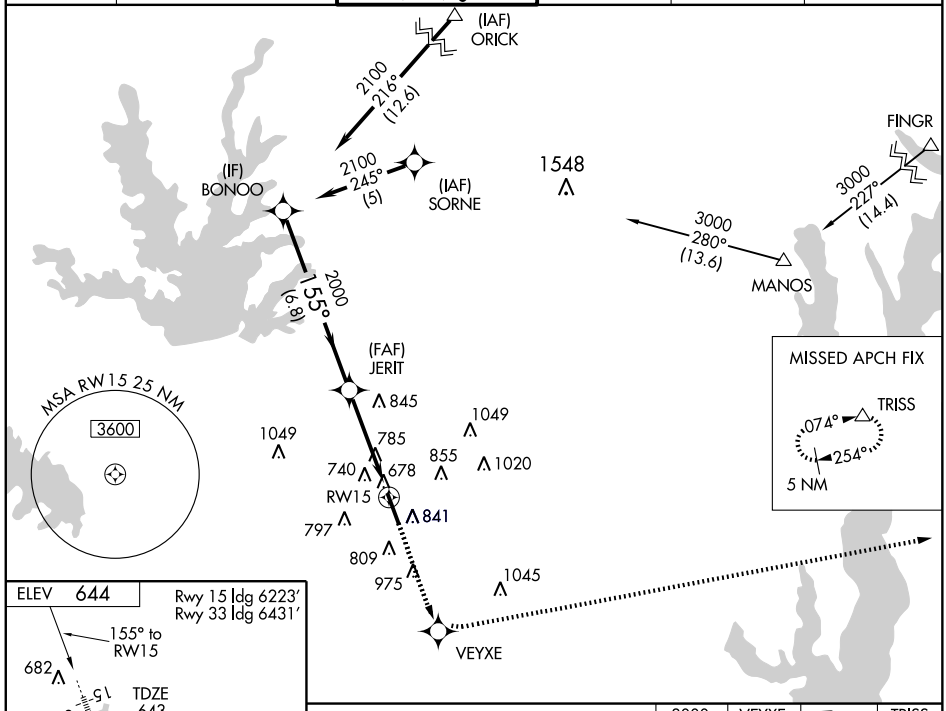
DALLAS/ADDISON (ADS)

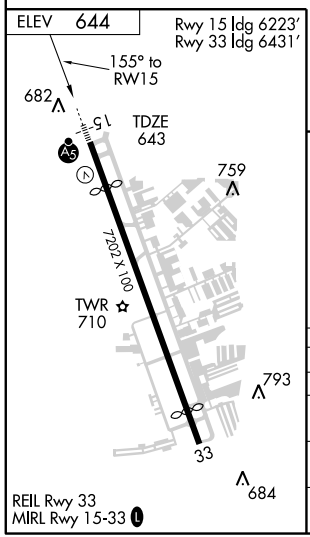
Inoperative table does not apply to LPV all Cats, LNAV/VNAV all Cats, and LNAV Cats A/B. BARO-VNAV NA when using Dallas Love Field altimeter setting. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (117°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. For inoperative MALSR increase LNAV Cat C visibility to 1¼. When control tower closed, obtain local altimeter setting on UNICOM; when not received use Dallas-Love Field altimeter and increase all DAs by 39 feet and all MDAs by 40 feet.

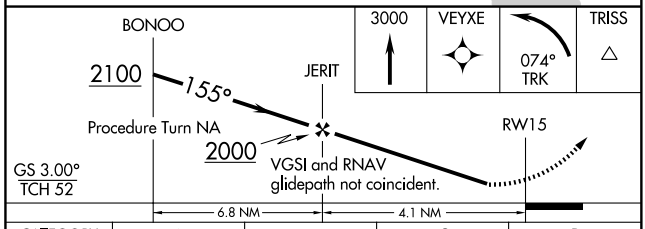
MALSR

MISSED APPROACH: Climb to 3000 direct VEYXE and via 074° track to TRISS and hold.

ATIS	REGIONAL APP CON	ADDISON TOWER ★	GND CON	CLNC DEL	UNICOM
133.4	124.3 282.275	126.0 (CTAF) L 239.0	121.6	119.55	122.95







CATEGORY	A	B	C	D
LPV DA	943-1 300 (300-1)			
LNAV/VNAV DA	1076-1 433 (500-1)			
LNAV MDA	1100-1 457 (500-1)			
CIRCLING	1200-1 556 (600-1)		1240-1½ 596 (600-1½)	1280-2 636 (700-2)

SC-2, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	6431
335°	TDZE	644
	Apt Elev	644

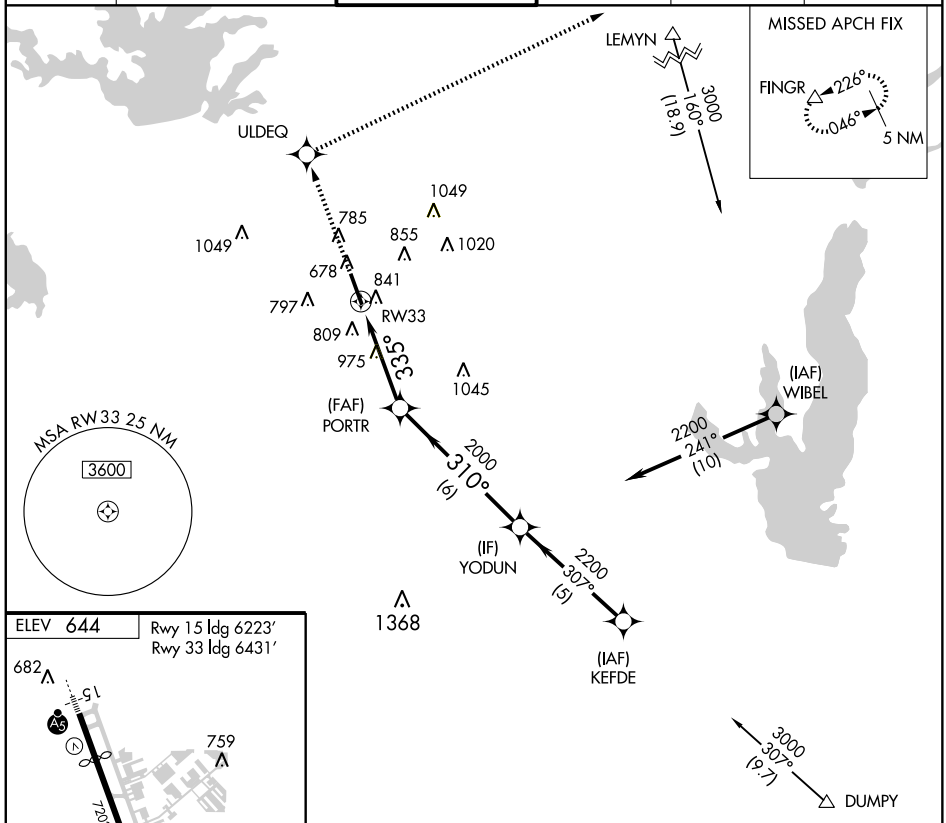
RNAV (GPS) RWY 33

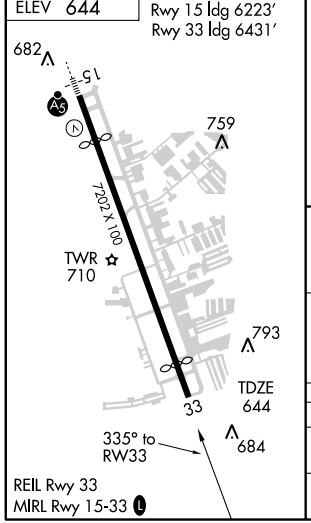
DALLAS/ ADDISON (ADS)

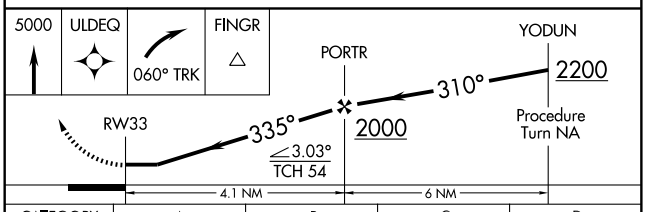
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When control tower closed, obtain local altimeter setting on unicom; when not received use Dallas-Love Field altimeter setting and increase all MDAs 40 feet and LNAV visibility Cats C and D ¼ mile and circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 5000 direct ULDEQ and via 060° track to FINGR and hold.

ATIS	REGIONAL APP CON	ADDISON TOWER ★	GND CON	CLNC DEL	UNICOM
133.4	124.3 282.275	126.0 (CTAF) L 239.0	121.6	119.55	122.95







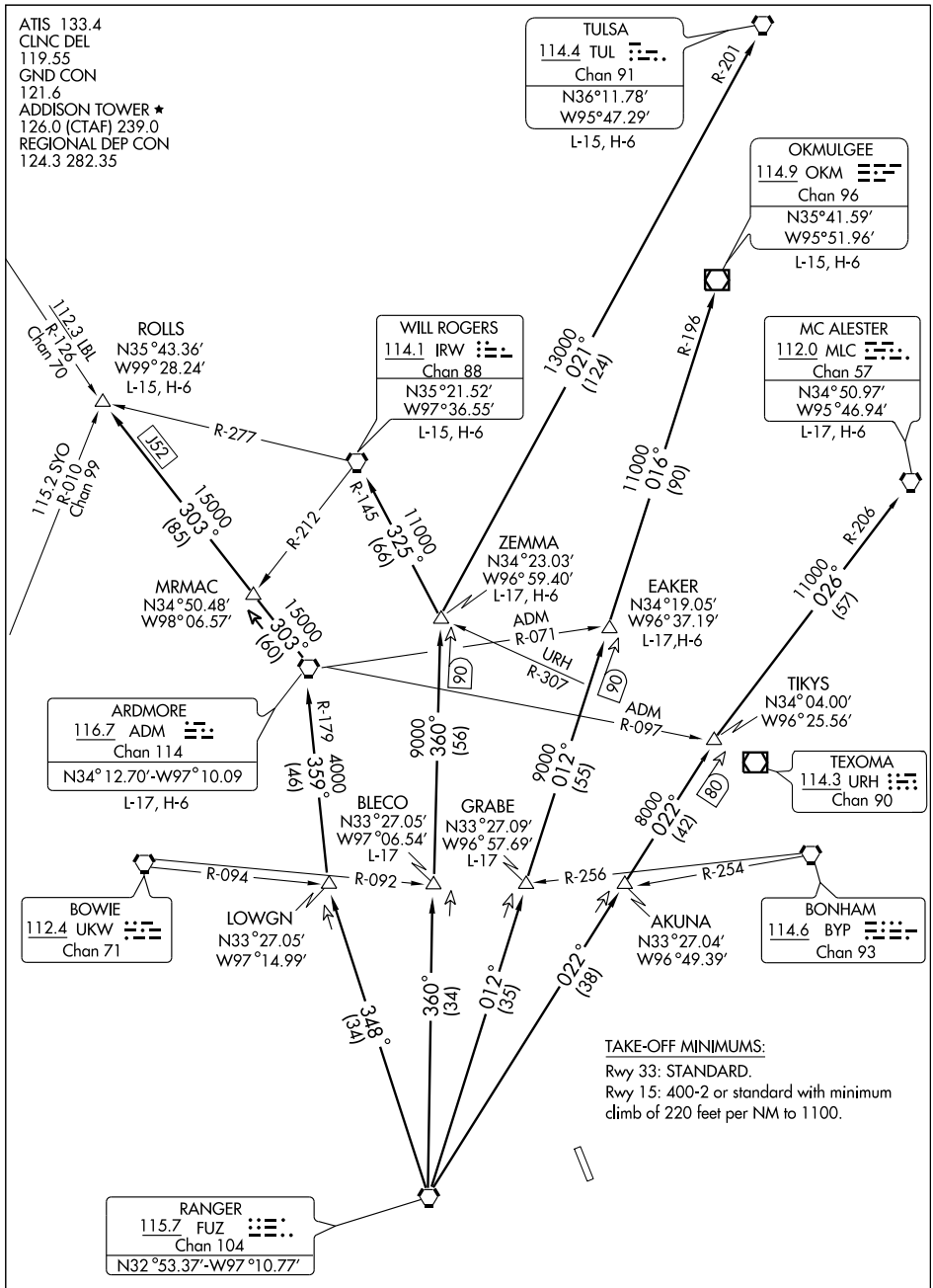
CATEGORY	A	B	C	D
LNAV MDA	1240-1	596 (600-1)	1240-1½ 596 (600-1½)	1240-1¾ 596 (600-1¾)
CIRCLING	1240-1	596 (600-1)	1240-1½ 596 (600-1½)	1280-2 636 (700-2)

SC-2, 08 APR 2010 to 06 MAY 2010

TEXOMA ONE DEPARTURE

SL-768 (FAA)

DALLAS/ADDISON (ADS)
DALLAS, TEXAS



(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale

SC-2, 08 APR 2010 to 06 MAY 2010

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace fly assigned heading and altitude to appropriate route.

ARDMORE TRANSITION (TEX1.ADM): From over FUZ VORTAC via FUZ R-348 to LOWGN INT, then via ADM R-179 to ADM VORTAC.

BLECO TRANSITION (TEX1.BLECO): (ATC assigned.) From over FUZ VORTAC via FUZ R-360 to BLECO INT.

EAKER TRANSITION (TEX1.EAKER): (For aircraft inbound to the Tulsa terminal area.) From over FUZ VORTAC via FUZ R-012 to EAKER INT.

GRABE TRANSITION (TEX1.GRABE): (ATC assigned.) From over FUZ VORTAC via FUZ R-012 to GRABE INT.

MCALESTER TRANSITION (TEX1.MLC): (For all aircraft overflying the MLC VORTAC or intercepting J105.) From over FUZ VORTAC via FUZ R-022 to TIKYS INT, then via MLC R-206 to MLC VORTAC.

OKMULGEE TRANSITION (TEX1.OKM): (For all aircraft overflying OKM VOR/DME proceeding via J181 to BDF to destinations in the Chicago terminal area and north.) From over FUZ VORTAC via FUZ R-012 to EAKER INT, then via OKM R-196 to OKM VOR/DME.

ROLLS TRANSITION (TEX1.ROLLS): (For all aircraft proceeding northwestbound via J52.) From over FUZ VORTAC via FUZ R-348 to LOWGN INT, then via ADM R-179 to ADM VORTAC, then via ADM R-303 to ROLLS INT.

TULSA TRANSITION (TEX1.TUL): (For all aircraft overflying TUL VORTAC.) From over FUZ VORTAC via FUZ R-360 to ZEMMA INT, then via TUL R-201 to TUL VORTAC.

WILL ROGERS TRANSITION (TEX1.IRW): (For all aircraft inbound to the Oklahoma City area or overflying IRW VORTAC.) From over FUZ VORTAC via FUZ R-360 to ZEMMA INT, then via IRW R-145 to IRW VORTAC.

ZEMMA TRANSITION (TEX1.ZEMMA): (ATC assigned.) From over FUZ VORTAC via FUZ R-360 to ZEMMA INT.

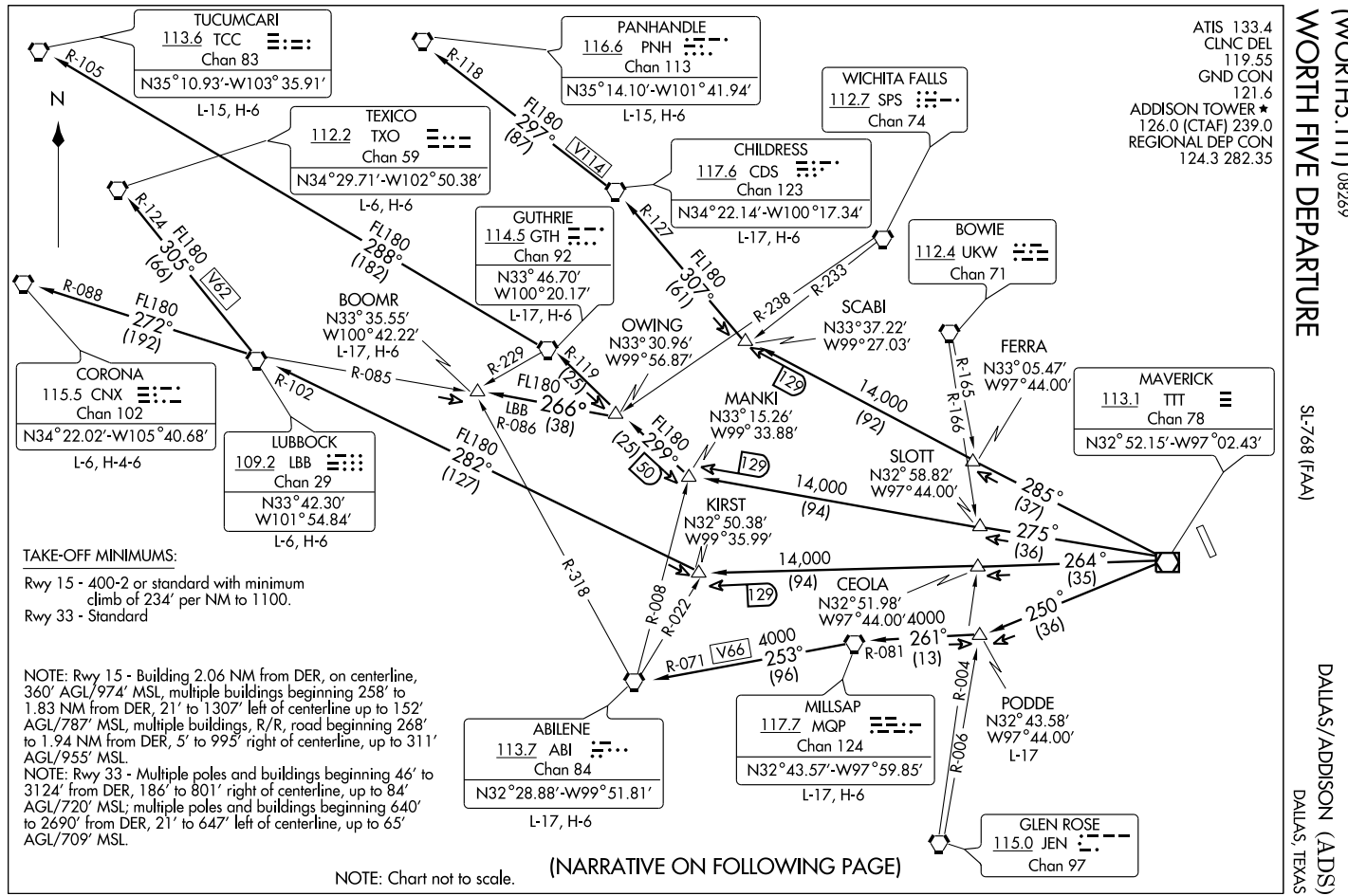
TAKE-OFF OBSTACLES:

Rwy 15: Building 2.1 NM from DER, on centerline, 360' AGL/974' MSL. Multiple buildings beginning 258' to 1.8 NM from DER, 21' to 1307' on or left of centerline, up to 152' AGL /787' MSL. Multiple buildings, R/R, road beginning 268' to 1.9 NM from DER, 5' to 995' right of centerline, up to 311' AGL/955' MSL.

Rwy 33: Multiple poles and buildings beginning 46' to 3124' from DER, 186' to 801' right of centerline, up to 84' AGL/720' MSL. Multiple poles and buildings beginning 640' to 2690' from DER, 21' to 647' left of centerline, up to 65' AGL/709' MSL.

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WORTH FIVE DEPARTURE



TAKE-OFF MINIMUMS:

Rwy 15 - 400-2 or standard with minimum climb of 234' per NM to 1100.
Rwy 33 - Standard

NOTE: Rwy 15 - Building 2.06 NM from DER, on centerline, 360' AGL/974' MSL, multiple buildings beginning 258' to 1.83 NM from DER, 21' to 1307' left of centerline up to 152' AGL/787' MSL, multiple buildings, R/R, road beginning 268' to 1.94 NM from DER, 5' to 995' right of centerline, up to 311' AGL/955' MSL.
NOTE: Rwy 33 - Multiple poles and buildings beginning 46' to 3124' from DER, 186' to 801' right of centerline, up to 84' AGL/720' MSL; multiple poles and buildings beginning 640' to 2690' from DER, 21' to 647' left of centerline, up to 65' AGL/709' MSL.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading and altitude to appropriate route.

ABILENE TRANSITION (WORTH5.ABI): From over TTT VOR/DME via TTT R-250 to PODDE INT, then via MQP R-081 to MQP VORTAC, then via MQP R-253 and ABI R-071 to ABI VORTAC.

BOOMR TRANSITION (WORTH5.BOOMR): From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to OWING INT, then via LBB R-086 to BOOMR INT.

CHILDRESS TRANSITION (WORTH5.CDS): From over TTT VOR/DME via TTT R-285 to SCABI INT, then via CDS R-127 to CDS VORTAC.

CORONA TRANSITION (WORTH5.CNX): From over TTT VOR/DME via TTT R-264 to KIRST INT, then via LBB R-102 to LBB VORTAC, then via LBB R-272 and CNX R-088 to CNX VORTAC.

GUTHRIE TRANSITION (WORTH5.GTH): From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to GTH VORTAC.

LUBBOCK TRANSITION (WORTH5.LBB): From over TTT VOR/DME via TTT R-264 to KIRST INT, then via LBB R-102 to LBB VORTAC.

MILLSAP TRANSITION (WORTH5.MQP): From over TTT VOR/DME via TTT R-250 to PODDE INT, then via MQP R-081 to MQP VORTAC.

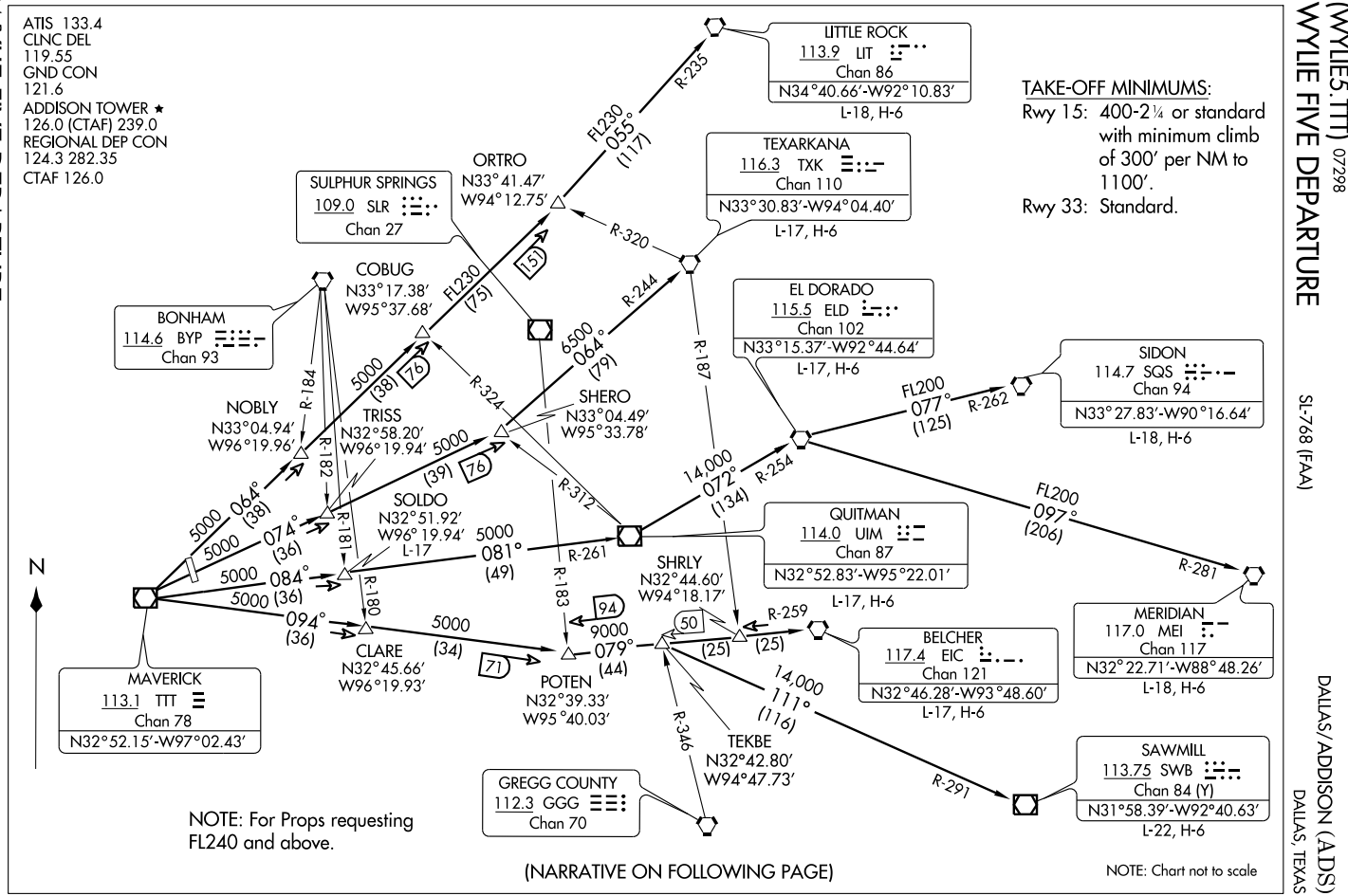
PANHANDLE TRANSITION (WORTH5.PNH): From over TTT VOR/DME via TTT R-285 to SCABI INT, then via CDS R-127 to CDS VORTAC, then via CDS R-297 and PNH R-118 to PNH VORTAC.

PODDE TRANSITION (WORTH5.PODDE): (ATC Assigned) From over TTT VOR/DME via TTT R-250 to PODDE INT.

TEXICO TRANSITION (WORTH5.TXO): From over TTT VOR/DME via TTT R-264 to KIRST INT, then via LBB R-102 to LBB VORTAC, then via LBB R-305 and TXO R-124 to TXO VORTAC.

TUCUMCARI TRANSITION (WORTH5.TCC): From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to GTH VORTAC, then via GTH R-288 and TCC R-105 to TCC VORTAC.

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ATIS 133.4
CLNC DEL
119.55
GND CON
121.6
ADDISON TOWER ★
126.0 (CTAF) 239.0
REGIONAL DEP CON
124.3 282.35
CTAF 126.0
LITTLE ROCK
113.9 LIT
Chan 86
N34°40.66'-W92°10.83'
L-18, H-6
TEXARKANA
116.3 TXK
Chan 110
N33°30.83'-W94°04.40'
L-17, H-6
EL DORADO
115.5 ELD
Chan 102
N33°15.37'-W92°44.64'
L-17, H-6
SIDON
114.7 SQS
Chan 94
N33°27.83'-W90°16.64'
L-18, H-6
QUITMAN
114.0 UIM
Chan 87
N32°52.83'-W95°22.01'
L-17, H-6
MERIDIAN
117.0 MEI
Chan 117
N32°22.71'-W88°48.26'
L-18, H-6
BELCHER
117.4 EIC
Chan 121
N32°46.28'-W93°48.60'
L-17, H-6
SAWMILL
113.75 SWB
Chan 84 (Y)
N31°58.39'-W92°40.63'
L-22, H-6
SULPHUR SPRINGS
109.0 SLR
Chan 27
BONHAM
114.6 BYP
Chan 93
MAVERICK
113.1 TTT
Chan 78
N32°52.15'-W97°02.43'
GREGG COUNTY
112.3 GGG
Chan 70
ORTRO
N33°41.47'
W94°12.75'
COBUG
N33°17.38'
W95°37.68'
NOBLY
N33°04.94'
W96°19.96'
TRISS
N32°58.20'
W96°19.94'
SHERO
N33°04.49'
W95°33.78'
SOLDO
N32°51.92'
W96°19.94'
SHRLY
N32°44.60'
W94°18.17'
CLARE
N32°45.66'
W96°19.93'
POTEN
N32°39.33'
W95°40.03'
TEKBE
N32°42.80'
W94°47.73'
FL230
055°
(117)
R-235
R-320
151
FL230
(75)
R-244
6500
064°
(79)
R-187
5000
(38)
76
R-184
R-182
R-324
5000
064°
(38)
5000
074°
(36)
5000
084°
5000 (36)
094°
(36)
R-181
R-180
5000
(39)
76
R-312
14,000
072°
(134)
R-254
FL200
077°
(125)
R-262
FL200
097°
(206)
R-281
5000
081°
(49)
R-261
R-183
94
9000
079°
(44)
71
5000
(34)
50
(25)
(25)
R-259
14,000
111°
(116)
R-346
R-291
N
TAKE-OFF MINIMUMS:
Rwy 15: 400-2¼ or standard with minimum climb of 300' per NM to 1100'.
Rwy 33: Standard.
NOTE: For Props requesting FL240 and above.
(NARRATIVE ON FOLLOWING PAGE)
NOTE: Chart not to scale

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading and altitiude to appropriate route.

BELCHER TRANSITION (WYLIE5.EIC): (For aircraft inbound to Jackson, Monroe, and Shreveport terminal area.) From over TTT VOR/DME via TTT R-094 to POTEN, then via EIC R-259 to EIC VORTAC.
EL DORADO TRANSITION (WYLIE5.ELD): (For aircraft inbound to the Memphis Terminal area. Aircraft should file and/or expect appropriate STAR.) From over TTT VOR/DME via TTT R-084 to SOLDO, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC.
LITTLE ROCK TRANSITION (WYLIE5.LIT): From over TTT VOR/DME via TTT R-064 to ORTRO, then via LIT R-235 to LIT VORTAC.
MERIDIAN TRANSITION (WYLIE5.MEI): (For aircraft inbound to the Atlanta Terminal area.) From over TTT VOR/DME via TTT R-084 to SOLDO, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC, then via ELD R-097 and MEI R-281 to MEI VORTAC.
QUITMAN TRANSITION (WYLIE5.UIM): (For aircraft inbound to Shreveport Terminal area.) From over TTT VOR/DME via TTT R-084 to SOLDO, then via UIM R-261 to UIM VOR/DME.
SAWMILL TRANSITION (WYLIE5.SWB): From over TTT VOR/DME via TTT R-094 to POTEN, then via EIC R-259 to TEKBE, then via SWB R-291 to SWB VOR/DME.
SIDON TRANSITION (WYLIE5.SQS): From over TTT VOR/DME via TTT R-084 to SOLDO, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC, then via ELD R-077 and SQS R-262 to SQS VORTAC.
SOLDO TRANSITION (WYLIE5.SOLDO): (ATC assigned.) From over TTT VOR/DME via TTT R-084 to SOLDO.
TEXARKANA TRANSITION (WYLIE5.TXK): From over TTT VOR/DME via TTT R-074 to SHERO, then via TXK R-244 to TXK VORTAC.

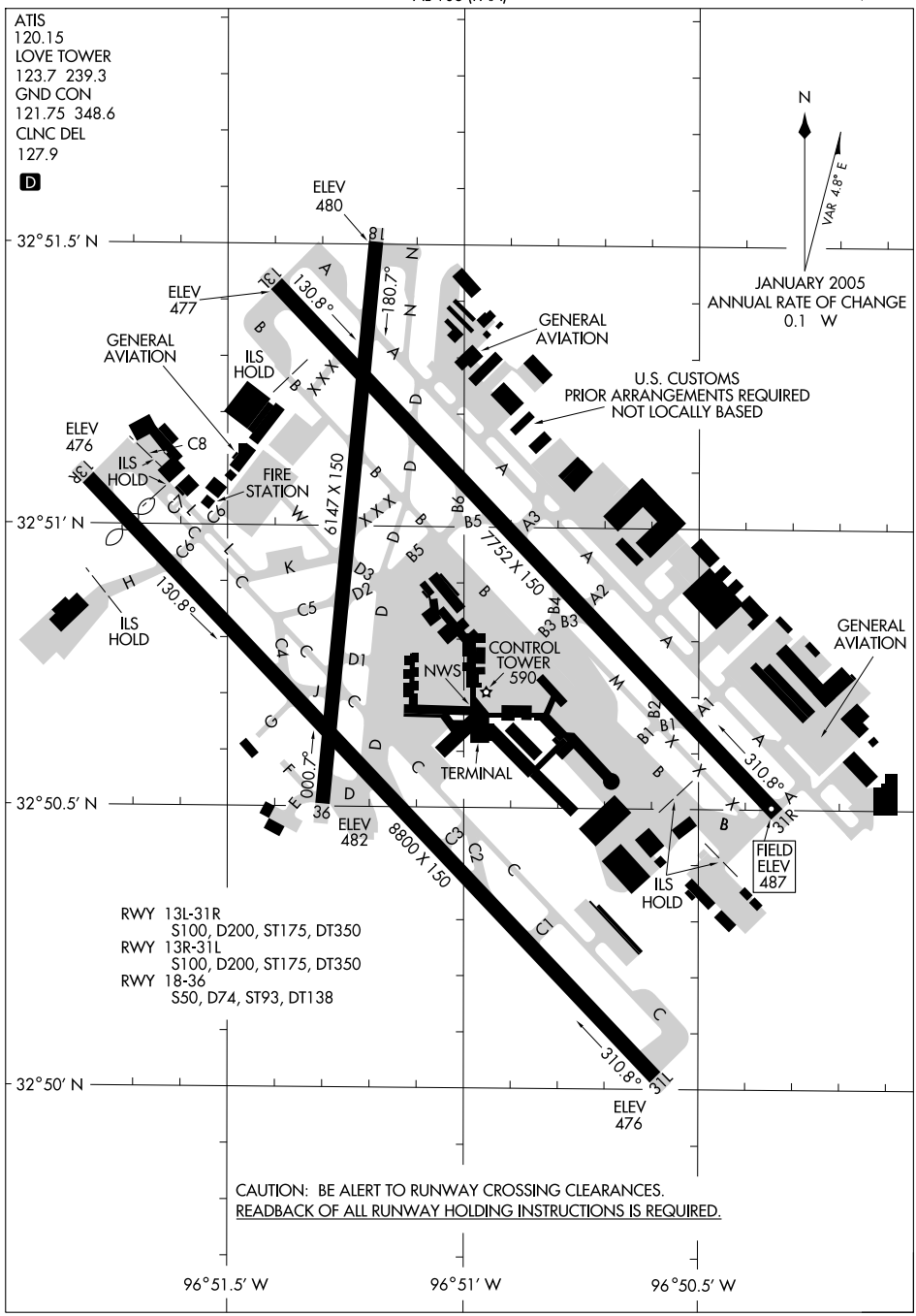
TAKE-OFF OBSTACLES:
Rwy 15, Multiple buildings beginning 1085' from departure end of runway, 21' left of centerline, up to 321' AGL/945' MSL. Building with antenna 1.9 NM from departure end of runway, 968' right of centerline, 345' AGL/975' MSL. Pole 666' from departure end of runway, 640' left of centerline, 60' AGL/681' MSL. Multiple trees beginning 721' from departure end of runway, 115' left of centerline, up to 40' AGL/675' MSL. Road, railroad beginning 268' from departure end of runway, 495' right of centerline, up to 21' AGL/655' MSL.
Rwy 33, Multiple poles and trees beginning 640' from departure end of runway, 21' left of centerline, up to 60' AGL/709' MSL. Multiple buildings beginning 1225' from departure end of runway, 147' left of centerline, up to 37' AGL/607' MSL. Multiple buildings beginning 45' from departure end of runway, 458' right of centerline, up to 57' AGL/696' MSL. Multiple poles beginning 922' from departure end of runway, 186' right of centerline, up to 60' AGL/720' MSL.

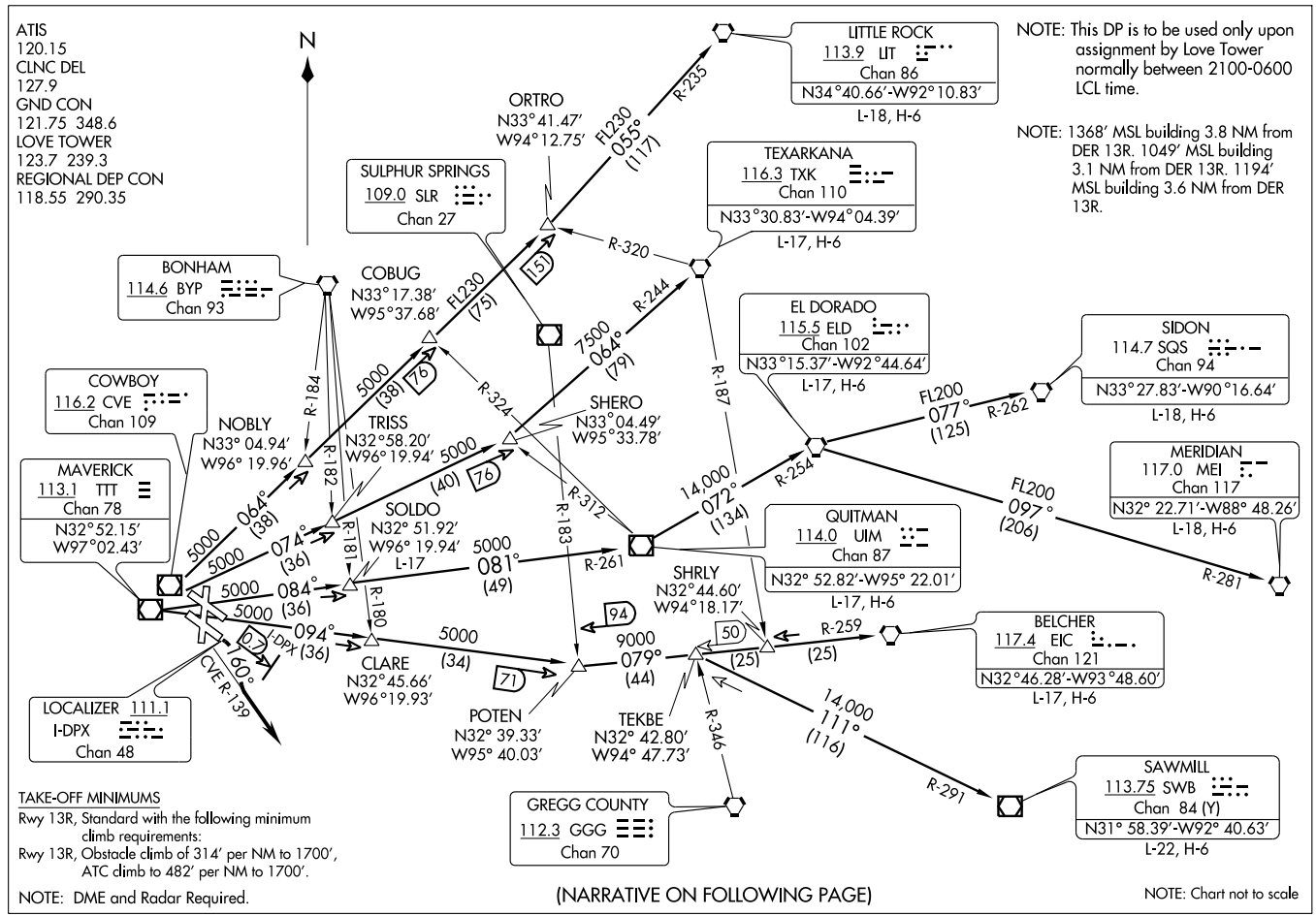
SC-2, 08 APR 2010 to 06 MAY 2010

AIRPORT DIAGRAM

AL-106 (FAA)

DALLAS-LOVE FIELD (DAL)
DALLAS, TEXAS





(BACH6.TTT) 07298

BACHMAN SIX DEPARTURE (OBSTACLE)

SL-10B (FAA)

DALLAS-LOVE FIELD (DAL)
DALLAS, TEXAS

DEPARTURE ROUTE DESCRIPTION

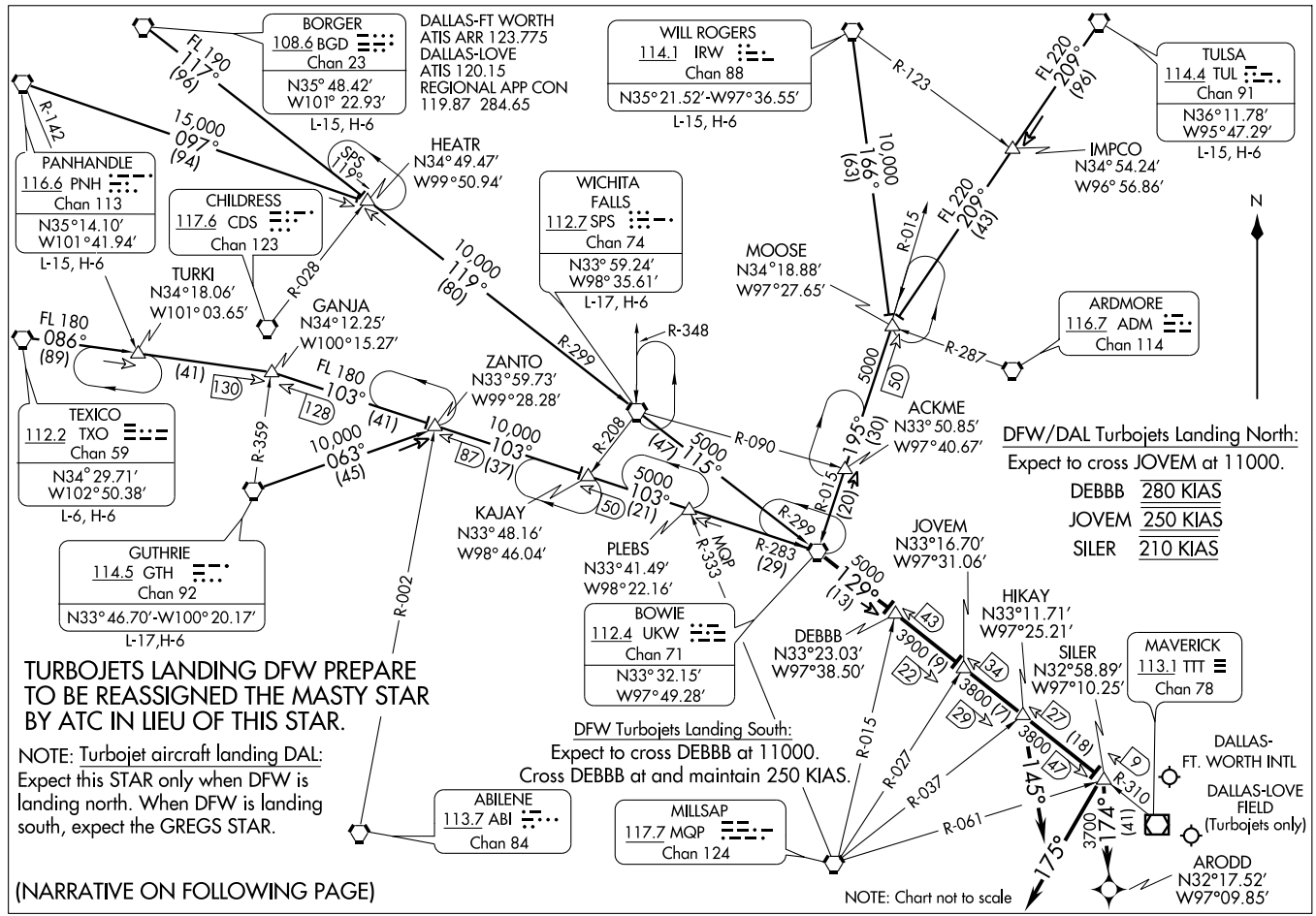
TAKE-OFF RUNWAY 13R: Turn right heading 160° as soon as possible after take-off but not later than 0.7 DME outbound on the I-DPX localizer southeast course, then intercept and climb via CVE R-139 and expect vectors to appropriate route. Maintain 5000′ and expect filed altitude 10 minutes after departure.

BELCHER TRANSITION (BACH6.EIC): (For aircraft inbound to Jackson, Monroe and Shreveport terminal areas.) From over TTT VOR/DME via TTT R-094 to POTEN INT, then via EIC R-259 to EIC VORTAC.
EL DORADO TRANSITION (BACH6.ELD): (For aircraft inbound to Memphis terminal area. Aircraft should file and/or expect the appropriate STAR.) From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC.
LITTLE ROCK TRANSITION (BACH6.LIT): From over TTT VOR/DME via TTT R-064 to ORTRO INT, then via LIT R-235 to LIT VORTAC.
MERIDIAN TRANSITION (BACH6.MEI): (For aircraft inbound to the Atlanta terminal area.) From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC, then via ELD R-097 and MEI R-281 to MEI VORTAC.
QUITMAN TRANSITION (BACH6.UIM): (For aircraft inbound to the Shreveport Terminal area.) From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME.
SAWMILL TRANSITION (BACH6.SWB): From over TTT VOR/DME via TTT R-094 to POTEN, then via EIC R-259 to TEKBE INT, then via SWB R-291 to SWB VOR/DME.
SIDON TRANSITION (BACH6.SQS): From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC, then via ELD R-077 and SQS R-262 to SQS VORTAC.
SOLDO TRANSITION (BACH6.SOLDO): (ATC assigned.) From over TTT VOR/DME via TTT R-084 to SOLDO INT.
TEXARKANA TRANSITION (BACH6.TXK): From over TTT VOR/DME via TTT R-074 to SHERO INT, then via TXK R-244 to TXK VORTAC.

TAKE-OFF OBSTACLES

Rwy 13R: Pole 654′ from DER, 614′ right of centerline, 23′ AGL/500′ MSL.
Trees 1122′ from DER, 719′ right of centerline, 37′ AGL/514′ MSL.
Multiple signs and trees beginning 779′ from DER, 669′ left of centerline, up to 60′ AGL/537′ MSL.

BOWIE ONE ARRIVAL (UKW.UKW1) 10098



ST-6039 (FAA)

DALLAS-FORT WORTH, TEXAS

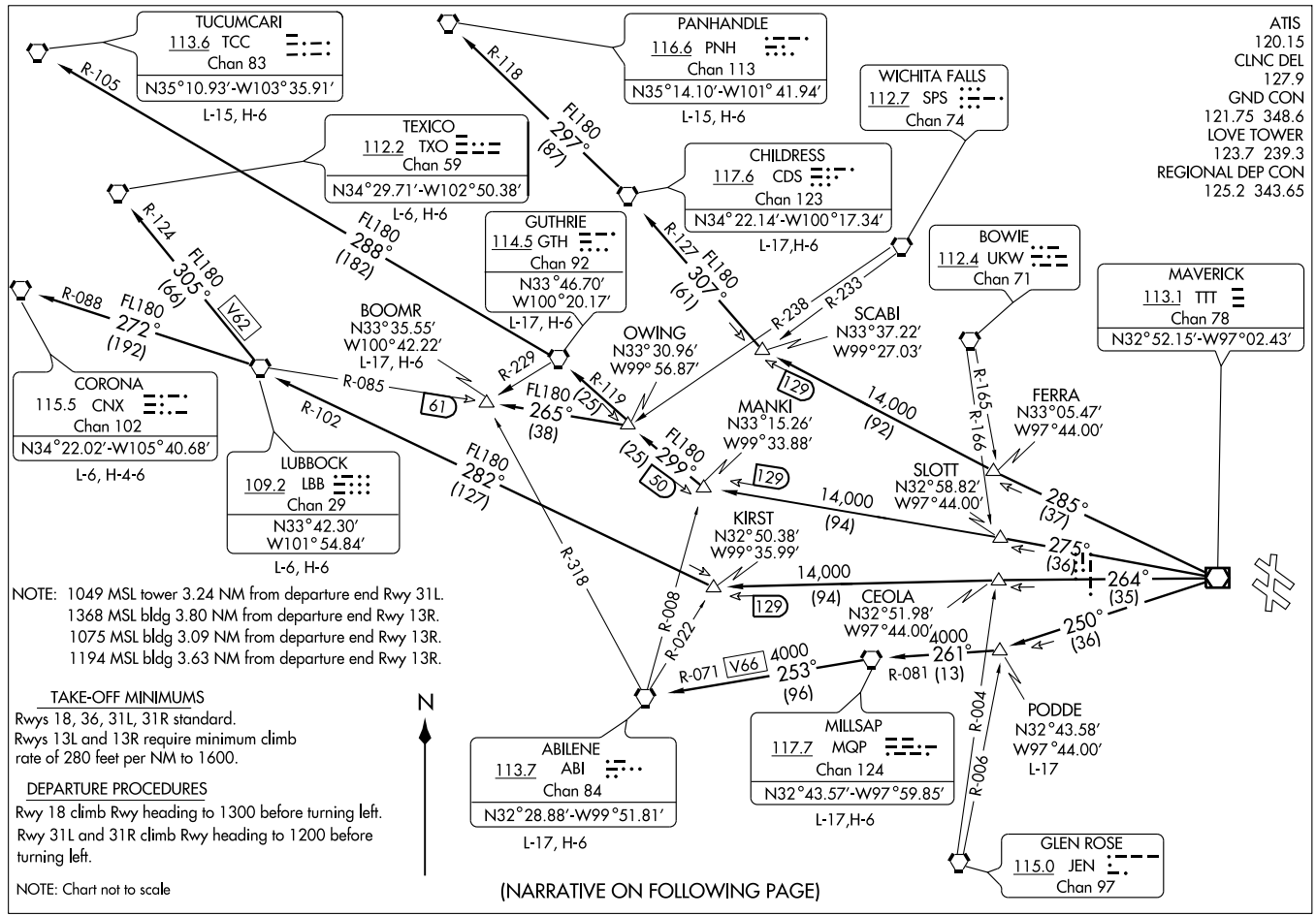
ARRIVAL ROUTE DESCRIPTION

BORGER TRANSITION (BGD.UKW1): From over BGD VORTAC via BGD R-117 to HEATR INT, then via SPS R-299 to SPS VORTAC, then via SPS R-115 and UKW R-299 to UKW VORTAC. Thence. . . .
GUTHRIE TRANSITION (GTH.UKW1): From over GTH VORTAC via GTH R-063 to ZANTO INT, then via UKW R-283 to UKW VORTAC. Thence. . . .
PANHANDLE TRANSITION (PNH.UKW1): From over PNH VORTAC via PNH R-097 to HEATR INT, then via SPS R-299 to SPS VORTAC, then via SPS R-115 and UKW R-299 to UKW VORTAC. Thence. . . .
TEXICO TRANSITION (TXO.UKW1): From over TXO VORTAC via TXO R-086 to GANJA INT, then via UKW R-283 to UKW VORTAC. Thence. . . .
TULSA TRANSITION (TUL.UKW1): From over TUL VORTAC via TUL R-209 to MOOSE INT, then via UKW R-015 to UKW VORTAC. Thence. . . .
WICHITA FALLS TRANSITION (SPS.UKW1): From over SPS VORTAC via SPS R-115 and UKW R-299 to UKW VORTAC. Thence. . . .
WILL ROGERS TRANSITION (IRW.UKW1): From over IRW VORTAC via IRW R-166 to MOOSE INT, then via UKW R-015 to UKW VORTAC. Thence. . . .

. . . . ALL AIRCRAFT: From over UKW VORTAC via UKW R-129 and TTT R-310. Thence. . . .

. . . . ALL AIRCRAFT LANDING SOUTH: To HIKAY INT, expect vectors to final approach course.
. . . . RNAV CAPABLE JETS LANDING NORTH: From over SILER INT direct ARODD WP, expect vectors to final approach course prior to ARODD WP. If not received by ARODD WP fly present heading. DME/DME/IRU or GPS required. Pilots of RNP capable aircraft use RNP 2.0. Type B.
. . . . PROPS LANDING NORTH: To HIKAY INT, depart HIKAY INT heading 145° for vector to final approach course.
. . . . ALL OTHERS: To SILER INT depart SILER INT heading 175° for vector to final approach course.

SC-2, 08 APR 2010 to 06 MAY 2010



COYOTE FIVE DEPARTURE

(COYOTE5.111) 08269

SL-106 (FAA)

DALLAS-LOVE FIELD (DAL)
DALLAS, TEXAS

DEPARTURE ROUTE DESCRIPTION

JETS

Expect the WORTH DEPARTURE

PROPS

Props departing DAL must contact clearance delivery for departure instructions.

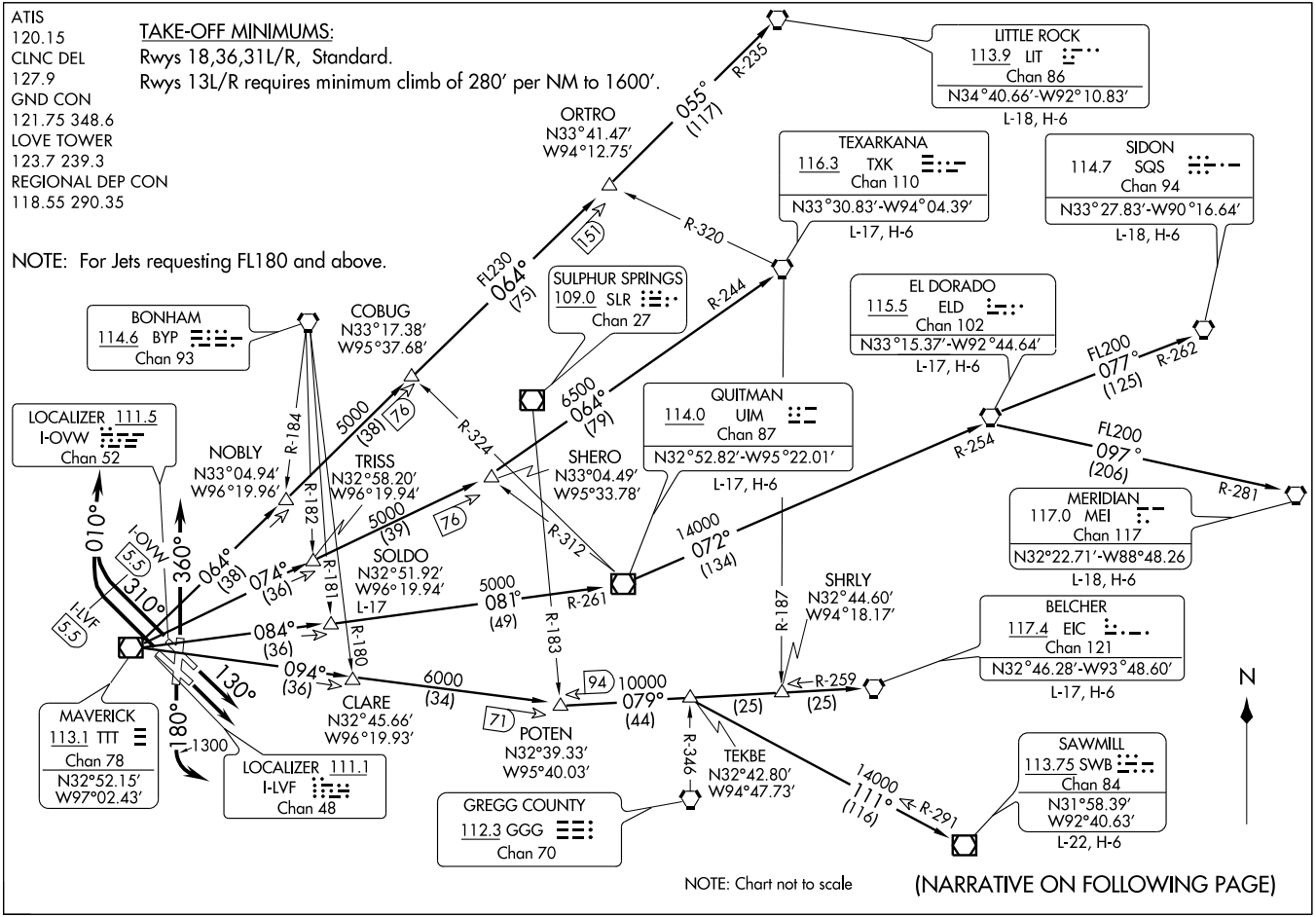
ABILENE TRANSITION (CYOTE5.ABI): From over TTT VOR/DME via TTT R-250 to PODDE INT, then via MQP R-081 to MQP VORTAC, then via MQP R-253 and ABI R-071 to ABI VORTAC.
PANHANDLE TRANSITION (CYOTE5.PNH): From over TTT VOR/DME via TTT R-285 to SCABI INT, then via CDS R-127 to CDS VORTAC, then via CDS R-297 and PNH R-118 to PNH VORTAC.
BOOMR TRANSITION (CYOTE5.BOOMR): (For aircraft inbound to Lubbock Terminal area.) From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to OWING INT, then via LBB R-085 to BOOMR INT.
CHILDRESS TRANSITION (CYOTE5.CDS): From over TTT VOR/DME via TTT R-285 to SCABI INT, then via CDS R-127 to CDS VORTAC.
CORONA TRANSITION (CYOTE5.CNX): From over TTT VOR/DME via TTT R-264 to KIRST INT, then via LBB R-102 to LBB VORTAC, then via LBB R-272 and CNX R-088 to CNX VORTAC.
GUTHRIE TRANSITION (CYOTE5.GTH): From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to GTH VORTAC.
LUBBOCK TRANSITION (CYOTE5.LBB): From over TTT VOR/DME via TTT R-264 to KIRST INT, the via LBB R-102 to LBB VORTAC.
MILLSAP TRANSITION (CYOTE5.MQP): From over TTT VOR/DME via TTT R-250 to PODDE INT, then via MQP R-081 to MQP VORTAC
PODDE TRANSITION (CYOTE5.PODDE): (ATC assigned.) From over TTT VOR/DME via TTT R-250 to PODDE INT.
TEXICO TRANSITION (CYOTE5.TXO): From over TTT VOR/DME via TTT R-264 to KIRST INT, then via LBB R-102 to LBB VORTAC, then via LBB R-305 and TXO R-124 to TXO VORTAC.
TUCUMCARI TRANSITION (CYOTE5.TCC): From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to GTH VORTAC, then via GTH R-288 and TCC R-105 to TCC VORTAC.

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ATIS
120.15
CLNC DEL
127.9
GND CON
121.75 348.6
LOVE TOWER
123.7 239.3
REGIONAL DEP CON
118.55 290.35

TAKE-OFF MINIMUMS:
Rwys 18,36,31L/R, Standard.
Rwys 13L/R requires minimum climb of 280′ per NM to 1600′.

NOTE: For Jets requesting FL180 and above.



NOTE: Chart not to scale

(NARRATIVE ON FOLLOWING PAGE)

DALLAS-LOVE FIELD (DAL)
DALLAS, TEXAS

DEPARTURE ROUTE DESCRIPTION

PROPS

Expect WYLIE or HUBBARD DEPARTURE

JETS

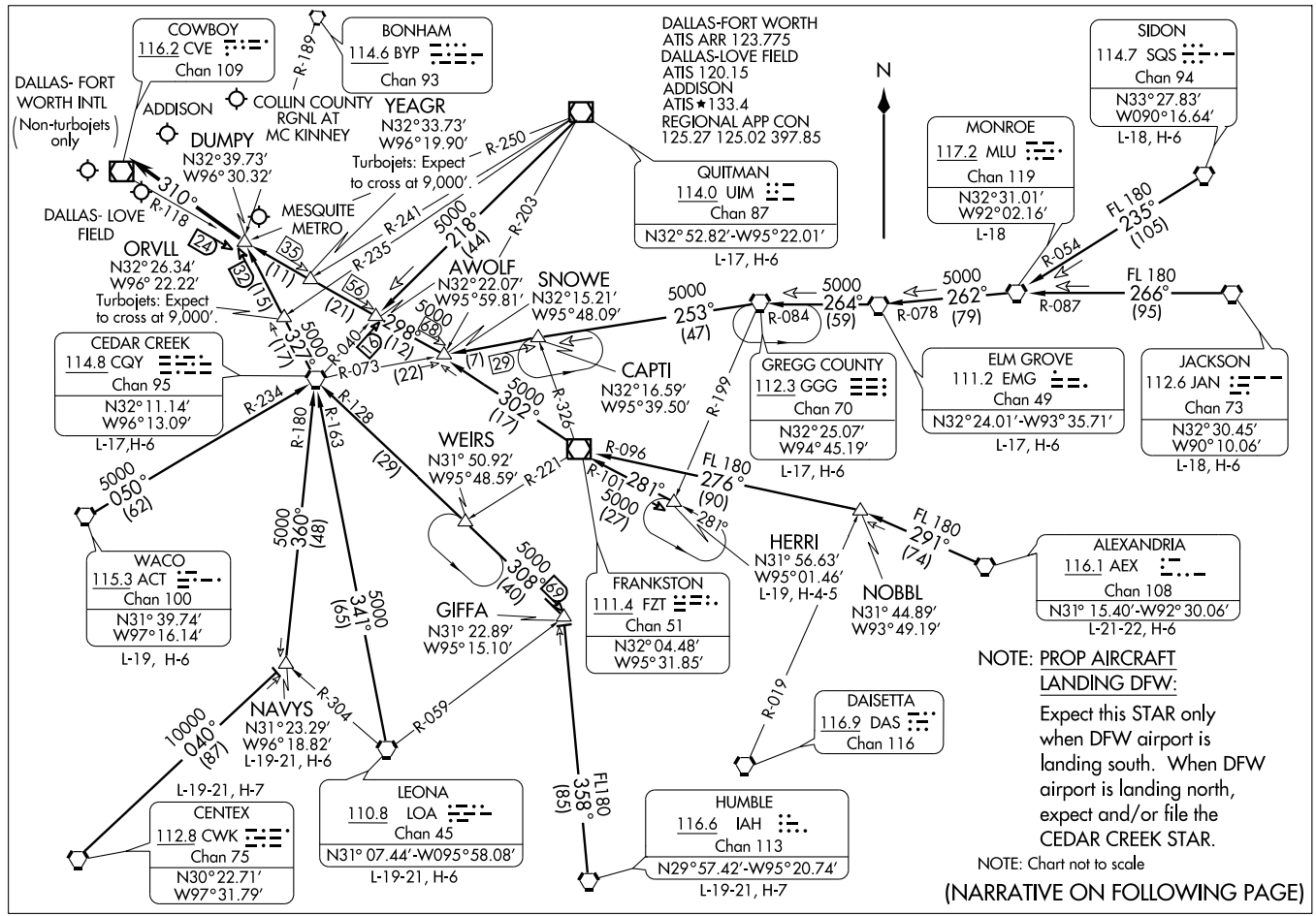
TAKE-OFF RUNWAYS 13L/R: Climb via heading 130°, expect vectors to appropriate route.
TAKE-OFF RUNWAYS 31L/R: Climb via heading 310° until the LVF or OVW LOCALIZER 5.5 DME, then right turn heading 010° for vector to appropriate route, maintain 5000 feet and expect filed altitude 10 minutes after departure.
TAKE-OFF RUNWAY 18: Climb via assigned heading and altitude (before turning left, climb via heading 180° TO 1300'), expect vector to appropriate route.
TAKE-OFF RUNWAY 36: Climb via heading 360°and assigned altitude, expect vector to appropriate route.

BELCHER TRANSITION (DALL9.EIC): (For aircraft inbound to the JAN, MLU and SHV terminal areas only.) From over TTT VOR/DME via TTT R-094 to POTEN INT, then via EIC R-259 to EIC VORTAC.
EL DORADO TRANSITION (DALL9.ELD): (For aircraft inbound to Memphis Terminal area. Aircraft should file and/or expect appropriate STAR.) From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC.
LITTLE ROCK TRANSITION (DALL9.LIT): From over TTT VOR/DME via TTT R-064 to ORTRO INT, then via LIT R-235 to LIT VORTAC.
MERIDIAN TRANSITION (DALL9.MEI): (For aircraft inbound to the Atlanta Terminal area.) From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC, then via ELD R-097 and MEI R-281 to MEI VORTAC.
QUITMAN TRANSITION (DALL9.UIM): (For aircraft inbound to the Shreveport Terminal area.) From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261to UIM VOR/DME.
SAWMILL TRANSITION (DALL9.SWB): From over TTT VOR/DME via TTT R-094 to POTEN INT, then via EIC R-259 to TEKBE INT, then via SWB R-291 to SWB VOR/DME.
SIDON TRANSITION (DALL9.SQS): From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC, then via ELD R-077 and SQS R-262 to SQS VORTAC.
SOLDO TRANSITION (DALL9.SOLDO): From over TTT VOR/DME via TTT R-084 to SOLDO INT.
TEXARKANA TRANSITION (DALL9.TXK): From over TTT VOR/DME via TTT R-074 to SHERO INT, then via TXK R-244 to TXK VORTAC.

TAKE-OFF OBSTACLES:

Rwy 13L: Floodlight 965' from DER, 743' right of centerline, 31' AGL/514' MSL. Multiple trees and poles beginning 1166' from DER, 516' to 759' left of centerline, up to 60' AGL/547' MSL.
Rwy 13R: Road, tree, and pole beginning 203' from DER, 480' to 721' right of centerline, up to 38' AGL/514' MSL. Light standard, sign, rod on stack beginning 691' from DER, 555' to 991' left of centerline, up to 61' AGL/537' MSL.
Rwy 18: Multiple trees and pipe beginning 605' from DER, 93' to 415' left of centerline, up to 41' AGL/523' MSL. Multiple trees, building, and obstruction light on hangar beginning 300' from DER, 90' to 572' right of centerline, up to 48' AGL/530' MSL.
Rwy 31L: Tree 340' from DER, 408' right of centerline, 10' AGL/ 486' MSL. Tree 253' from DER, 429' left of centerline, 7' AGL/483' MSL.
Rwy 31R: Multiple trees and pole beginning 38' from DER, 329' to 524' left of centerline, up to 13' AGL/490' MSL. Multiple trees and poles beginning 366' from DER, 553' to 720' right of centerline, 48' AGL/525' MSL.

SC-2, 08 APR 2010 to 06 MAY 2010


DUMPY THREE ARRIVAL
(DUMPY.DUMPY3) 09351
ST-6039 (FAA)
DALLAS-FT. WORTH, TEXAS
COWBOY
116.2 CVE
Chan 109
BONHAM
114.6 BYP
Chan 93
DALLAS-FORT WORTH
ATIS ARR 123.775
DALLAS-LOVE FIELD
ATIS 120.15
ADDISON
ATIS ★133.4
REGIONAL APP CON
125.27 125.02 397.85
N
SIDON
114.7 SQS
Chan 94
N33°27.83′
W090°16.64′
L-18, H-6
DALLAS- FORT
WORTH INTL
(Non-turbojets
only)
ADDISON
COLLIN COUNTY
RGNL AT
MC KINNEY
YEAGR
N32°33.73′
W96°19.90′
DUMPY
N32°39.73′
W96°30.32′
Turbojets: Expect
to cross at 9,000′.
QUITMAN
114.0 UIM
Chan 87
N32°52.82′-W95°22.01′
L-17, H-6
MONROE
117.2 MLU
Chan 119
N32°31.01′
W92°02.16′
L-18
DALLAS- LOVE
FIELD
MESQUITE
METRO
ORVLL
N32°26.34′
W96° 22.22′
Turbojets: Expect
to cross at 9,000′.
AWOLF
N32°22.07′
W95°59.81′
SNOWE
N32°15.21′
W95°48.09′
CEDAR CREEK
114.8 CQY
Chan 95
N32°11.14′
W96°13.09′
L-17,H-6
CAPTI
N32°16.59′
W95°39.50′
GREGG COUNTY
112.3 GGG
Chan 70
N32°25.07′
W94°45.19′
L-17, H-6
ELM GROVE
111.2 EMG
Chan 49
N32°24.01′-W93° 35.71′
L-17, H-6
JACKSON
112.6 JAN
Chan 73
N32°30.45′
W90°10.06′
L-18, H-6
WEIRS
N31° 50.92′
W95°48.59′
HERRI
N31° 56.63′
W95°01.46′
L-19, H-4-5
NOBBL
N31° 44.89′
W93°49.19′
ALEXANDRIA
116.1 AEX
Chan 108
N31° 15.40′-W92° 30.06′
L-21-22, H-6
WACO
115.3 ACT
Chan 100
N31° 39.74′
W97° 16.14′
L-19, H-6
FRANKSTON
111.4 FZT
Chan 51
N32° 04.48′
W95° 31.85′
GIFFA
N31° 22.89′
W95° 15.10′
NAVYS
N31° 23.29′
W96° 18.82′
L-19-21, H-6
L-19-21, H-7
DAISETTA
116.9 DAS
Chan 116
CENTEX
112.8 CWK
Chan 75
N30° 22.71′
W97° 31.79′
LEONA
110.8 LOA
Chan 45
N31° 07.44′-W095° 58.08′
L-19-21, H-6
HUMBLE
116.6 IAH
Chan 113
N29° 57.42′-W95° 20.74′
L-19-21, H-7
NOTE: PROP AIRCRAFT
LANDING DFW:
Expect this STAR only
when DFW airport is
landing south. When DFW
airport is landing north,
expect and/or file the
CEDAR CREEK STAR.
NOTE: Chart not to scale
(NARRATIVE ON FOLLOWING PAGE)

DUMPY THREE ARRIVAL

ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.DUMPY3): From over AEX VORTAC via AEX R-291 to NOBBL INT, then via FZT R-096 to FZT VOR/DME, then via FZT R-302 to SNOWE INT, then via CVE R-118 to DUMPY INT. Thence . . . .

CEDAR CREEK TRANSITION (CQY.DUMPY3): From over CQY VORTAC via CQY R-327 to DUMPY INT. Thence....

CENTEX TRANSITION (CWK.DUMPY3): From over CWK VORTAC via CWK R-040 to NAVYS INT, then via CQY R-180 to CQY VORTAC , then via CQY R-327 to DUMPY INT. Thence . . . .

ELM GROVE TRANSITION (EMG.DUMPY3): From over EMG VORTAC via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to SNOWE INT, then via CVE R-118 to DUMPY INT. Thence . . . .

GREGG COUNTY TRANSITION (GGG.DUMPY3): From over GGG VORTAC via GGG R-253 and CQY R-073 to SNOWE INT, then via CVE R-118 to DUMPY INT. Thence . . . .

HERRI TRANSITION (HERRI.DUMPY3): (Assigned by ATC) From over HERRI INT via FZT R-101 to FZT VOR/DME, then via FZT R-302 to SNOWE INT, then via CVE R-118 to DUMPY INT. Thence . . . .

HUMBLE TRANSITION (IAH.DUMPY3): From over IAH VORTAC via IAH R-358 to GIFFA INT, then via CQY R-128 to CQY VORTAC, then via CQY R-327 to DUMPY INT. Thence . . . .

JACKSON TRANSITION (JAN.DUMPY3): From over JAN VORTAC via JAN R-266 and MLU R-087 to MLU VORTAC, then via MLU R-262 and EMG R-078 to EMG VORTAC, then via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to SNOWE INT, then via CVE R-118 to DUMPY INT. Thence . . . .

LEONA TRANSITION (LOA.DUMPY3): From over LOA VORTAC via LOA R-341 and CQY R-163 to CQY VORTAC, then via CQY R-327 to DUMPY INT.

MONROE TRANSITION (MLU.DUMPY3): From over MLU VORTAC via MLU R-262 and EMG R-078 to EMG VORTAC, then via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to SNOWE INT, then via CVE R-118 to DUMPY INT. Thence . . . .

NAVYS TRANSITION (NAVYS.DUMPY3): From over NAVYS INT via CQY R-180 to CQY VORTAC, then via CQY R-327 to DUMPY INT. Thence . . . .

QUITMAN TRANSITION (UIM.DUMPY3): From over UIM VOR/DME via UIM R-218 and CQY R-040 to AWOLF INT, then via CVE R-118 to DUMPY INT. Thence . . . .

SIDON TRANSITION (SQS.DUMPY3): From over SQS VORTAC via SQS R-235 and MLU R-054 to MLU VORTAC, then via MLU R-262 and EMG R-078 to EMG VORTAC, then via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to SNOWE INT, then via CVE R-118 to DUMPY INT. Thence . . . .

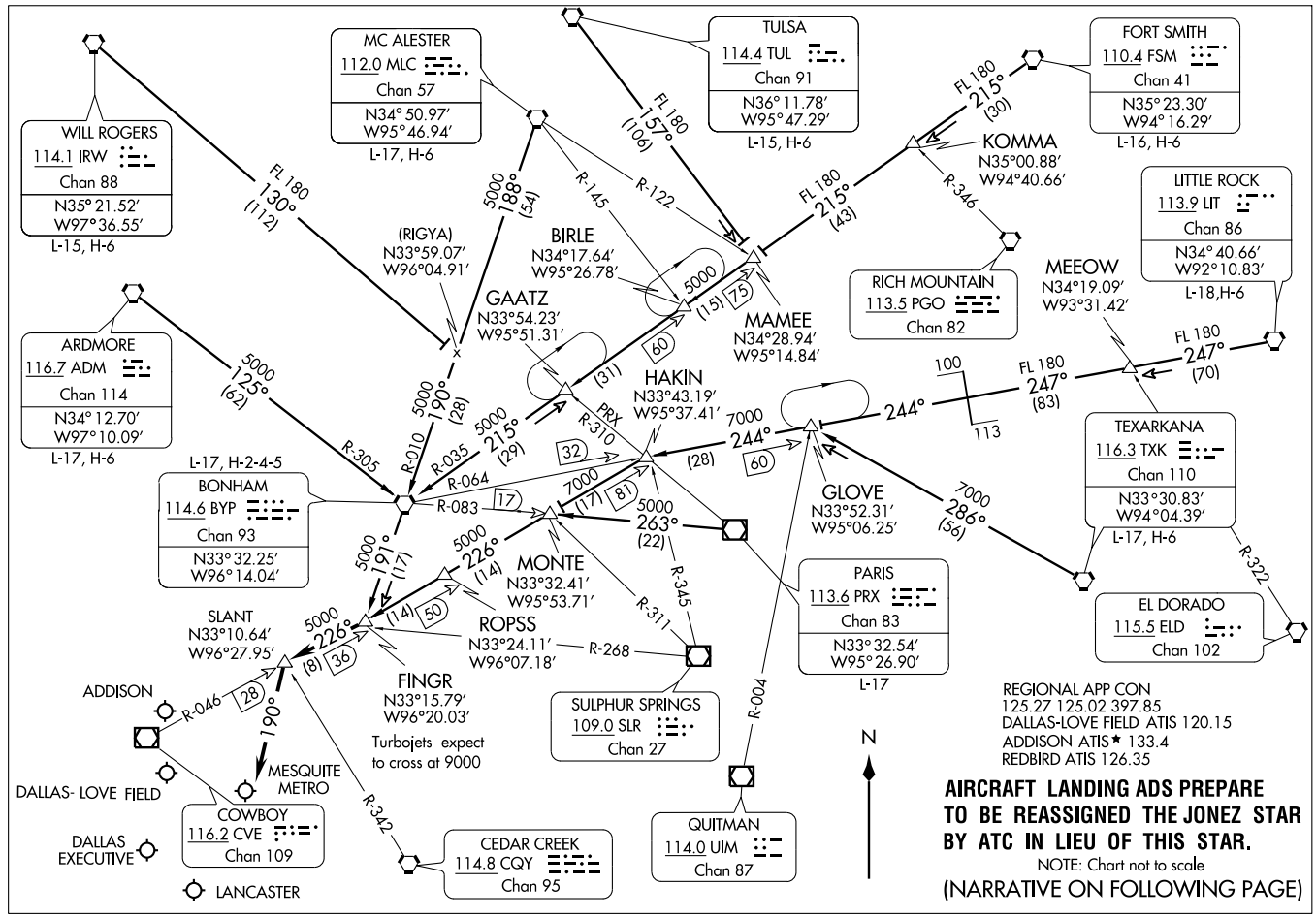
WACO TRANSITION (ACT.DUMPY3): From over ACT VORTAC via ACT R-050 and CQY R-234 to CQY VORTAC, then via CQY R-327 to DUMPY INT. Thence . . . .

. . . . From over DUMPY INT.

LANDING SOUTH: Depart DUMPY INT heading 310° for vectors to final approach course.

LANDING NORTH: Expect vectors to final approach course.

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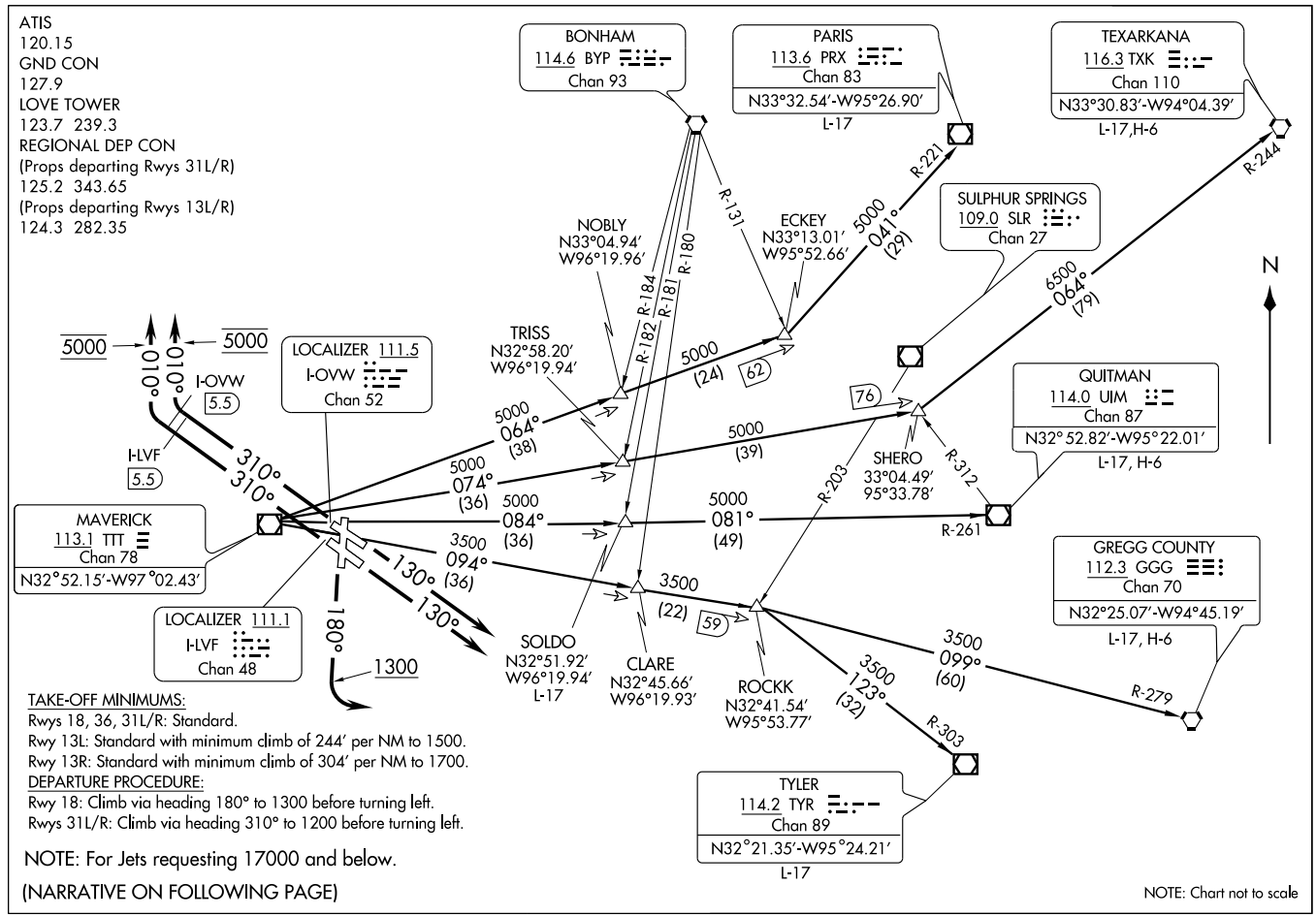

MC ALESTER
112.0 MLC
Chan 57
N34° 50.97′
W95° 46.94′
L-17, H-6
TULSA
114.4 TUL
Chan 91
N36° 11.78′
W95° 47.29′
L-15, H-6
FORT SMITH
110.4 FSM
Chan 41
N35° 23.30′
W94° 16.29′
L-16, H-6
WILL ROGERS
114.1 IRW
Chan 88
N35° 21.52′
W97° 36.55′
L-15, H-6
KOMMA
N35°00.88′
W94°40.66′
LITTLE ROCK
113.9 LIT
Chan 86
N34° 40.66′
W92° 10.83′
L-18,H-6
(RIGYA)
N33°59.07′
W96°04.91′
BIRLE
N34°17.64′
W95°26.78′
GAATZ
N33°54.23′
W95°51.31′
MAMEE
N34°28.94′
W95°14.84′
RICH MOUNTAIN
113.5 PGO
Chan 82
MEEOW
N34°19.09′
W93°31.42′
ARDMORE
116.7 ADM
Chan 114
N34° 12.70′
W97° 10.09′
L-17, H-6
HAKIN
N33°43.19′
W95°37.41′
TEXARKANA
116.3 TXK
Chan 110
N33°30.83′
W94°04.39′
L-17, H-6
L-17, H-2-4-5
BONHAM
114.6 BYP
Chan 93
N33° 32.25′
W96° 14.04′
GLOVE
N33°52.31′
W95°06.25′
MONTE
N33°32.41′
W95°53.71′
PARIS
113.6 PRX
Chan 83
N33° 32.54′
W95° 26.90′
L-17
EL DORADO
115.5 ELD
Chan 102
SLANT
N33°10.64′
W96°27.95′
ROPSS
N33°24.11′
W96°07.18′
FINGR
N33°15.79′
W96°20.03′
Turbojets expect
to cross at 9000
SULPHUR SPRINGS
109.0 SLR
Chan 27
ADDISON
MESQUITE
METRO
DALLAS- LOVE FIELD
COWBOY
116.2 CVE
Chan 109
DALLAS
EXECUTIVE
LANCASTER
CEDAR CREEK
114.8 CQY
Chan 95
QUITMAN
114.0 UIM
Chan 87
N
REGIONAL APP CON
125.27 125.02 397.85
DALLAS-LOVE FIELD ATIS 120.15
ADDISON ATIS★ 133.4
REDBIRD ATIS 126.35
AIRCRAFT LANDING ADS PREPARE
TO BE REASSIGNED THE JONEZ STAR
BY ATC IN LIEU OF THIS STAR.
NOTE: Chart not to scale
(NARRATIVE ON FOLLOWING PAGE)

FINGR THREE ARRIVAL (FINGR.FINGR3)

ARRIVAL DESCRIPTION

ARDMORE TRANSITION (ADM.FINGR3): From over ADM VORTAC via ADM R-125 and BYP R-305 to BYP VORTAC, then via BYP R-191 to FINGR INT. Thence . . . .
BONHAM TRANSITION (BYP.FINGR3): From over BYP VORTAC via BYP R-191 to to FINGR INT. Thence . . . .
FORT SMITH TRANSITION (FSM.FINGR3): From over FSM VORTAC via FSM R-215 to MAMEE INT, then via BYP R-035 to BYP VORTAC, then via BYP R-191 to FINGR INT. Thence . . . .
LITTLE ROCK TRANSITION (LIT.FINGR3): From over LIT VORTAC via LIT R-247 and BYP R-064 to HAKIN INT, then via CVE R-046 to FINGR INT. Thence . . . .
MC ALESTER TRANSITION (MLC.FINGR3): From over MLC VORTAC via MLC R-188 and BYP R-010 to BYP VORTAC, then via BYP R-191 to FINGR INT. Thence . . . .
PARIS TRANSITION (PRX.FINGR3): From over PRX VOR/DME via PRX R-263 to MONTE INT, then via CVE R-046 to FINGR INT. Thence . . . .
TEXARKANA TRANSITION (TXK.FINGR3): From over TXK VORTAC via TXK R-286 to GLOVE INT, then via BYP R-064 to HAKIN INT, then via CVE R-046 to FINGR INT. Thence . . . .
TULSA TRANSITION (TUL.FINGR3): From over TUL VORTAC via TUL R-157 to to MAMEE INT, then via BYP R-035 to BYP VORTAC, then via BYP R-191 to FINGR INT. Thence . . . .
WILL ROGERS TRANSITION (IRW.FINGR3): From over IRW VORTAC via IRW R-130 and BYP R-010 to BYP VORTAC, then via BYP R-191 to FINGR INT. Thence . . . . From over FINGR INT via CVE R-046 to SLANT INT.
AIRCRAFT LANDING NORTH: Depart SLANT INT heading 190° for vectors to final approach course.
AIRCRAFT LANDING SOUTH: Expect vectors to final approach course.

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(GARL3.TTT) 09351

GARLAND THREE DEPARTURE

SL-106 (FAA)

DALLAS-LOVE FIELD (DAL)

DALLAS, TEXAS

DEPARTURE ROUTE DESCRIPTION

PROPS

Expect WYLIE or HUBBARD departure.

JETS

TAKE-OFF RUNWAYS 13L/R: Climb via heading 130°, expect vectors, Thence. . . .
TAKE-OFF RUNWAYS 31L/R: Climb via heading 310° until the LVF or OVW LOCALIZER 5.5 DME, then turn right heading 010° for vector to appropriate route, maintain 5000′ and expect filed altitude 10 minutes after departure.
TAKE-OFF RUNWAY 18: Climb via heading 180° to 1300 feet before turning left, then fly assigned heading and altitude, expect vector to appropriate route.
TAKE-OFF RUNWAY 36: Fly assigned heading and altitude expect vector to appropriate route.

LONGVIEW TRANSITION (GARL3.GGG): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via GGG R-279 to GGG VORTAC.
PARIS TRANSITION (GARL3.PRX): From over TTT VOR/DME via TTT R-064 to ECKEY INT, then via PRX R-221 to PRX VOR/DME.
QUITMAN TRANSITION (GARL3.UIM): From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME.
SOLDO TRANSITION (GARL3.SOLDO): (ATC assigned) From over TTT VOR/DME via TTT R-084 to SOLDO INT.
TEXARKANA TRANSITION (GARL3.TXK): From over TTT VOR/DME via TTT R-074 to SHERO INT, then via TXK R-244 to TXK VORTAC.
TYLER TRANSITION (GARL3.TYR): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via TYR R-303 to TYR VOR/DME.

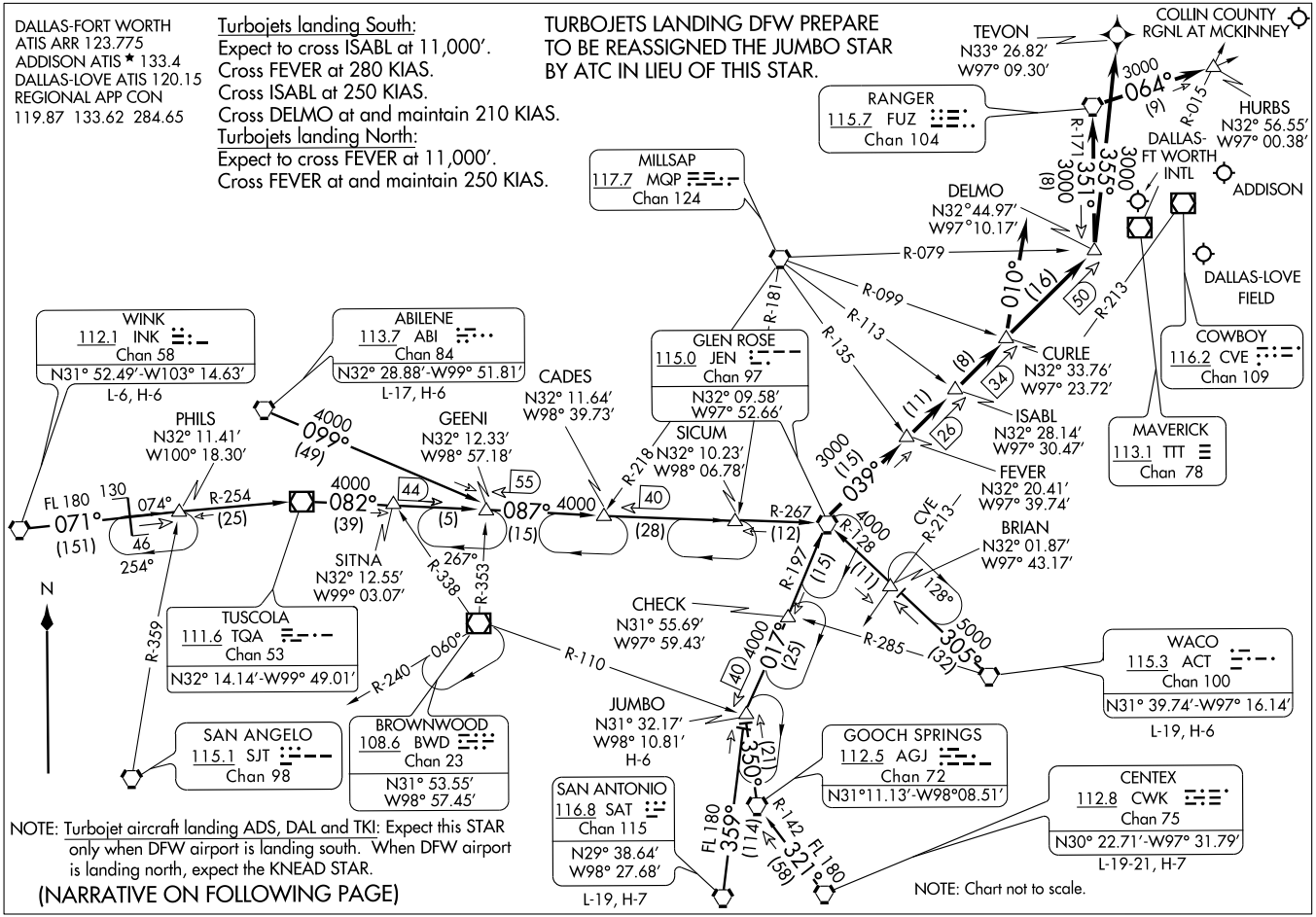
TAKE-OFF OBSTACLES:
Rwy 13L: Floodlight, 965′ from DER, 743′ right of centerline, 31′ AGL/514′ MSL.
Multiple trees and poles beginning 1166′ from DER, 516′ to 759′ left of centerline, up to 60′ AGL/547′ MSL.
Rwy 13R: Road, tree, and pole beginning 203′ from DER, 480′ to 721′ right of centerline, up to 38′ AGL/514′ MSL.
Light standard, sign, rod on stack beginning 691′ from DER, 555′ to 991′ left of centerline, up to 61′ AGL/537′ MSL.
Rwy 18: Multiple trees and pipe beginning 605′ from DER, 93′ to 415′ left of centerline, up to 41′ AGL/523′ MSL.
Multiple trees, building, and obstruction light on hangar beginning 300′ from DER, 90′ to 572′ right of centerline, up to 48′ AGL/530′ MSL.
Rwy 31L: Tree 340′ from DER, 408′ right of centerline, 10′ AGL/486′ MSL.
Tree 253′ from DER, 429′ left of centerline, 7′ AGL/483′ MSL.
Rwy 31R: Multiple trees and pole beginning 38′ from DER, 392′ to 524′ left of centerline, up to 13′ AGL/490′ MSL.
Multiple trees and poles beginning 366′ from DER, 553′ to 720′ right of centerline, 48′ AGL/525′ MSL.

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DALLAS-FORT WORTH
ATIS ARR 123.775
ADDISON ATIS ★ 133.4
DALLAS-LOVE ATIS 120.15
REGIONAL APP CON
119.87 133.62 284.65

Turbojets landing South:
Expect to cross ISABL at 11,000′.
Cross FEVER at 280 KIAS.
Cross ISABL at 250 KIAS.
Cross DELMO at and maintain 210 KIAS.
Turbojets landing North:
Expect to cross FEVER at 11,000′.
Cross FEVER at and maintain 250 KIAS.

TURBOJETS LANDING DFW PREPARE TO BE REASSIGNED THE JUMBO STAR BY ATC IN LIEU OF THIS STAR.



NOTE: Turbojet aircraft landing ADS, DAL and TKI: Expect this STAR only when DFW airport is landing south. When DFW airport is landing north, expect the KNEAD STAR.

(NARRATIVE ON FOLLOWING PAGE)

ARRIVAL DESCRIPTION

ABILENE TRANSITION (ABI.JEN9): From over ABI VORTAC via R-099 to GEENI INT, then via JEN R-267 to JEN VORTAC. Thence. . . .
CENTEX TRANSITION (CWK.JEN9): From over CWK VORTAC via CWK R-321 and AGJ R-142 to AGJ VORTAC, then via AGJ R-350 to JUMBO INT, then via JEN R-197 to JEN VORTAC. Thence . . . .
JUMBO TRANSITION (JUMBO.JEN9): From over JUMBO INT via JEN R-197 to JEN VORTAC. Thence . . . .
SAN ANTONIO TRANSITION (SAT.JEN9): From over SAT VORTAC via SAT R-359 to JUMBO INT, then via JEN R-197 to JEN VORTAC. Thence . . . .
WACO TRANSITION (ACT.JEN9): From over ACT VORTAC via ACT R-305 and JEN R-128 to JEN VORTAC. Thence. . . .
WINK TRANSITION (INK.JEN9): From over INK VORTAC via INK R-071 and TQA R-254 to TQA VOR/DME, then via TQA R-082 to GEENI INT, then via JEN R-267 to JEN VORTAC. Thence. . . .

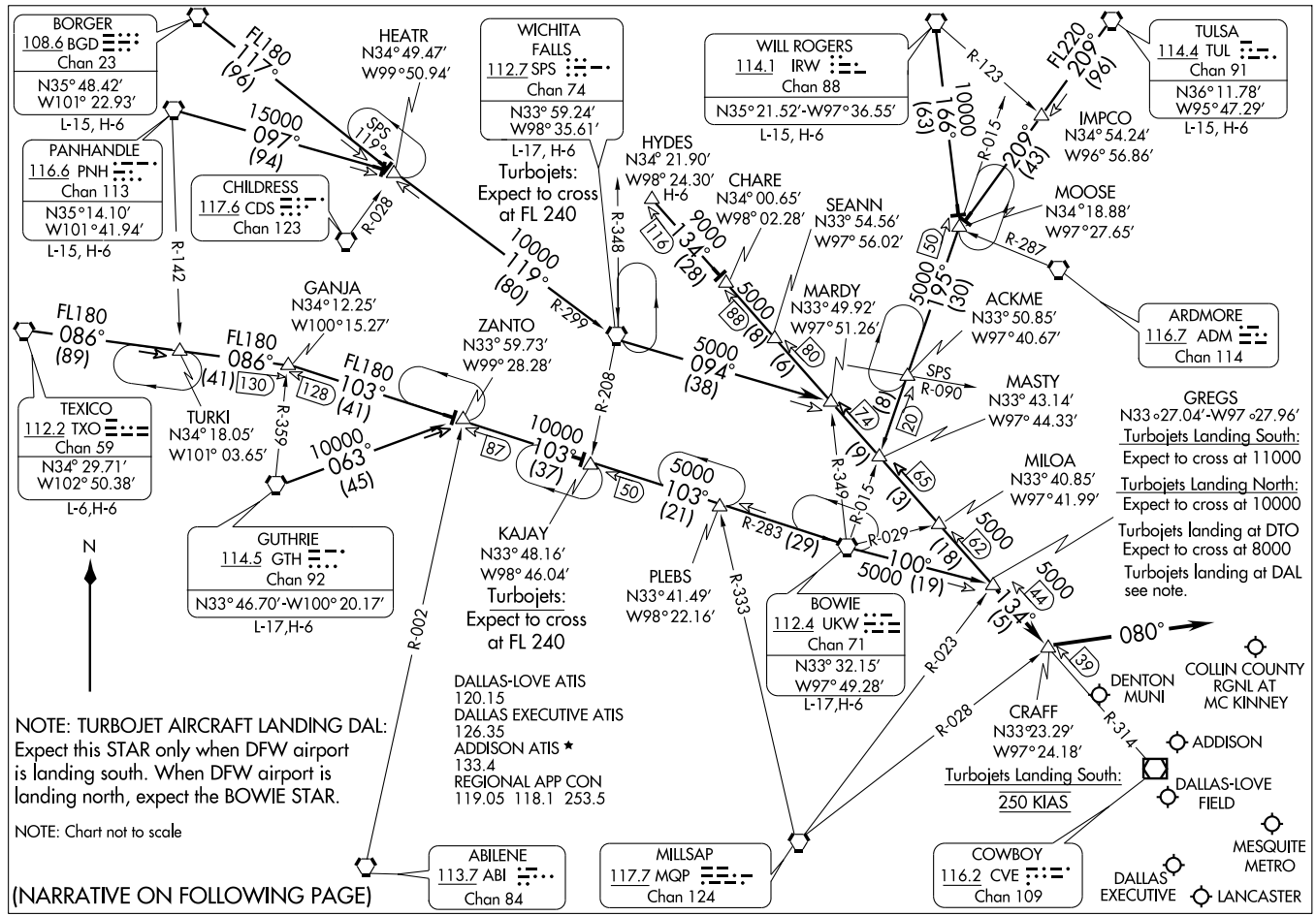
. . . . ALL AIRCRAFT: From over JEN VORTAC via JEN R-039, thence . . . .

ALL AIRCRAFT LANDING NORTH: To CURLE INT, expect vectors to final approach course.

JETS LANDING SOUTH: To DELMO, depart DELMO heading 355°.
For /E, /F, /G and /R (RNP 2.0) EQUIPMENT SUFFIXED AIRCRAFT: From over DELMO WP direct TEVON WP, expect vector to final approach course prior to TEVON WP. If not received by TEVON fly present heading.
NON TURBOJETS LANDING SOUTH: To CURLE INT, depart CURLE heading 010° for vectors to final approach course.

AIRCRAFT LANDING DAL, ADS, TKI: To DELMO INT, depart DELMO via FUZ R-171 to FUZ VORTAC then FUZ R-064 to HURBS INT, expect vectors to final approach course.

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BORGER
108.6 BGD
Chan 23
N35° 48.42'
W101° 22.93'
L-15, H-6
PANHANDLE
116.6 PNH
Chan 113
N35° 14.10'
W101° 41.94'
L-15, H-6
CHILDRESS
117.6 CDS
Chan 123
HEATR
N34° 49.47'
W99° 50.94'
WICHITA FALLS
112.7 SPS
Chan 74
N33° 59.24'
W98° 35.61'
L-17, H-6
Turbojets: Expect to cross at FL 240
WILL ROGERS
114.1 IRW
Chan 88
N35° 21.52'-W97° 36.55'
L-15, H-6
TULSA
114.4 TUL
Chan 91
N36° 11.78'
W95° 47.29'
L-15, H-6
IMPCO
N34° 54.24'
W96° 56.86'
MOOSE
N34° 18.88'
W97° 27.65'
ARDMORE
116.7 ADM
Chan 114
HYDES
N34° 21.90'
W98° 24.30'
H-6
CHARE
N34° 00.65'
W98° 02.28'
SEANN
N33° 54.56'
W97° 56.02'
MARDY
N33° 49.92'
W97° 51.26'
ACKME
N33° 50.85'
W97° 40.67'
MASTY
N33° 43.14'
W97° 44.33'
GREGS
N33°27.04'-W97°27.96'
Turbojets Landing South:
Expect to cross at 11000
Turbojets Landing North:
Expect to cross at 10000
Turbojets landing at DTO
Expect to cross at 8000
Turbojets landing at DAL
see note.
MILOA
N33° 40.85'
W97° 41.99'
GANJA
N34° 12.25'
W100° 15.27'
ZANTO
N33° 59.73'
W99° 28.28'
TEXICO
112.2 TXO
Chan 59
N34° 29.71'
W102° 50.38'
L-6,H-6
TURKI
N34° 18.05'
W101° 03.65'
GUTHRIE
114.5 GTH
Chan 92
N33° 46.70'-W100° 20.17'
L-17,H-6
KAJAY
N33° 48.16'
W98° 46.04'
Turbojets: Expect to cross at FL 240
PLEBS
N33° 41.49'
W98° 22.16'
BOWIE
112.4 UKW
Chan 71
N33° 32.15'
W97° 49.28'
L-17,H-6
CRAFF
N33° 23.29'
W97° 24.18'
Turbojets Landing South:
250 KIAS
DENTON MUNI
COLLIN COUNTY RGNL AT MC KINNEY
ADDISON
DALLAS-LOVE FIELD
MESQUITE METRO
DALLAS EXECUTIVE
LANCASTER
ABILENE
113.7 ABI
Chan 84
MILLSAP
117.7 MQP
Chan 124
COWBOY
116.2 CVE
Chan 109
DALLAS-LOVE ATIS
120.15
DALLAS EXECUTIVE ATIS
126.35
ADDISON ATIS ★
133.4
REGIONAL APP CON
119.05 118.1 253.5
NOTE: TURBOJET AIRCRAFT LANDING DAL:
Expect this STAR only when DFW airport is landing south. When DFW airport is landing north, expect the BOWIE STAR.
NOTE: Chart not to scale
(NARRATIVE ON FOLLOWING PAGE)
N
FL180 117° (96)
15000 097° (94)
SPS 119°
R-028
R-142
FL180 086° (89)
FL180 086° (41)
130
128
FL180 103° (41)
R-359
10000° 063° (45)
10000 119° (80)
R-299
R-348
R-208
10000 103° (37)
87
50
5000 103° (21)
R-283 (29)
R-002
R-333
9000 134° (28)
116
5000 088° (8)
80
6
5000 094° (38)
74
8
20
9
R-349
R-015
65
3
R-029
5000 100° (19)
5000 062 (18)
5000 134° (5)
44
39
080°
R-023
R-028
R-314
R-123
10000 166° (63)
FL220 209° (96)
R-015
209° (43)
50
5000 195° (30)
R-287
SPS R-090

ARRIVAL DESCRIPTION

BORGER TRANSITION (BGD.GREGS6): From over BGD VORTAC via BGD R-117 to HEATR INT, then via SPS R-299 to SPS VORTAC, then via SPS R-094 to MARDY INT, then via CVE R-314 to GREGS INT. Thence . . . .

BOWIE TRANSITION (UKW.GREGS6): From over UKW VORTAC via UKW R-100 to GREGS INT. Thence . . . .

GUTHRIE TRANSITION (GTH.GREGS6): From over GTH VORTAC via GTH R-063 to ZANTO INT, then via UKW R-283 to UKW VORTAC, then via UKW R-100 to GREGS INT. Thence . . . .

HYDES TRANSITION (HYDES.GREGS6): From over HYDES INT via CVE R-314 to GREGS INT. Thence . . . .

PANHANDLE TRANSITION (PNH.GREGS6): From over PNH VORTAC via PNH R-097 to HEATR INT, then via SPS R-299 to SPS VORTAC, then via SPS R-094 to MARDY INT, then via CVE R-314 to GREGS INT. Thence. . . .

TEXICO TRANSITION (TXO.GREGS6): From over TXO VORTAC via TXO R-086 to GANJA INT, then via UKW R-283 to UKW VORTAC, then via UKW R-100 to GREGS INT. Thence . . . .

TULSA TRANSITION (TUL.GREGS6): From over TUL VORTAC via TUL R-209 to MOOSE INT, then via UKW R-015 to MASTY INT, then via CVE R-314 to GREGS INT. Thence . . . .

WICHITA FALLS TRANSITION (SPS.GREGS6): From over SPS VORTAC via SPS R-094 to MARDY INT, then via CVE R-314 to GREGS INT. Thence. . . .

WILL ROGERS TRANSITION (IRW.GREGS6): From over IRW VORTAC via IRW R-166 to MOOSE INT, then via UKW R-015 to MASTY INT, then via CVE R-314 to GREGS INT. Thence . . . .

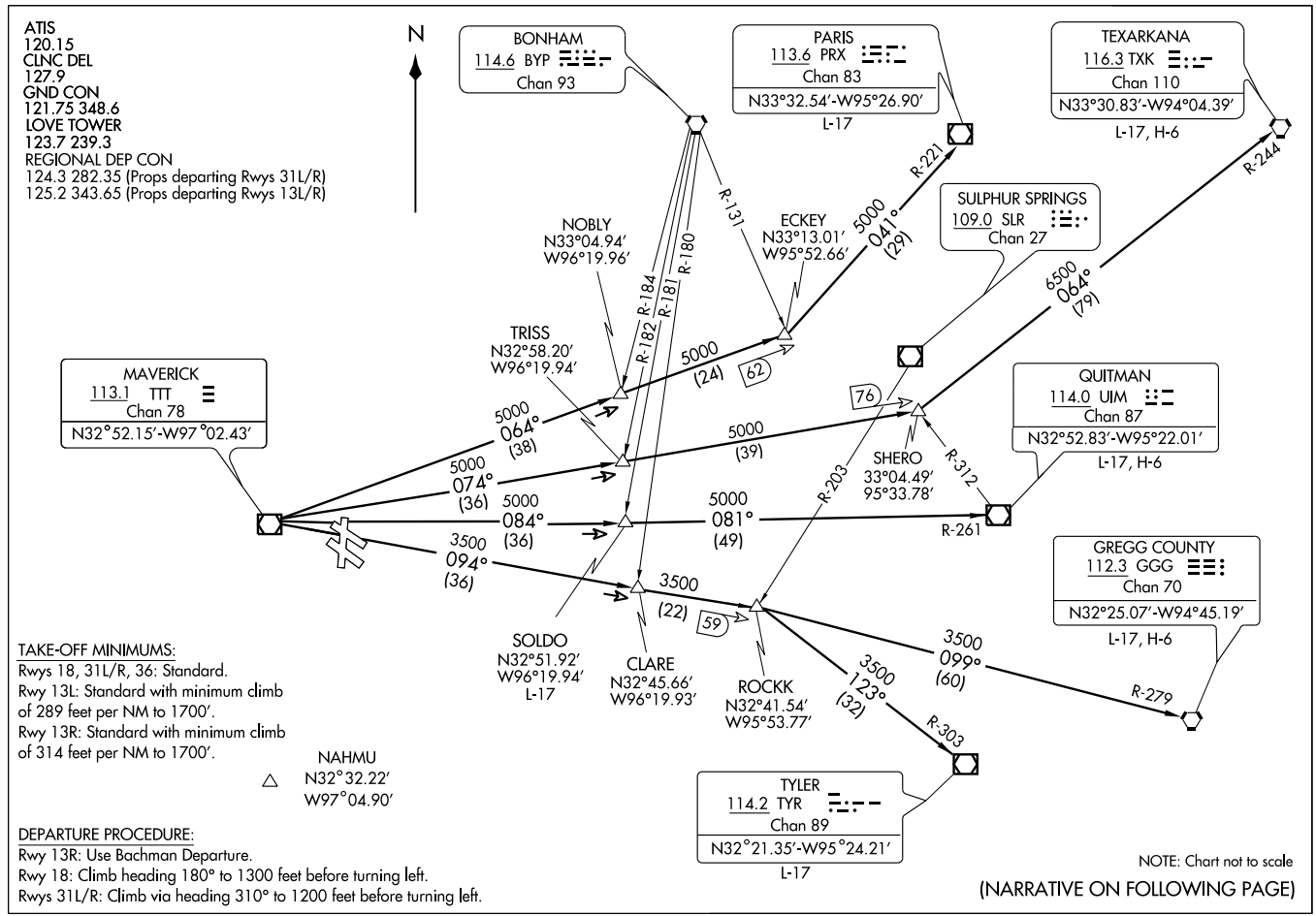
. . . . From over GREGS INT via CVE R-314 to CRAFF INT thence heading 080° for vector to final approach course.

SC-2, 08 APR 2010 to 06 MAY 2010

HUBBARD SIX DEPARTURE

DALLAS-LOVE FIELD (DAL)

DALLAS, TEXAS



DEPARTURE ROUTE DESCRIPTION

All aircraft departing DAL must contact clearance delivery for departure instructions.

LONGVIEW TRANSITION (HUBB6.GGG): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via GGG R-279 to GGG VORTAC.
PARIS TRANSITION (HUBB6.PRX): From over TTT VOR/DME via TTT R-064 to ECKEY INT, then via PRX R-221 to PRX VOR/DME.
QUITMAN TRANSITION (HUBB6.UIM): From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME.
SOLDO TRANSITION (HUBB6.SOLDO): (ATC assigned.) From over TTT VOR/DME via TTT R-084 to SOLDO INT.
TEXARKANA TRANSITION (HUBB6.TXK): From over TTT VOR/DME via TTT R-074 to SHERO INT, then via TXK R-244 to TXK VORTAC.
TYLER TRANSITION (HUBB6.TYR): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via TYR R-303 to TYR VOR/DME.

TAKE-OFF OBSTACLES:
Rwy 13L:
Multiple poles and trees beginning 844′ from the departure end of runway, 515′ left of centerline, up to 54′AGL/541′ MSL. Crane 5,270′ from departure end of runway, 568′ left of centerline, 130′ AGL/630′ MSL. Antenna on tank 1.5 NM from departure end of runway, 369′ left of centerline, 208 AGL/712′ MSL.
Rwy 13R:
Pole 654′ from departure end of runway, 614′ right of centerline, 23′ AGL/500′ MSL. Trees 1,122′ from the departure end of runway, 719′ right of centerline, 37′ AGL/514′ MSL. Multiple signs and trees beginning 779′ from departure end of runway, 669′ left of centerline, up to 60′ AGL/537′ MSL.
Rwy 18:
Building 303′ from departure end of runway, 354′ right of centerline, 47′ AGL/ 507′ MSL. Tree 775′ from Departure end of runway, 138′ right of centerline, 32′ AGL/ 513′ MSL. Tree 821′ from departure end of runway, 329′ right of centerline, 39′ AGL/519′ MSL. Tree 1,031′ from departure end of runway, 107′ right of centerline, 49′ AGL/530′ MSL. Tree 1,254′ from departure end of runway, 399′ left of centerline, 50′ AGL/531′ MSL. Tree 2,004′ from departure end of runway 413′ right of centerline, 55′ AGL/536′ MSL.
Rwy 31L:
Multiple trees beginning 327′ from departure end of runway, 374′ right of centerline, up to 22′ AGL/501′ MSL.
Rwy 31R:
Multiple trees beginning 366′ from departure end of runway, 552′ right of centerline, up to 29′ AGL/505′ MSL.. Pole 39′ from departure end of runway, 501′ left of centerline, 27′ AGL/487′ MSL. Pole 1,531′ from departure end of runway, 717′ right of centerline, 61′ AGL/521′ MSL. Trees 2,080′ from departure end of runway, 644′ right of centerline, 54′ AGL/530′ MSL.
Rwy 36:
Tree 52′ from departure end of runway, 390′ left of centerline, 43′ AGL/523 MSL. OL on blast fence, 56′ from departure end of runway, 298′ right of centerline, 7′ AGL/487′ MSL. Trees 433′ from departure end of runway, 357′ right of centerline, 16′ AGL/496′ MSL. Trees 661′ from departure end of runway, 95′ left of centerline, 25′ AGL/505′ MSL. Building 898′ from departure end of runway, 223′ right of centerline, 25′ AGL/505′ MSL. Tree 1,773′ from departure end of runway, 240′ right of centerline, 79′ AGL/559′ MSL. Multiple T-L towers beginning 2,577 from departure end of runway, 116′ left of centerline, up to 68′ AGL/556′ MSL. T-L tower 2,701′ from departure end of runway, 818′ right of centerline, 68′ AGL/572′ MSL.

SC-2, 08 APR 2010 to 06 MAY 2010

DALLAS, TEXAS

AL-106 (FAA)

LOC/DME I-LVF	APP CRS	Rwy Idg	8800
111.1	310°	TDZE	476
Chan 48		Apt Elev	487

ILS or LOC RWY 31L

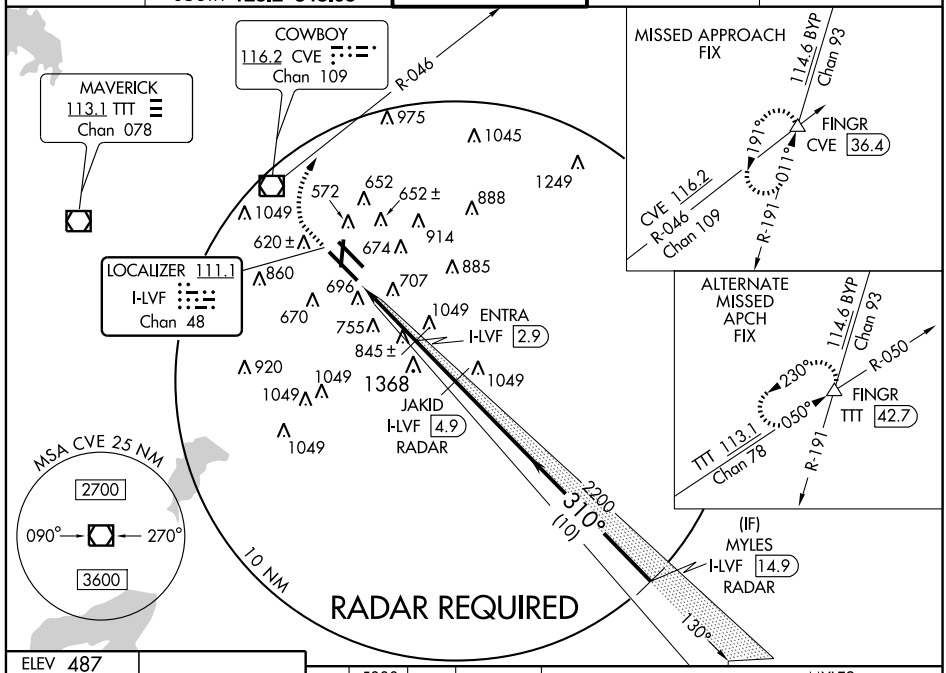
DALLAS-LOVE FIELD (DAL)

DME or RADAR required.

MALSR

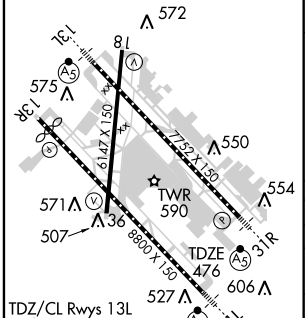
MISSED APPROACH: Climb to 900 then climbing right turn 5000 via heading 042° and CVE R-046 to FINGR/ CVE 36.4 DME and hold.

ATIS	REGIONAL APP CON	LOVE TOWER	GND CON	CLNC DEL
120.15	NORTH 124.3 282.275 SOUTH 125.2 343.65	123.7 239.3	121.75 348.6	127.9



ELEV 487

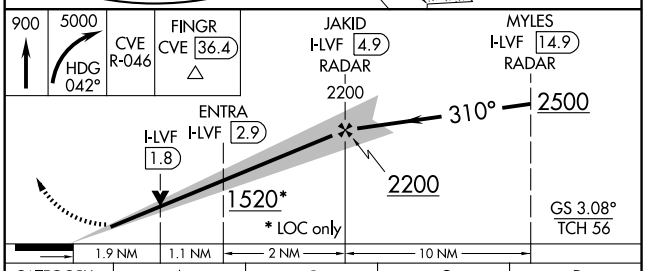
D



TDZ/CL Rwys 13L and 31L
HIRL Rwys 18-36, 13L-31R and 13R-31L
REIL Rwy 36

310° 5 NM from FAF

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40



CATEGORY	A	B	C	D
S-ILS 31L	676/18 200 (200-½)			
S-LOC 31L	1520/40 1044 (1100-¾)	1520/50 1044 (1100-1)	1520-2½ 1044 (1100-2½)	
CIRCLING	1520-1¼ 1033 (1100-1¼)	1520-1½ 1033 (1100-1½)	1520-3 1033 (1100-3)	
ENTRA FIX MINIMUMS				
S-LOC 31L	1160/24 684 (700-½)		1160-1½ 684 (700-1½)	1160-1¾ 684 (700-1¾)
CIRCLING	1160-1 673 (700-1)		1160-2 673 (700-2)	1160-2¼ 673 (700-2¼)

SC-2, 08 APR 2010 to 06 MAY 2010

LOC I-OVW 111.5 Chan 52	APP CRS 310°	Rwy Idg 7752 TDZE 487 Apt Elev 487

ILS or LOC RWY 31R

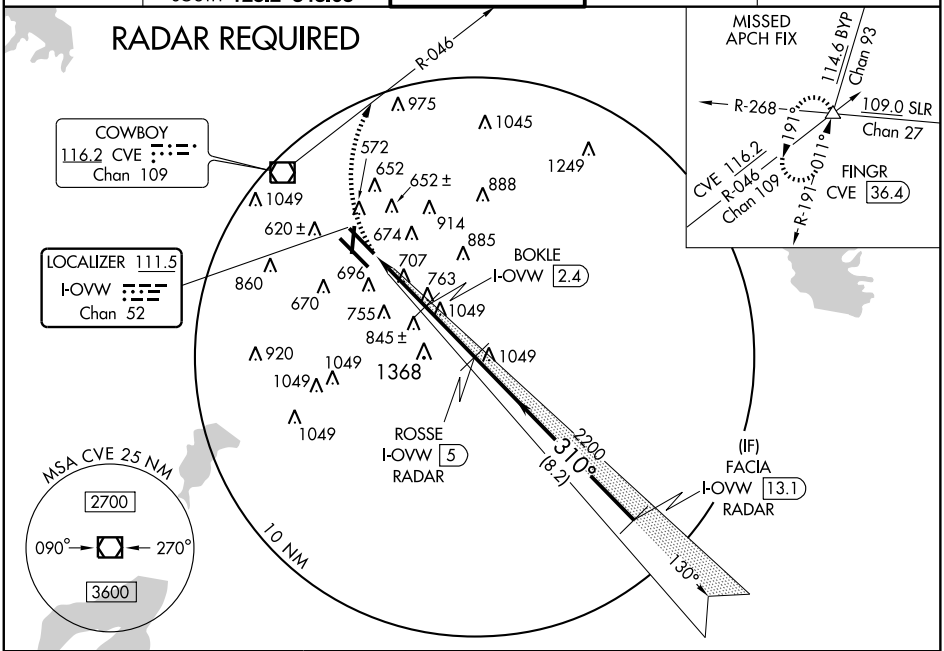
DALLAS-LOVE FIELD (DAL)

▼ DME or RADAR required.
▲ ** RVR 1800 authorized with the use of FD or AP or HUD to DA.

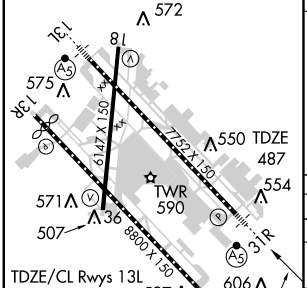
MALSR

MISSED APPROACH: Climbing right turn to 5000 via CVE VOR/DME R-046 to FINGR/CVE 36.4 DME and hold.

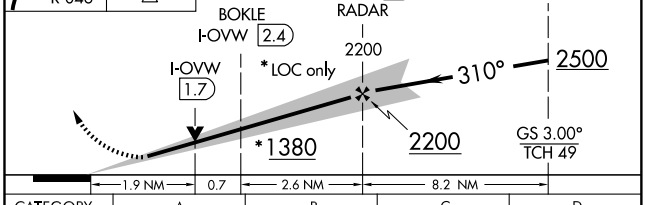
ATIS	REGIONAL APP CON	LOVE TOWER	GND CON	CLNC DEL
120.15	NORTH 124.3 282.275 SOUTH 125.2 343.65	123.7 239.3	121.75 348.6	127.9



ELEV 487 D



FAF to MAP 5.2 NM					
Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44



CATEGORY	A	B	C	D
S-ILS 31R		** 687/24 200 (200- ½)		
S-LOC 31R	1380/40 893 (900-¾)		1380-2¼ 893 (900-2¼)	1380-2½ 893 (900-2½)
CIRCLING	1380-1¼ 893 (900-1¼)		1380-2¾ 893 (900-2¾)	1380-3 893 (900-3)
BOKLE FIX MINIMUMS				
S-LOC 31R	1140/24 653 (700- ½)		1140/60 653 (700-1¼)	1140-1½ 653 (700-1½)
CIRCLING	1140-1 653 (700-1)		1140-1¾ 653 (700-1¾)	1160-2¼ 673 (700-2¼)

SC-2, 08 APR 2010 to 06 MAY 2010

LOC I-DAL	APP CRS	Rwy Idg	7752
111.5	130°	TDZE	485
Chan 52		Apt Elev	487

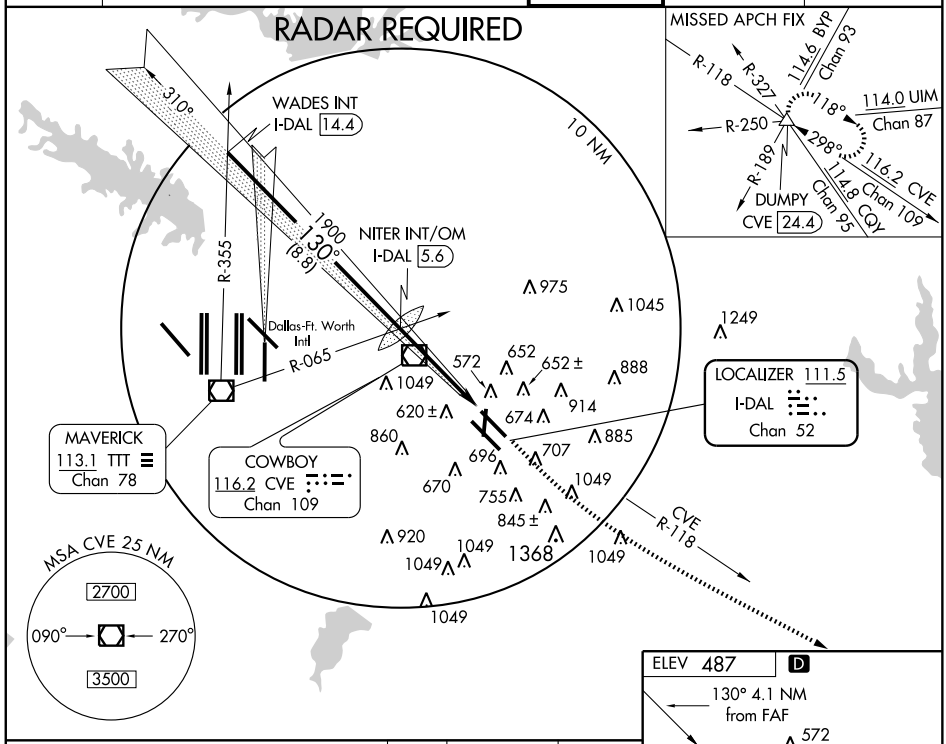
ILS RWY 13L
DALLAS-LOVE FIELD (DAL)

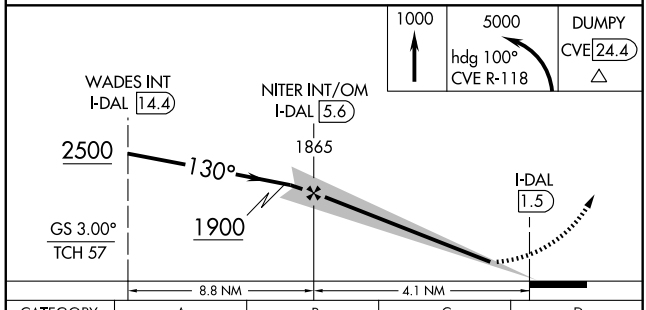
Simultaneous approaches authorized with DFW Rwy 17L.

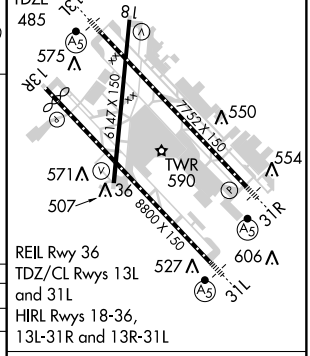
MALSR

MISSED APPROACH: Climb to 1000 then climbing left turn to 5000 via heading 100° and CVE R-118 to DUMPY Int/CVE 24.4 DME and hold.

ATIS	REGIONAL APP CON	LOVE TOWER	GND CON	CLNC DEL
120.15	NORTH 124.3 282.275 SOUTH 125.2 343.65	123.7 239.3	121.75 348.6	127.9







CATEGORY	A	B	C	D
S-ILS 13L	685/18 200 (200-½)			
S-LOC 13L	840/24 355 (400-½)			840/40 355 (400-¾)
CIRCLING	1020-1 533 (600-1)		1020-1½ 533 (600-1½)	1160-2¼ 673 (700-2¼)

FAF to MAP 4.1 NM

Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

SC-2, 08 APR 2010 to 06 MAY 2010

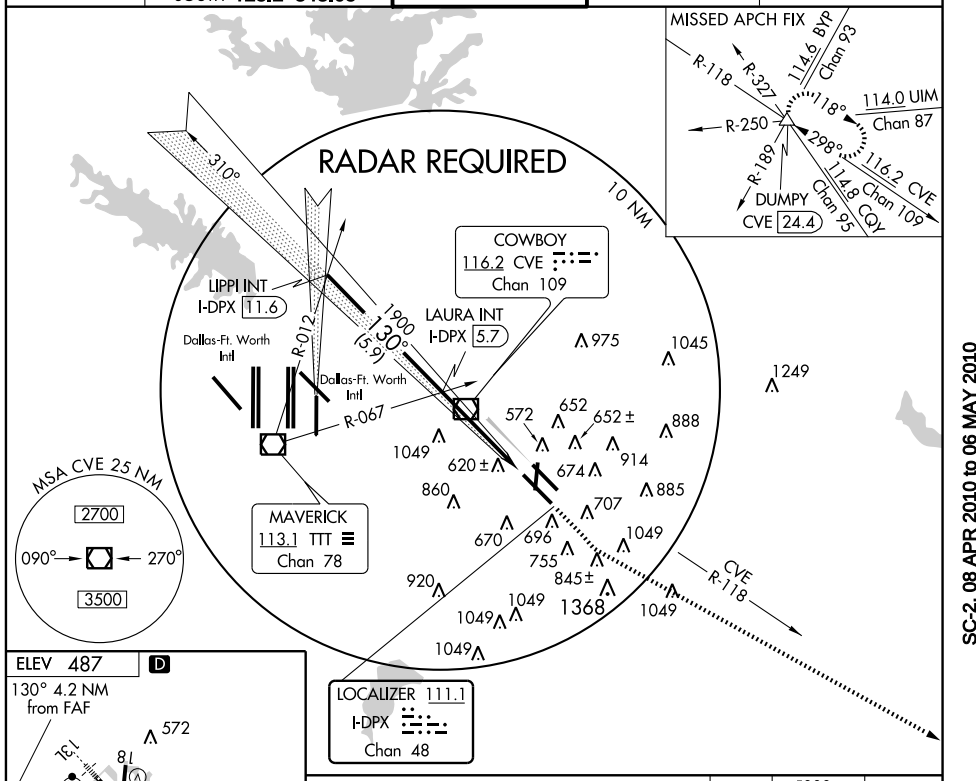
LOC I-DPX	APP CRS	Rwy Idg	8310
111.1 Chan 48	130°	TDZE	478
		Apt Elev	487

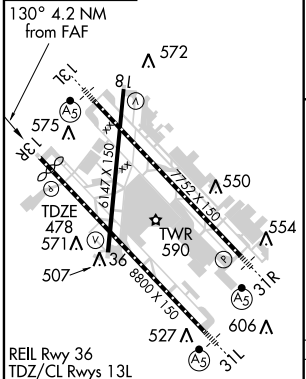
ILS RWY 13R
DALLAS-LOVE FIELD (DAL)

Simultaneous approaches authorized with DFW Rwy 17L.
Disregard outer marker indication.

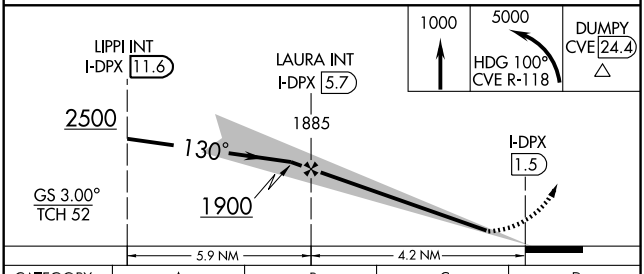
MISSED APPROACH: Climb to 1000 then climbing left turn to 5000 via heading 100° and CVE R-118 to DUMPY Int/CVE 24.4 DME and hold.

ATIS	REGIONAL APP CON	LOVE TOWER	GND CON	CLNC DEL
120.15	NORTH 124.3 282.275 SOUTH 125.2 343.65	123.7 239.3	121.75 348.6	127.9





FAF to MAP 4.2 NM					
Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24



CATEGORY	A	B	C	D
S-ILS 13R	678-¾ 200 (200-¾)			
S-LOC 13R	960-1 482 (500-1)		960-1¼ 482 (500-1¼)	960-1½ 482 (500-1½)
CIRCLING	1020-1 533 (600-1)		1020-1½ 533 (600-1½)	1160-2¼ 673 (700-2¼)

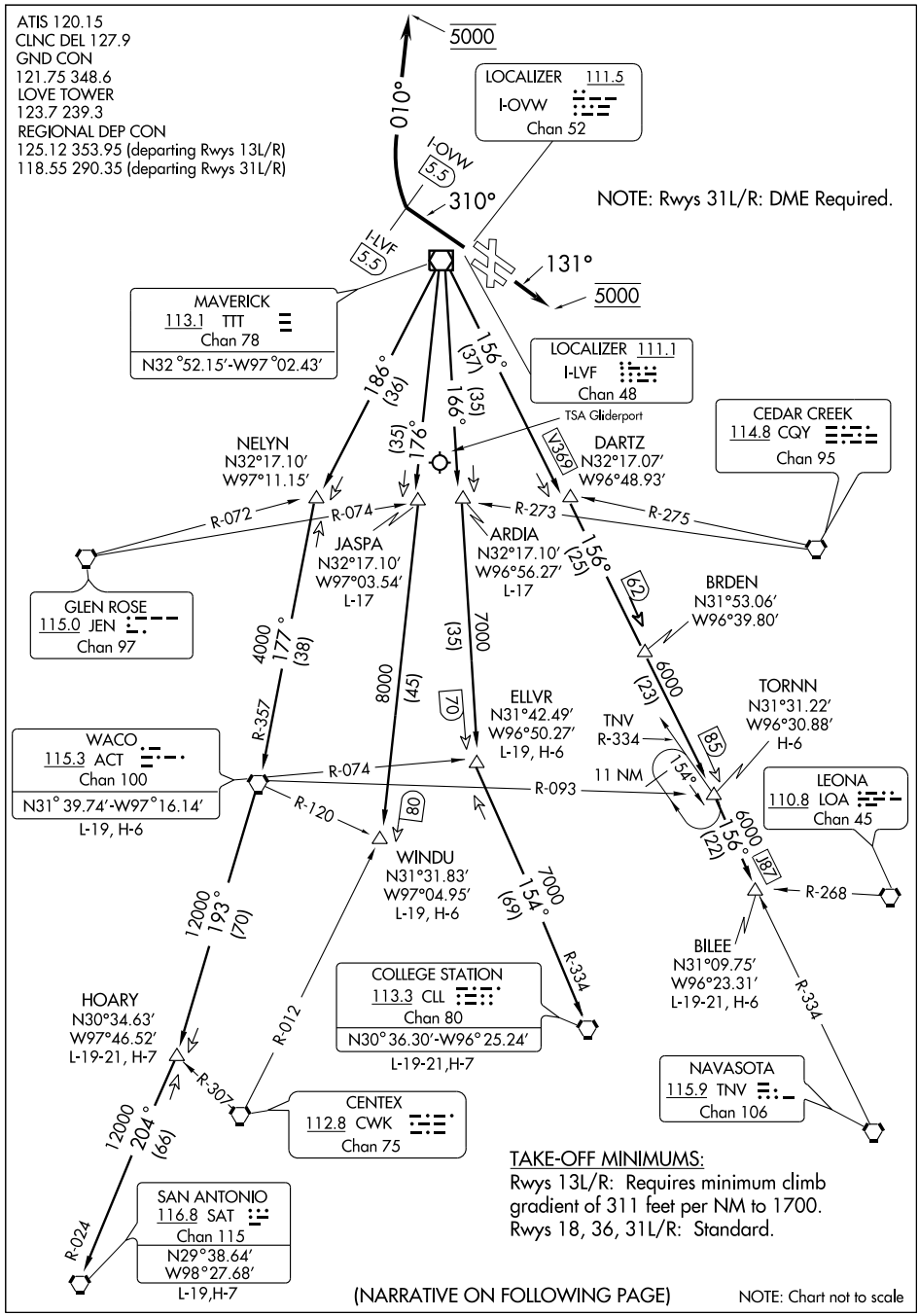
SC-2, 08 APR 2010 to 06 MAY 2010

(JPOOL4.TTT) 09351

JOE POOL FOUR DEPARTURE

SL-106 (FAA)

DALLAS-LOVE FIELD (DAL)
DALLAS, TEXAS



(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale

SC-2, 08 APR 2010 to 06 MAY 2010

DEPARTURE ROUTE DESCRIPTION

PROPS

Props departing DAL must contact clearance delivery for departure instructions.

JETS

TAKEOFF RWY 13L/R: Climb via heading 131°, expect vector to appropriate route, maintain 5000 feet and expect filed altitude 10 minutes after departure.
TAKEOFF RWY 31L/R: Climb via heading 310° until the LVF or OVW LOCALIZER 5.5 DME, then right turn heading 010° for vector to the appropriate route. Maintain 5000 and expect filed altitude 10 minutes after departure.
TAKEOFF RWY 18: Climb via assigned heading and altitude (before turning left, climb heading 180° to 1300), expect vector to appropriate route.
TAKEOFF RWY 36: Climb via assigned heading and altitude, expect vector to appropriate route.

ARDIA TRANSITION (JPOOL4.ARDIA): (ATC assigned.) From over TTT VOR/DME via TTT R-166 to ARDIA INT.
BILEE TRANSITION (JPOOL4.BILEE): (For aircraft overflying the BILEE intersection, thence via the appropriate STAR to George Bush Intercontinental or East Houston terminal area airports, or via J-87 to overfly the TNV VORTAC.) From over TTT VOR/DME via TTT R-156 to BILEE INT.
BRDEN TRANSITION (JPOOL4.BRDEN): From over TTT VOR/DME via TTT R-156 to BRDEN INT.
COLLEGE STATION TRANSITION (JPOOL4.CLL): (For piston aircraft inbound to Houston Hobby and all aircraft inbound to West Houston terminal area airports.) From over TTT VOR/DME via TTT R-166 to ELLVR INT, then via CLL R-334 to CLL VORTAC.
ELLVR TRANSITION (JPOOL4.ELLVR): (For turboprop and turbojet aircraft inbound to Houston Hobby and turbojet aircraft inbound to EFD, GLS, and LBX.) From over TTT VOR/DME via TTT R-166 to ELLVR INT.
HOARY TRANSITION (JPOOL4.HOARY): (For E/F suffixed aircraft.) From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC, then via ACT R-193 to HOARY INT.
JASPA TRANSITION (JPOOL4.JASPA): (ATC assigned.) From over TTT VOR/DME via TTT R-176 to JASPA INT.
SAN ANTONIO TRANSITION (JPOOL4.SAT): (For aircraft overflying Centex and San Antonio.) From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC, then via ACT R-193 to HOARY INT, then via SAT R-024 to SAT VORTAC.
TORNN TRANSITION (JPOOL4.TORNN): (For aircraft landing at Lafayette, Lake Charles or Beaumont/Port Arthur airports.) From over TTT VOR/DME via TTT R-156 to TORNN INT.
WACO TRANSITION (JPOOL4.ACT): (For aircraft inbound to Waco or Gray terminal area airports.) From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC.
WINDU TRANSITION (JPOOL4.WINDU): (For aircraft inbound to Austin or San Antonio terminal airports, aircraft should file and/or expect the BLEWE or MARCS arrival at WINDU.) From over TTT VOR/DME via TTT R-176 to WINDU INT.

TAKE-OFF OBSTACLES:

Rwy 13L: Floodlight 965' from DER, 743' right of centerline, 31' AGL/514' MSL. Multiple trees and poles beginning 1166' from DER, 516' to 759' left of centerline, up to 60' AGL/547' MSL.
Rwy 13R: Road, tree and pole beginning 203' from DER, 480' to 721' right of centerline, up to 38' AGL/514' MSL. Light standard, sign, rod on stack beginning 691' from DER, 555' to 991' left of centerline, up to 61' AGL/537' MSL.
Rwy 18: Multiple trees and pipe beginning 605' from DER, 93' to 415' left of centerline, up to 41' AGL/523' MSL. Multiple trees, bldg, and OL on hangar beginning 300' from DER, 90' to 572' right of centerline, up to 48' AGL/530' MSL.
Rwy 31L: Tree 340' from DER, 408' right of centerline, 10' AGL/486' MSL. Tree 253' from DER, 429' left of centerline, 7' AGL/483' MSL.
Rwy 31R: Multiple trees and pole beginning 38' from DER, 392' to 524' left of centerline, up to 13' AGL/490' MSL. Multiple trees and poles beginning 366' from DER, 553' to 720' right of centerline 48' AGL/525' MSL.

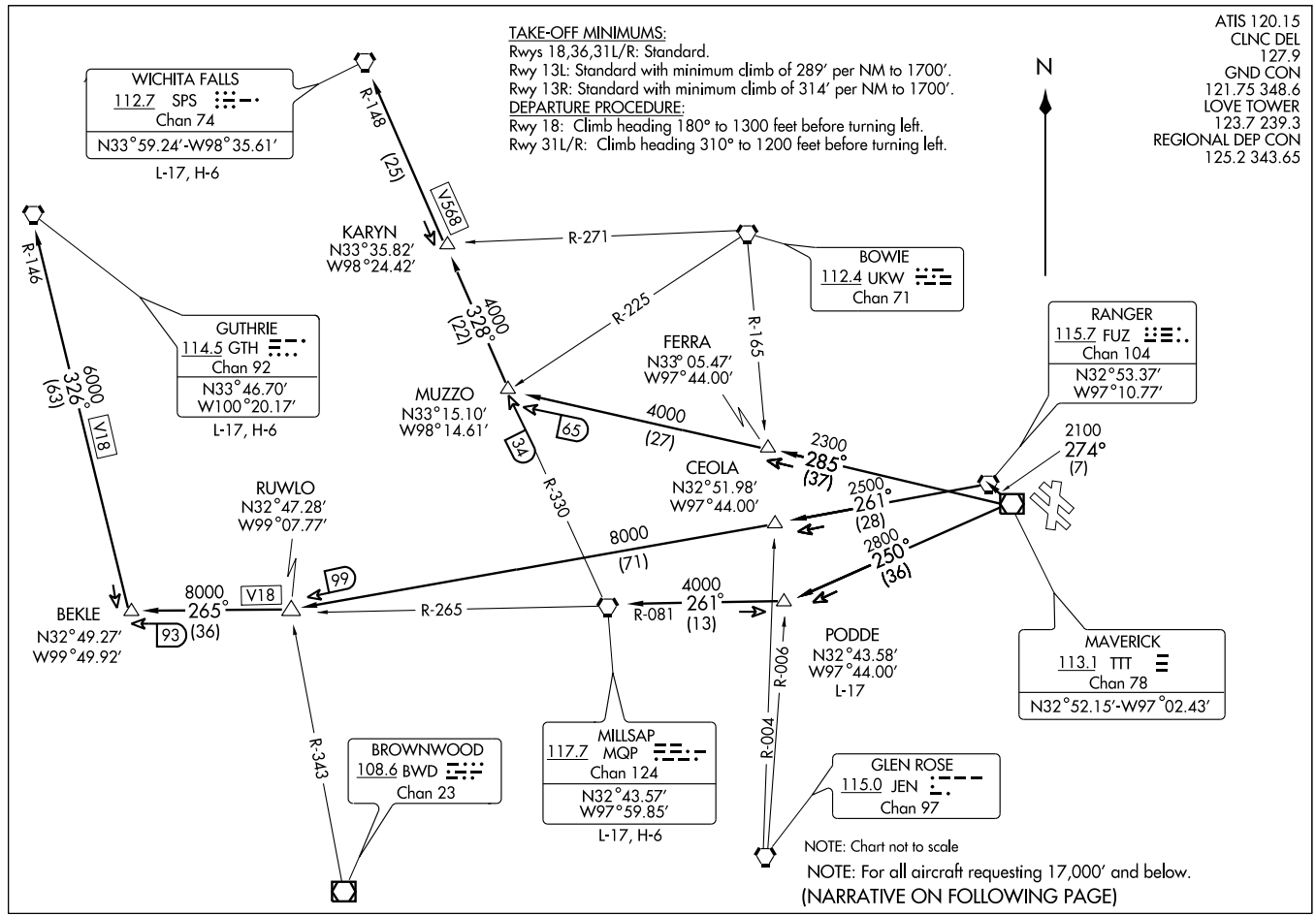
SC-2, 08 APR 2010 to 06 MAY 2010

KINGDOM SEVEN DEPARTURE

SL-106 (FAA)

DALLAS-LOVE FIELD (DAL)

DALLAS, TEXAS



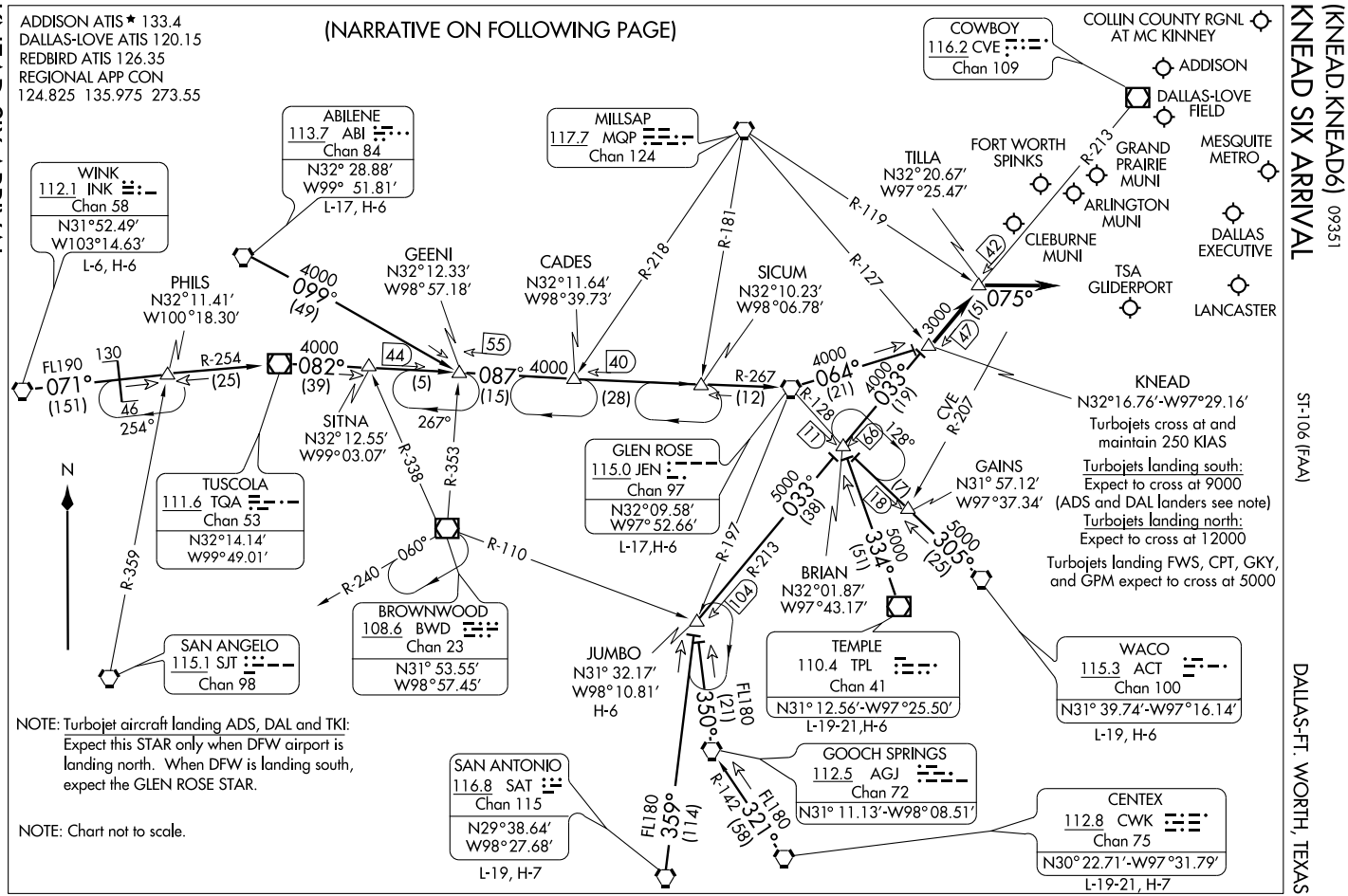
DEPARTURE ROUTE DESCRIPTION

All aircraft departing DAL must contact clearance delivery for departure instructions.

GUTHRIE TRANSITION (KING7.GTH): (For all aircraft landing within Lubbock terminal area or proceeding westbound via V-18 to GTH VORTAC). From over TTT VOR/DME via TTT R-274 to FUZ VORTAC, then via FUZ R-261 to RUWLO INT, then via MQP R-265 to BEKLE INT, then via GTH R-146 to GTH VORTAC.
MILLSAP TRANSITION (KING7.MQP): (For all aircraft overflying the MQP VORTAC westbound via V-18 or direct). From over TTT VOR/DME via TTT R-250 to PODDE INT, then via MQP R-081 to MQP VORTAC.
PODDE TRANSITION (KING7.PODDE): (ATC assigned.) From over TTT VOR/DME via TTT R-250 to PODDE INT.
WICHITA FALLS TRANSITION (KING7.SPS): (For all aircraft landing within Wichita Falls terminal area or overflying the SPS VORTAC). From over TTT VOR/DME via TTT R-285 to MUZZO INT, then via SPS R-148 to SPS VORTAC.

TAKE-OFF OBSTACLES:
Note: Rwy 13R, Pole 654′ from departure end of runway, 614′ right of centerline, 23′ AGL/500′ MSL. Trees 1122′ from departure end of runway, 719′ right of centerline, 37′ AGL/514′ MSL. Multiple signs and trees beginning 779′ from departure end of runway, 669 feet left of centerline, 38′ AGL/503′ MSL up to 45′ AGL/537′ MSL.
Note: Rwy 13L, Multiple poles and trees beginning 844′ from DER, 515′ left of centerline, up to 54′ AGL/541′ MSL. Crane 5270′ from DER, 568′ left of centerline, 130′ AGL/630 MSL. Antenna on tank 1.5 NM from DER, 369′ left of centerline, 208′ AGL/712′ MSL
Note: Rwy 18, Building 303′ from DER, 354′ right of centerline, 47′ AGL/507′ MSL. Tree 775′ from DER, 138′ right of centerline, 32′ AGL/513′ MSL. Tree 821′ from DER, 329′ right of centerline, 39 AGL/519′ MSL. Tree 1031′ from DER, 107′ right of centerline, 49′ AGL/530′ MSL. Tree 1254′ from DER, 399′ left of centerline, 50′ AGL/531′ MSL. Tree 2004′ from DER, 413′ right of centerline, 55′ AGL/536′ MSL.
Note: Rwy 31L, Multiple trees beginning 327′ from DER, 374′ right of centerline, up to 22′ AGL/501′ MSL.
Note: Rwy 31R, Multiple trees beginning 366′ from DER, 552′ right of centerline, up to 29′ AGL/505′ MSL. Pole 39′ from DER, 501′ left of centerline, 27′ AGL/487′ MSL. Pole 1531′ from DER, 717′ right of centerline, 61′ AGL/521′ MSL. Trees 2080′ from DER, 644′ right of centerline, 54′ AGL/530′ MSL.
Note: Rwy 36, Tree 52′ from DER, 390′ left of centerline, 43′ AGL/523′ MSL. OL on blast fence, 56′ from DER, 298′ right of centerline, 7′ AGL/487′MSL. Trees 433′ from DER, 357′ right of centerline, 16′ AGL/496′ MSL. Trees 661′ from DER, 95′ left of centerline, 25′ AGL/505′ MSL. Building 898′ from DER, 223′ right of centerline, 25′ AGL/505′ MSL. Tree 1773′ from DER, 240′ right of centerline, 79′ AGL/559′ MSL. Multiple T-L towers beginning 2577′ from DER, 116′ left of centerline up to 68′ AGL/556′ MSL. T-L tower 2701′ from DER, 818′ right of centerline, 68′ AGL/572′ MSL.

SC-2, 08 APR 2010 to 06 MAY 2010



(KNEAD.KNEAD6) 09351

KNEAD SIX ARRIVAL

ST-106 (FAA)

DALLAS-FT. WORTH, TEXAS

ARRIVAL DESCRIPTION

ABILENE TRANSITION (ABI.KNEAD6): From over ABI VORTAC via ABI R-099 to GEENI INT, then via JEN R-267 to JEN VORTAC, then via JEN R-064 to KNEAD INT. Thence . . . .

CENTEX TRANSITION (CWK.KNEAD6): From over CWK VORTAC via CWK R-321 and AGJ R-142 to AGJ VORTAC, then via AGJ R-350 to JUMBO INT, then via CVE R-213 to KNEAD INT. Thence . . . .

GLEN ROSE TRANSITION (JEN.KNEAD6): From over JEN VORTAC via JEN R-064 to KNEAD INT. Thence . . . .

JUMBO TRANSITION (JUMBO.KNEAD6): From over JUMBO INT via CVE R-213 to KNEAD INT. Thence . . . .

SAN ANTONIO TRANSITION (SAT.KNEAD6): From over SAT VORTAC via SAT R-359 to JUMBO INT, then via CVE R-213 to KNEAD INT. Thence . . . .

TEMPLE TRANSITION (TPL.KNEAD6): From over TPL VOR/DME via TPL R-334 to BRIAN INT, then via CVE R-213 to KNEAD INT. Thence . . . .

WACO TRANSITION (ACT.KNEAD6): From over ACT VORTAC via ACT R-305 to BRIAN INT, then via CVE R-213 to KNEAD INT. Thence . . . .

WINK TRANSITION (INK.KNEAD6): From over INK VORTAC via INK R-071 and TQA R-254 to TQA VOR/DME, then via TQA R-082 to GEENI INT, then via JEN R-267 to JEN VORTAC, then via JEN R-064 to KNEAD INT. Thence . . . .

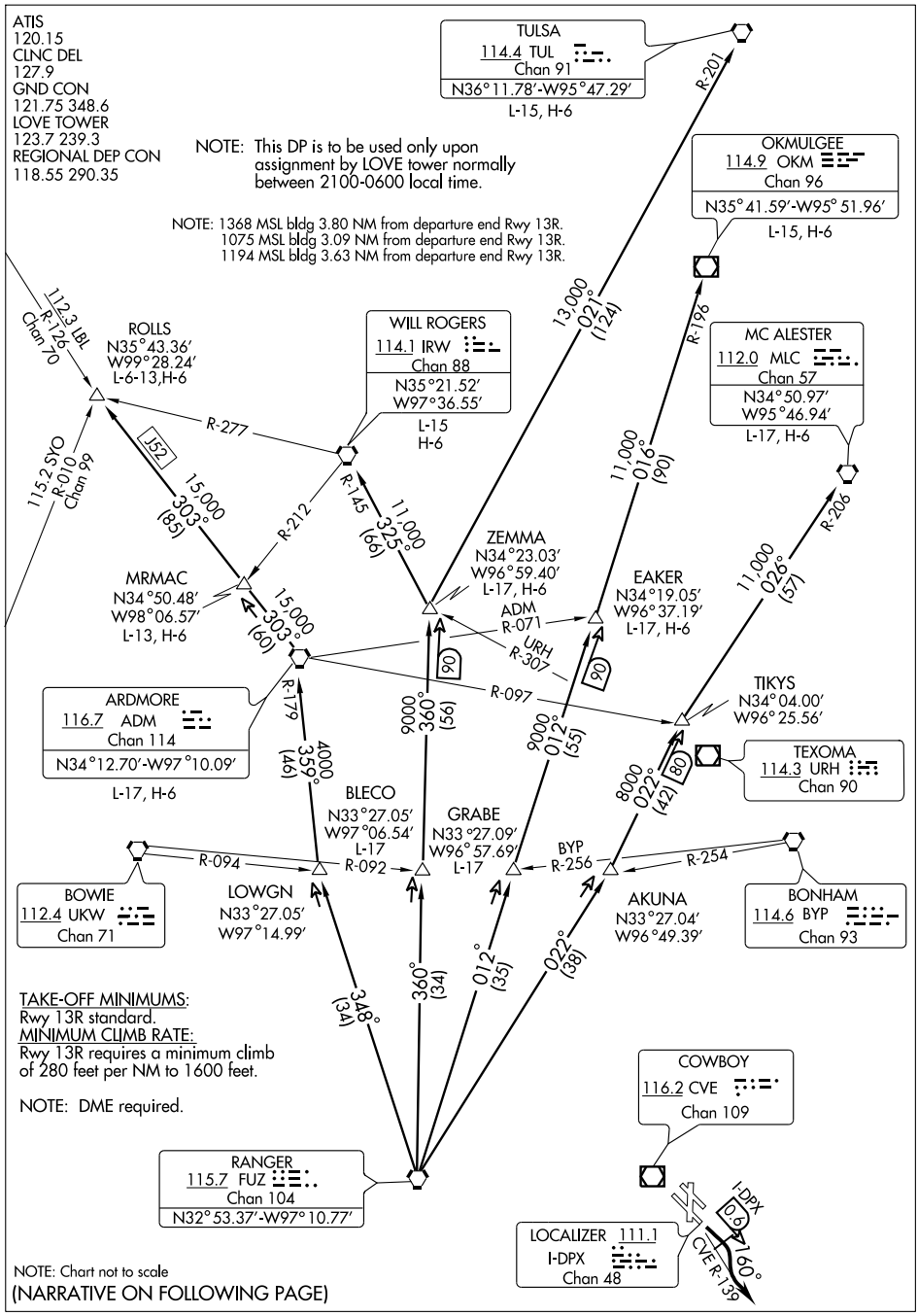
. . . . From over KNEAD INT via CVE R-213 to TILLA INT, thence via heading 075° for vectors to final approach course.

SC-2, 08 APR 2010 to 06 MAY 2010

KRUMM FOUR DEPARTURE

SL-106 (FAA)

DALLAS-LOVE FIELD (DAL)
DALLAS, TEXAS



SC-2, 08 APR 2010 to 06 MAY 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 13R: Turn right heading 160° as soon as possible after take-off but not later than 0.6 DME outbound on the I-DPX localizer southeast course, then intercept and climb via the CVE R-139 and expect vector to appropriate route. Maintain 5000 feet and expect filed altitude 10 minutes after departure.

ARDMORE TRANSITION (KRUMM4.ADM): From over FUZ VORTAC via FUZ R-348 to LOWGN INT, then via ADM R-179 to ADM VORTAC.

BLECO TRANSITION (KRUMM4.BLECO): (ATC assigned.) From over FUZ VORTAC via FUZ R-360 to BLECO INT.

EAKER TRANSITION (KRUMM4.EAKER): (For aircraft inbound to the TULSA terminal area.) From over FUZ VORTAC via FUZ R-012 to EAKER INT.

GRABE TRANSITION (KRUMM4.GRABE): (ATC assigned.) From over FUZ VORTAC via FUZ R-012 to GRABE INT.

MCALESTER TRANSITION (KRUMM4.MLC): (For all aircraft overflying the MLC VORTAC or intercepting J105.) From over FUZ VORTAC via FUZ R-022 to TIKYS INT, then via MLC R-206 to MLC VORTAC.

OKMULGEE TRANSITION (KRUMM4.OKM): (For all aircraft overflying OKM VOR/DME proceeding via J181 to BDF to destinations in the Chicago terminal area and north.) From over FUZ VORTAC via FUZ R-012 to EAKER INT, then via OKM R-196 to OKM VOR/DME.

ROLLS TRANSITION (KRUMM4.ROLLS): (For all aircraft proceeding northwest bound via J52.) From over FUZ VORTAC via FUZ R-348 to LOWGN INT, then via ADM R-179 to ADM VORTAC, then via ADM R-303 to ROLLS INT.

TULSA TRANSITION (KRUMM4.TUL): (For all aircraft overflying TUL VORTAC.) From over FUZ VORTAC via FUZ R-360 to ZEMMA INT, then via TUL R-201 to TUL VORTAC.

WILL ROGERS TRANSITION (KRUMM4.IRW): (For all aircraft inbound to the Oklahoma City area or overflying IRW VORTAC.) From over FUZ VORTAC via FUZ R-360 to ZEMMA INT, then via IRW R-145 to IRW VORTAC.

ZEMMA TRANSITION (KRUMM4.ZEMMA): (ATC assigned.) From over FUZ VORTAC via FUZ R-360 to ZEMMA INT.

SC-2, 08 APR 2010 to 06 MAY 2010

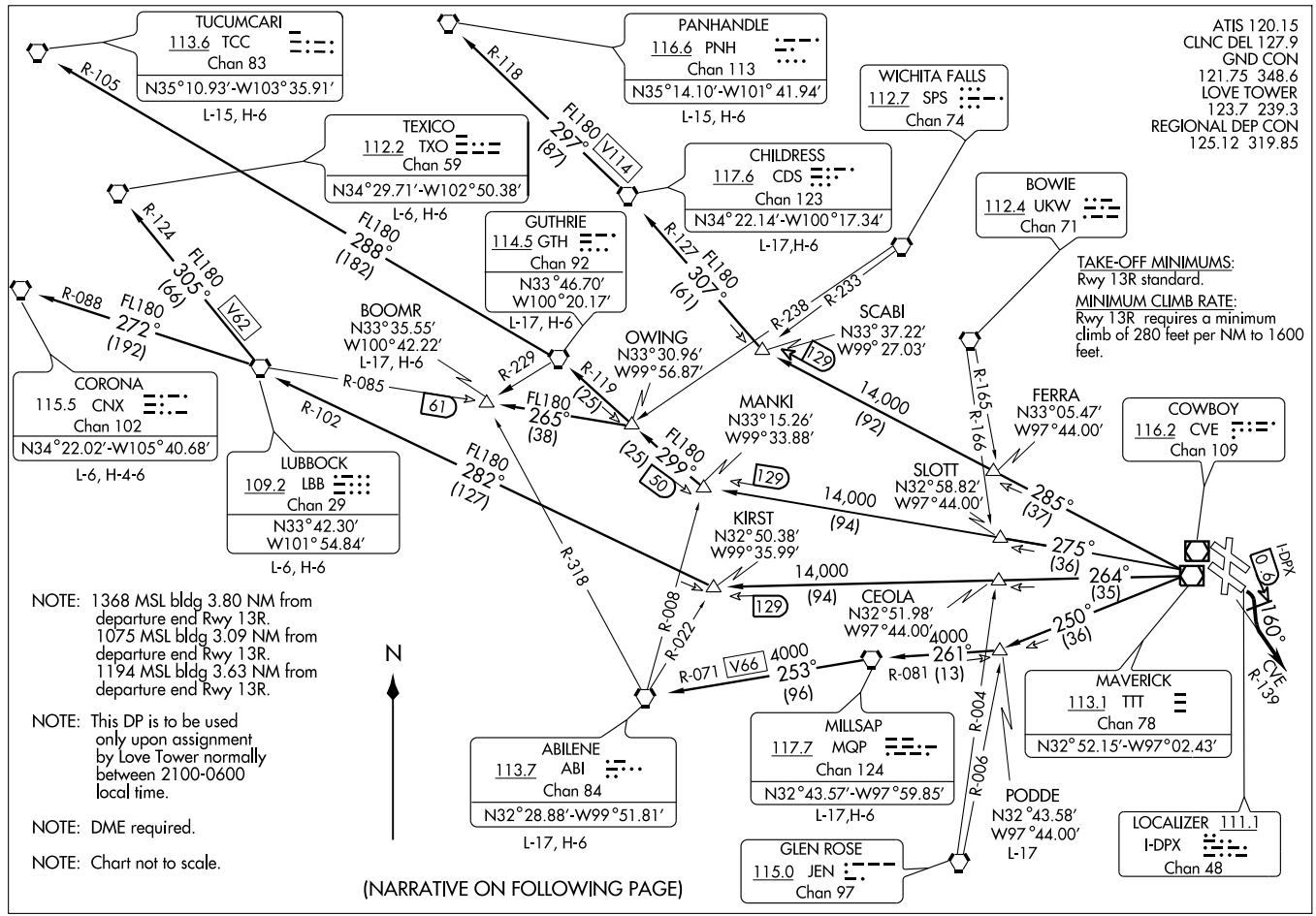
LOVE TWO DEPARTURE

(LOVE2.1111) 07298

SL-106 (FAA)

DALLAS-LOVE FIELD (DAL)

DALLAS, TEXAS



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 13R: Turn right heading 160° as soon as possible after take-off, but no later than 0.6 DME outbound on the I-DPX Localizer southeast course, then intercept and climb via the CVE R-139 and expect vector to appropriate route. Maintain 5,000 feet and expect filed altitude 10 minutes after departure.

ABILENE TRANSITION (LOVE2.ABI): From over TTT VOR/DME via TTT R-250 to PODDE INT, then via MQP R-081 to MQP VORTAC, then via MQP R-253 and ABI R-071 to ABI VORTAC.

BOOMR TRANSITION (LOVE2.BOOMR): (For aircraft inbound to Lubbock Terminal Area.) From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to OWING INT, then via LBB R-085 to BOOMR INT.

CHILDRESS TRANSITION (LOVE2.CDS): From over TTT VOR/DME via TTT R-285 to SCABI INT, then via CDS R-127 to CDS VORTAC.

CORONA TRANSITION (LOVE2.CNX): From over TTT VOR/DME via TTT R-264 to KIRST INT, then via LBB R-102 to LBB VORTAC, then via LBB R-272 and CNX R-088 to CNX VORTAC.

GUTHRIE TRANSITION (LOVE2.GTH): From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to GTH VORTAC.

LUBBOCK TRANSITION (LOVE2.LBB): From over TTT VOR/DME via TTT R-264 to KIRST INT, then via LBB R-102 to LBB VORTAC.

MILLSAP TRANSITION (LOVE2.MQP): From over TTT VOR/DME via TTT R-250 to PODDE INT, then via MQP R-081 to MQP VORTAC

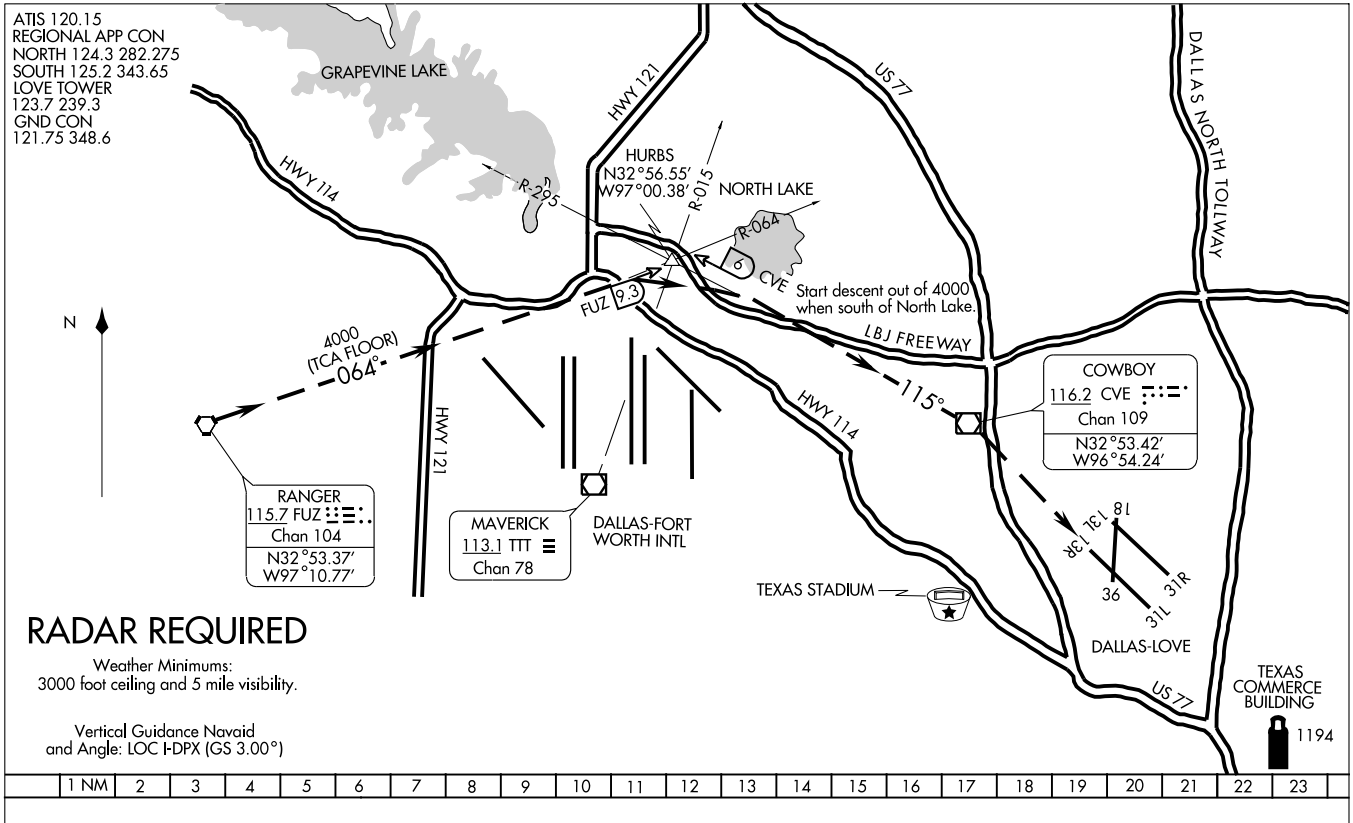
PANHANDLE TRANSITION (LOVE2.PNH): From over TTT VOR/DME via TTT R-285 to SCABI INT, then via CDS R-127 to CDS VORTAC, then via CDS R-297 and PNH R-118 to PNH VORTAC.

PODDE TRANSITION (LOVE2.PODDE): (ATC assigned.) From over TTT VOR/DME via TTT R-250 to PODDE INT.

TEXICO TRANSITION (LOVE2.TXO): From over TTT VOR/DME via TTT R-264 to KIRST INT, then via LBB R-102 to LBB VORTAC, then via LBB R-305 and TXO R-124 to TXO VORTAC.

TUCUMCARI TRANSITION (LOVE2.TCC): From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to GTH VORTAC, then via GTH R-288 and TCC R-105 to TCC VORTAC.

SC-2, 08 APR 2010 to 06 MAY 2010



LOVE WEST VISUAL RWY 13R

AL-106 (FAA)

DALLAS-LOVE FIELD (DAL)

DALLAS, TEXAS

LOVE-WEST VISUAL APPROACH RWY 13R

PROCEDURE NOT AUTHORIZED AT NIGHT.

WAAS	APP CRS	Rwy Idg	8800
CH 72808	310°	TDZE	476
W31A		Apt Elev	487

RNAV (GPS) RWY 31L

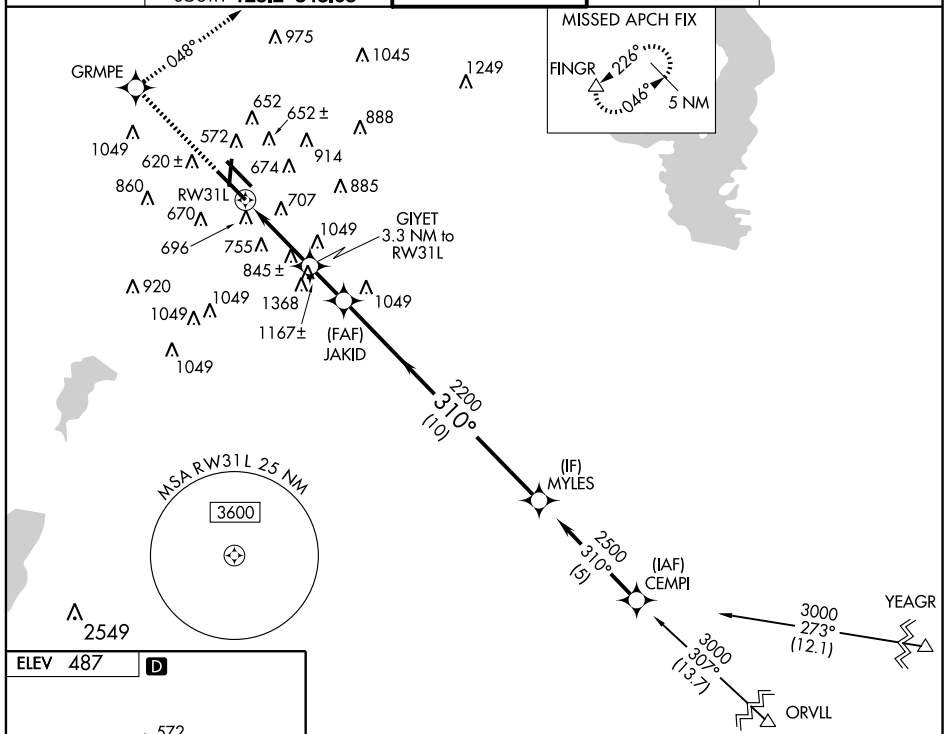
DALLAS-LOVE FIELD (DAL)

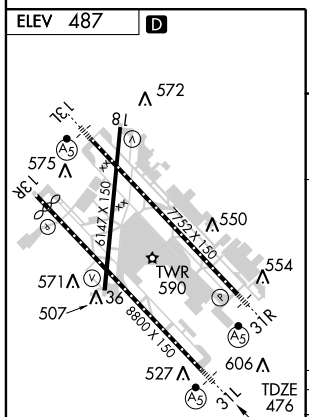
For inoperative MALSR, increase LPV all Cats visibility to RVR 5000. DME/DME RNP-0.3 NA.

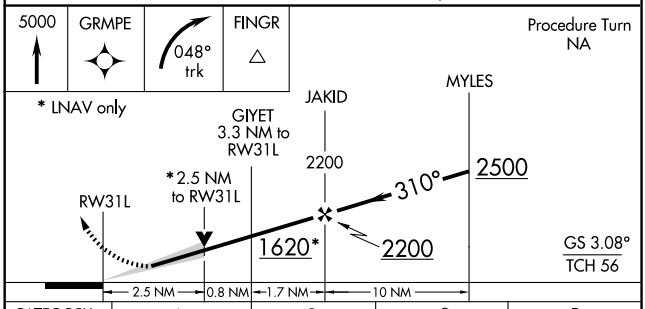
MALSR

MISSED APPROACH: Climb to 5000 direct GRMPE and right turn via 048° track to FINGR and hold.

ATIS	REGIONAL APP CON	LOVE TOWER	GND CON	CLNC DEL
120.15	NORTH 124.3 282.275 SOUTH 125.2 343.65	123.7 239.3	121.75 348.6	127.9







CATEGORY	A	B	C	D
LPV DA	769/24 293 (300-½)			
LNAV MDA	1360/40 884 (900-¾)		1360-2¼ 884 (900-2¼)	1360-2½ 884 (900-2½)
CIRCLING	1360-1¼ 873 (900-1¼)		1360-2¾ 873 (900-2¾)	1360-3 873 (900-3)

SC-2, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	7752
310°	TDZE	487
	Apt Elev	487

RNAV (GPS) RWY 31R

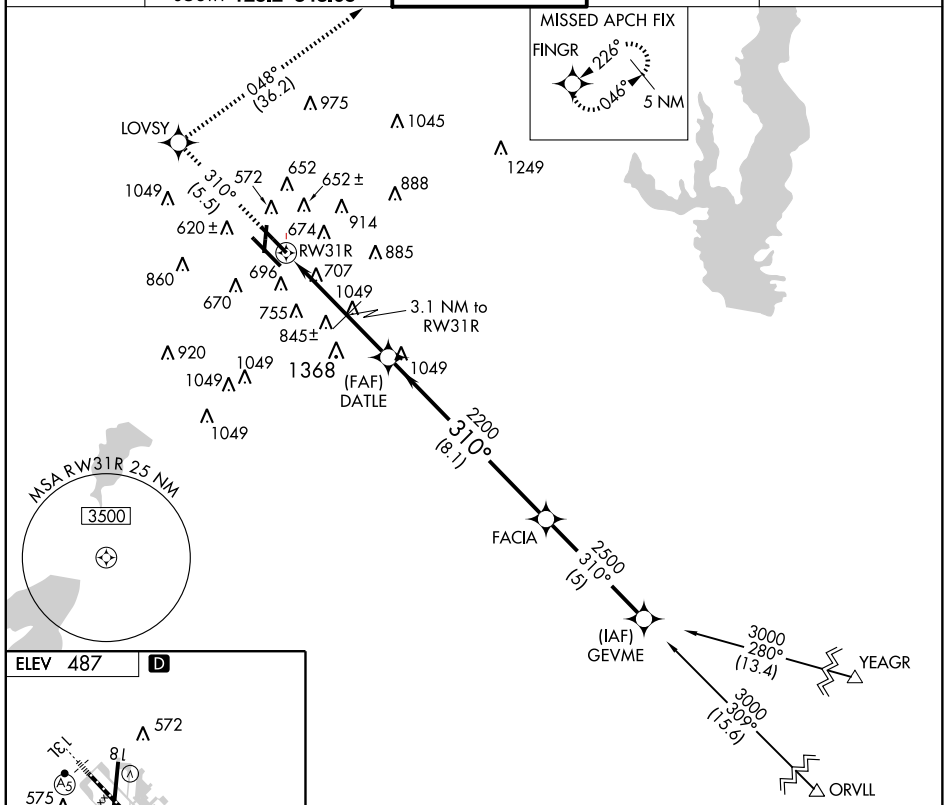
DALLAS-LOVE FIELD (DAL)

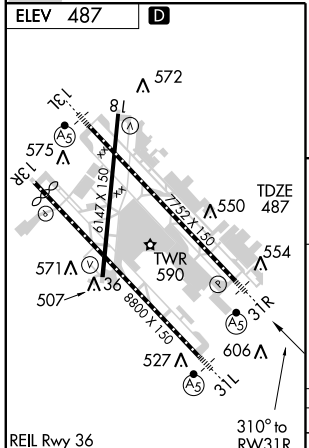
GPS or RNP-0.3 REQUIRED.
DME/DME RNP-0.3 NA.

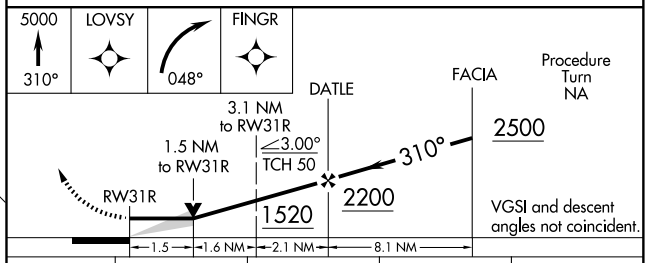
MALSR

MISSED APPROACH: Climb to 5000 via 310° course to LOVSY WP then right turn via 048° course to FINGR WP and hold.

ATIS	REGIONAL APP CON	LOVE TOWER	GND CON	CLNC DEL
120.15	NORTH 124.3 282.275 SOUTH 125.2 343.65	123.7 239.3	121.75 348.6	127.9







REIL Rwy 36
TDZ/CL Rwys 13L and 31L
HIRL Rwys 18-36, 13L-31R and 13R-31L

CATEGORY	A	B	C	D
LNAV MDA	1020/24 533 (600-½)		1020/50 533 (600-1)	1020/60 533 (600-1¼)
CIRCLING	1020-1 533 (600-1)		1020-1½ 533 (600-1½)	1160-2¼ 673 (700-2¼)

SC-2, 08 APR 2010 to 06 MAY 2010

DALLAS, TEXAS

AL-106 (FAA)

APP CRS	Rwy Idg	7752
132°	TDZE	485
	Apt Elev	487

RNAV (GPS) Y RWY 13L

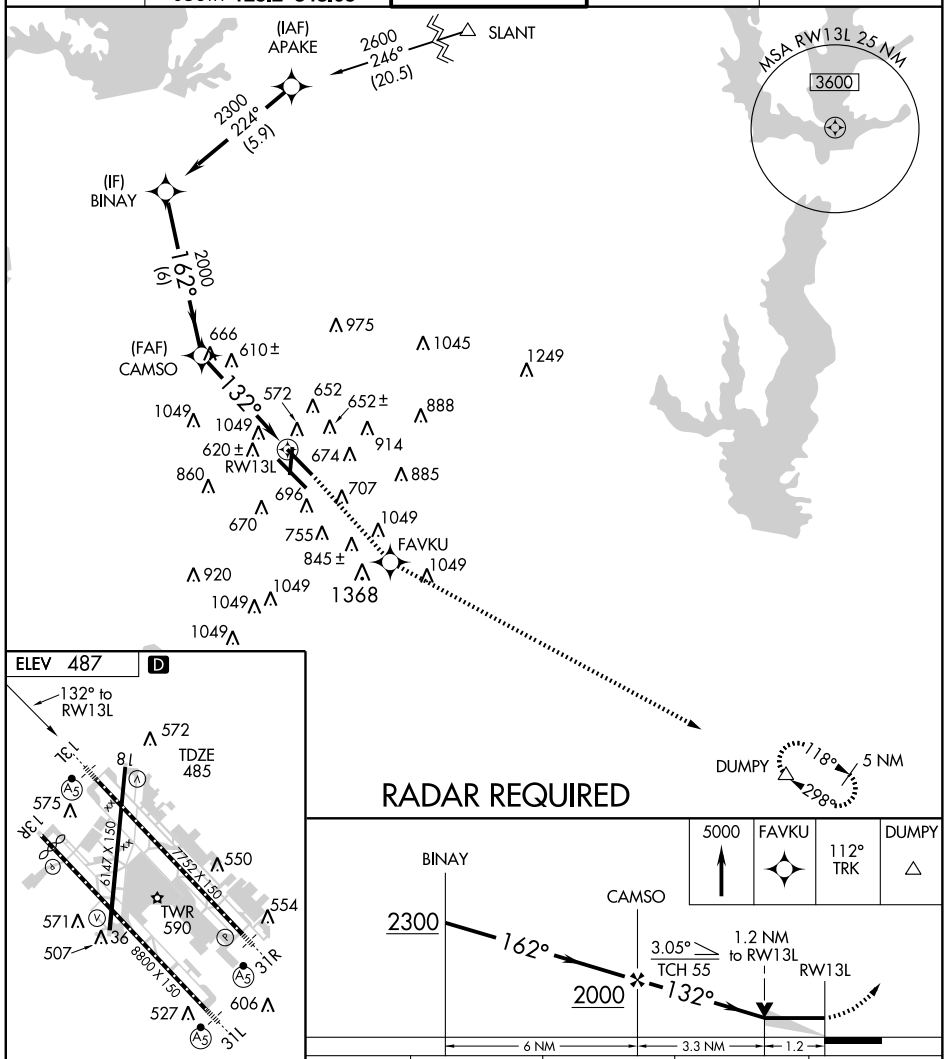
DALLAS-LOVE FIELD (DAL)

DME/DME RNP-0.3 NA.

MALSR

MISSED APPROACH: Climb to 5000 direct FAVKU and via 112° TRK to DUMPY and hold, continue climb-in-hold to 5000.

ATIS	REGIONAL APP CON	LOVE TOWER	GND CON	CLNC DEL
120.15	NORTH 124.3 282.275 SOUTH 125.2 343.65	123.7 239.3	121.75 348.6	127.9



REIL Rwy 36
TDZ/CL Rwys 13L and 31L
HIRL Rwys 18-36, 13L-31R and 13R-31L

CATEGORY	A	B	C	D
LNAV MDA	920/24	435 (500-½)	920/40 435 (500-¾)	920/50 435 (500-1)
CIRCLING	1020-1	533 (600-1)	1020-1½ 533 (600-1½)	1160-2¼ 673 (700-2¼)

SC-2, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	8310
139°	TDZE	478
	Apt Elev	487

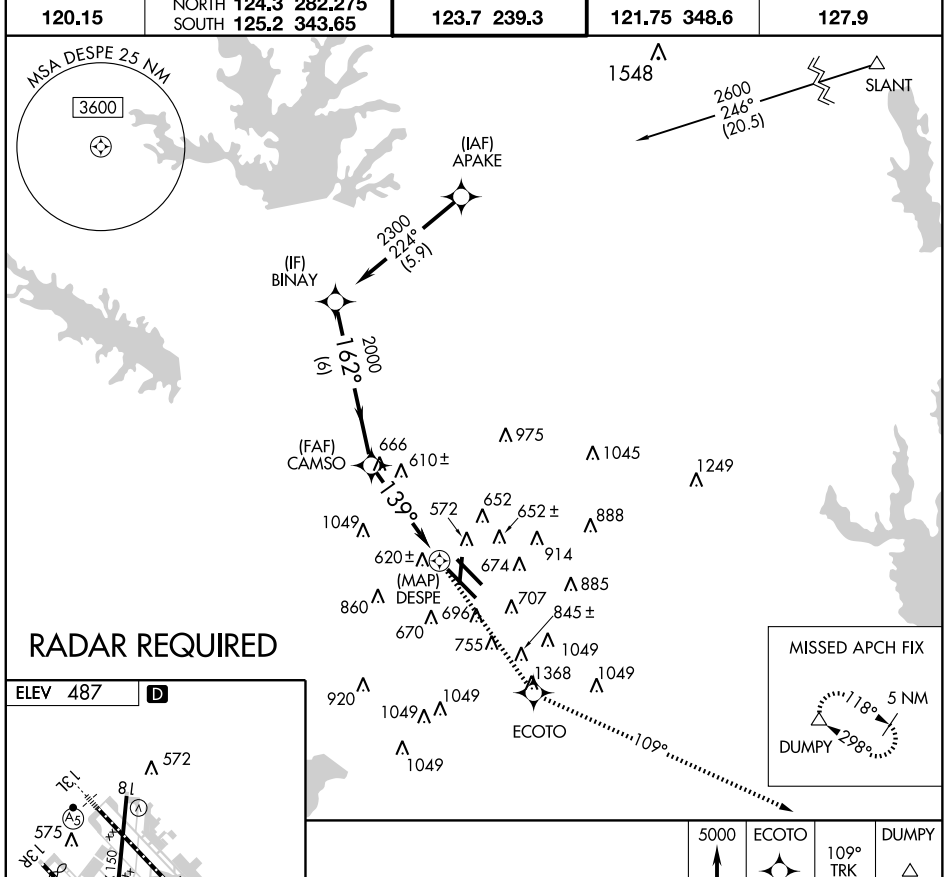
RNAV (GPS) Y RWY 13R

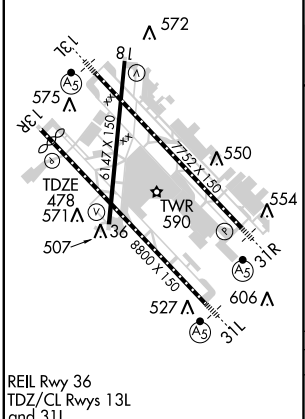
DALLAS-LOVE FIELD (DAL)

DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.

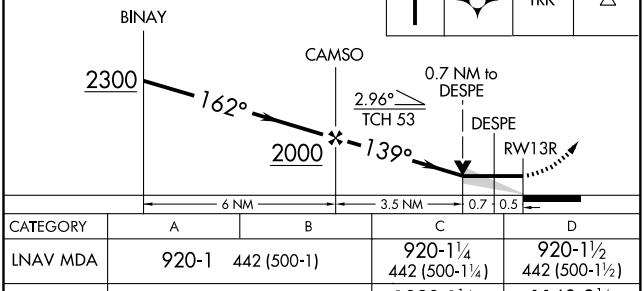
MISSED APPROACH: Climb to 5000 direct ECOTO and via 109° track to DUMPY and hold, continue climb-in-hold to 5000.

ATIS	REGIONAL APP CON	LOVE TOWER	GND CON	CLNC DEL
120.15	NORTH 124.3 282.275 SOUTH 125.2 343.65	123.7 239.3	121.75 348.6	127.9





REIL Rwy 36
TDZ/CL Rwys 13L and 31L
HIRL Rwys 18-36, 13L-31R and 13R-31L



CATEGORY	A	B	C	D
LNAV MDA	920-1	442 (500-1)	920-1¼ 442 (500-1¼)	920-1½ 442 (500-1½)
CIRCLING	1020-1	533 (600-1)	1020-1½ 533 (600-1½)	1160-2¼ 673 (700-2¼)

SC-2, 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	7752
W13A	130°	TDZE	485
		Apt Elev	487

RNAV (GPS) Z RWY 13L
DALLAS-LOVE FIELD (DAL)

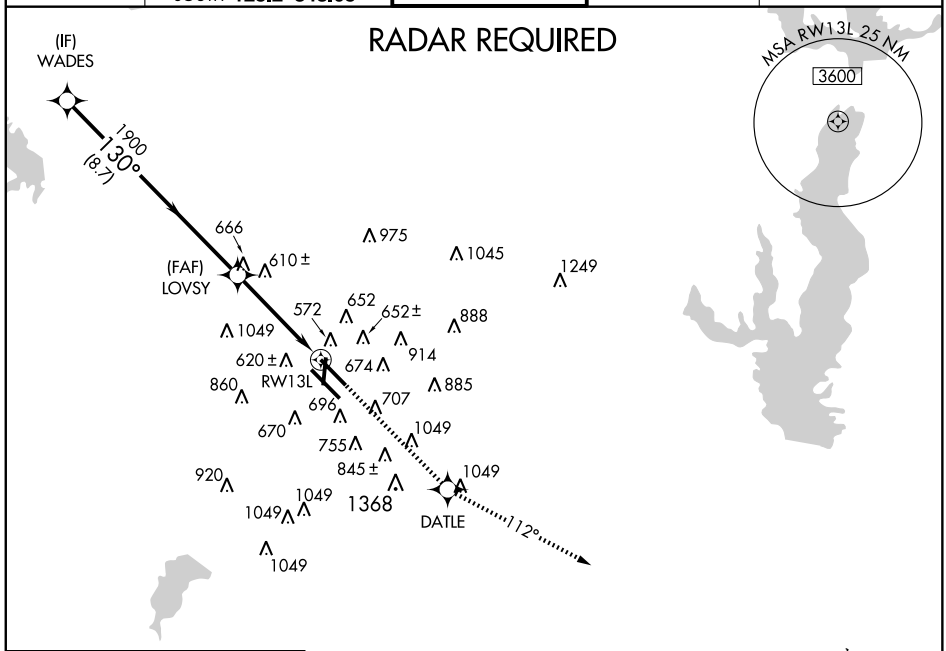
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

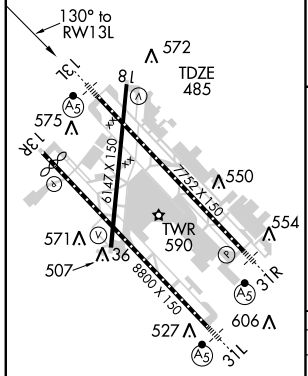
MALSR

MISSED APPROACH: Climb to 5000 direct DATLE and via 112° TRK to DUMPY and hold, continue climb-in-hold to 5000.

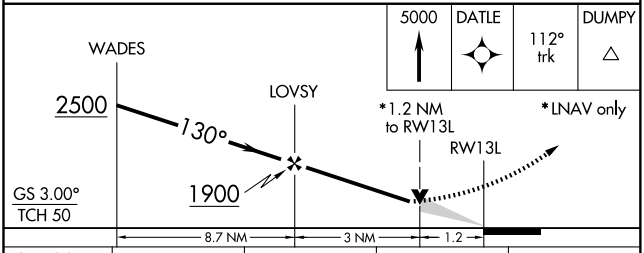
ATIS	REGIONAL APP CON	LOVE TOWER	GND CON	CLNC DEL
120.15	NORTH 124.3 282.275 SOUTH 125.2 343.65	123.7 239.3	121.75 348.6	127.9

RADAR REQUIRED





REIL Rwy 36
TDZ/CL Rwys 13L and 31L
HIRL Rwys 18-36, 13L-31R and 13R-31L



CATEGORY	A	B	C	D
LNAV/VNAV DA	946/60 461 (500-1¼)			
LNAV MDA	920/24 435 (500-½)		920/40 435 (500-¾)	920/50 435 (500-1)
CIRCLING	1020-1½ 533 (600-1½)			1160-2¼ 673 (700-2¼)

SC-2, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	8310
130°	TDZE	478
	Apt Elev	487

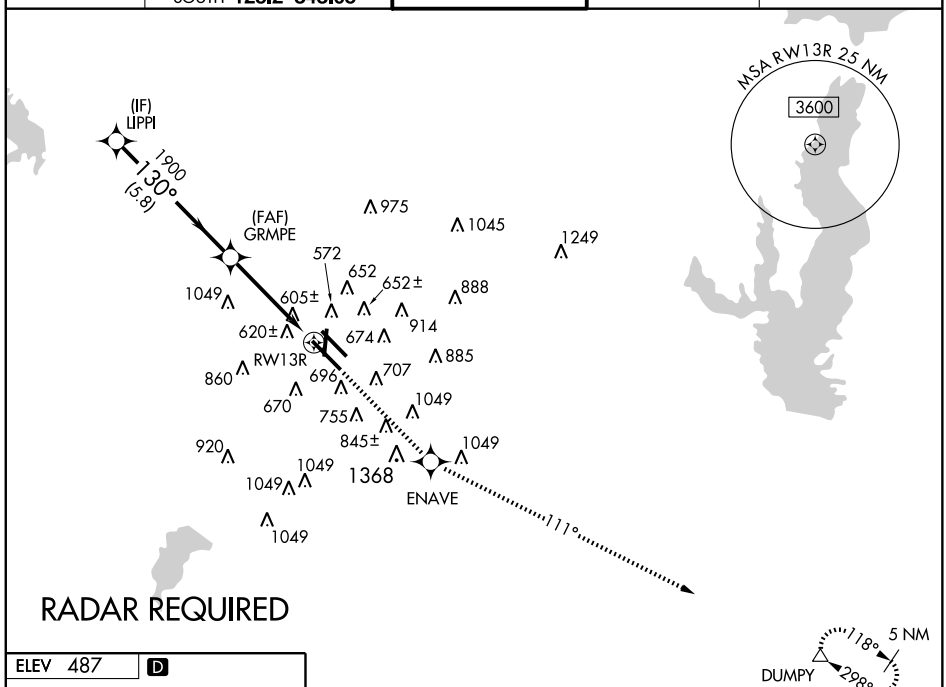
RNAV (GPS) Z RWY 13R

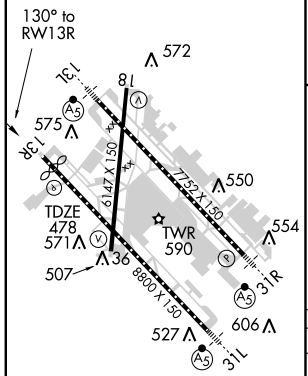
DALLAS-LOVE FIELD (DAL)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

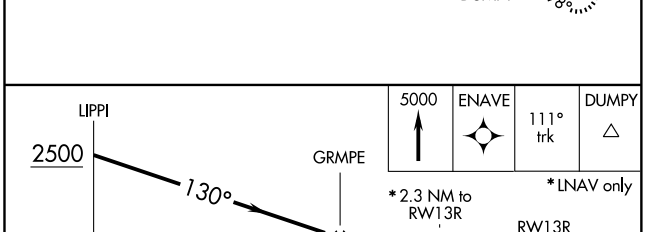
MISSED APPROACH: Climb to 5000 direct ENAVE and via 111° track to DUMPY and hold, continue climb-in-hold to 5000.

ATIS	REGIONAL APP CON	LOVE TOWER	GND CON	CLNC DEL
120.15	NORTH 124.3 282.275 SOUTH 125.2 343.65	123.7 239.3	121.75 348.6	127.9





REIL Rwy 36
TDZ/CL Rwys 13L and 31L
HIRL Rwys 18-36, 13L-31R and 13R-31L



CATEGORY	A	B	C	D
LNAV/VNAV DA	946-1¾ 468 (500-1¾)			
LNAV MDA	1260-1 782 (800-1)	1260-1¼ 782 (800-1¼)	1260-2¼ 782 (800-2¼)	1260-2½ 782 (800-2½)
CIRCLING	1260-1½ 773 (800-1½)		1260-2¼ 773 (800-2¼)	1260-2½ 773 (800-2½)

SC-2, 08 APR 2010 to 06 MAY 2010

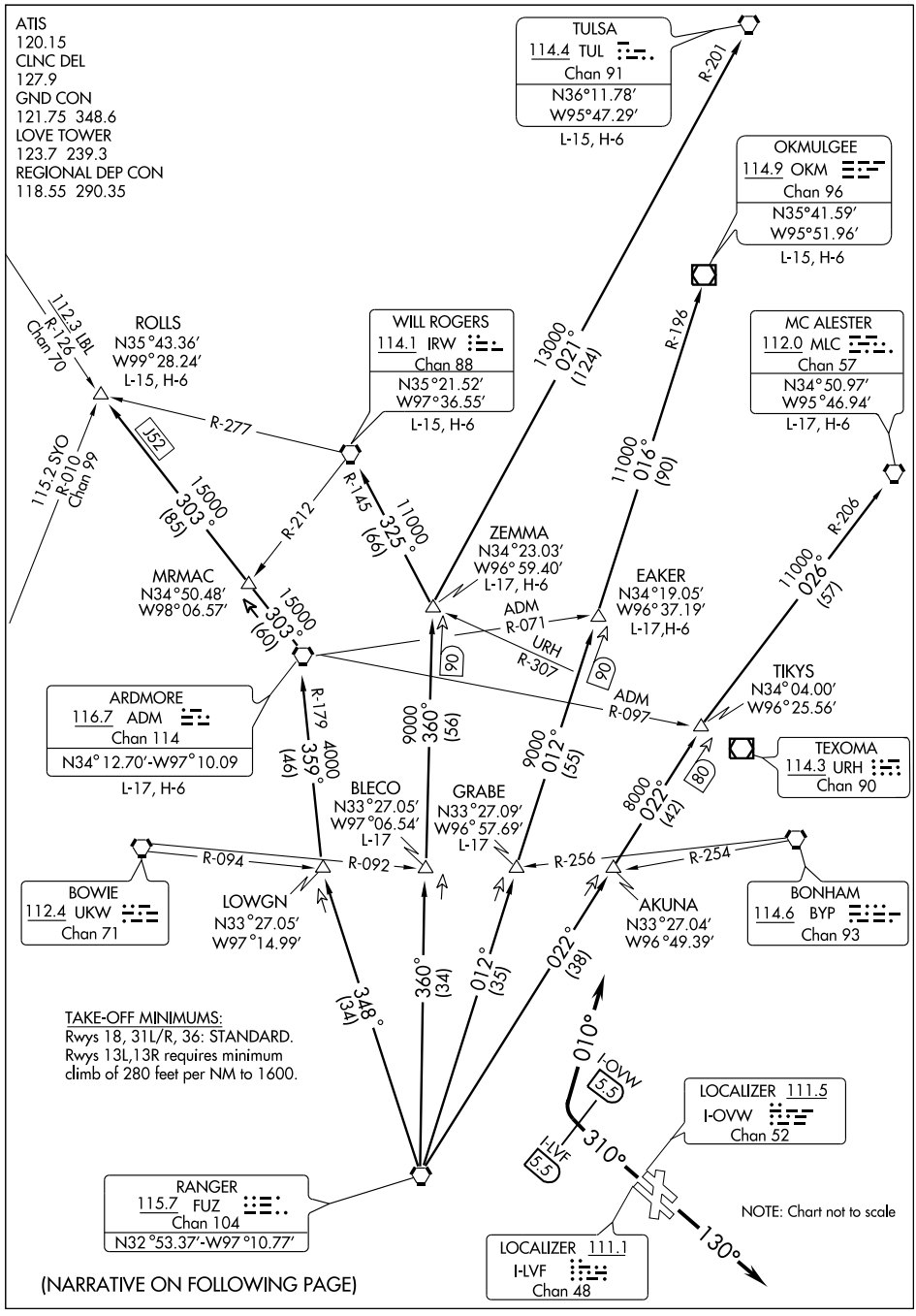
(TEX1.FUZ) 09351

TEXOMA ONE DEPARTURE

SL-106 (FAA)

DALLAS-LOVE FIELD (DAL)

DALLAS, TEXAS



SC-2, 08 APR 2010 to 06 MAY 2010

DEPARTURE ROUTE DESCRIPTION

PROPS

Props departing DAL must contact Clearance Delivery for departure instructions.

JETS

TAKE-OFF RUNWAYS 13L/R: Climb via heading 130°, expect vectors to appropriate route.
TAKE-OFF RUNWAY 18: Climb via assigned heading and altitude (before turning left, climb via heading 180° to 1300), expect vector to appropriate route.
TAKE-OFF RUNWAYS 31L/R: Climb via heading 310° until the LVF or OVW localizer 5.5 DME, then turn right heading 010° for vector to appropriate route, maintain 5000 feet and expect filed altitude 10 minutes after departure.
TAKE-OFF RUNWAY 36: Climb via assigned heading and altitude, expect vector to appropriate route.

ARDMORE TRANSITION (TEX1.ADM): From over FUZ VORTAC via FUZ R-348 to LOWGN INT, then via ADM R-179 to ADM VORTAC.
BLECO TRANSITION (TEX1.BLECO): (ATC assigned.) From over FUZ VORTAC via FUZ R-360 to BLECO INT.
EAKER TRANSITION (TEX1.EAKER): (For aircraft inbound to the Tulsa terminal area.) From over FUZ VORTAC via FUZ R-012 to EAKER INT.
GRABE TRANSITION (TEX1.GRABE): (ATC assigned.) From over FUZ VORTAC via FUZ R-012 to GRABE INT.
MCALESTER TRANSITION (TEX1.MLC): (For all aircraft overflying the MLC VORTAC or intercepting J105.) From over FUZ VORTAC via FUZ R-022 to TIKYS INT, then via MLC R-206 to MLC VORTAC.
OKMULGEE TRANSITION (TEX1.OKM): (For all aircraft overflying OKM VOR/DME proceeding via J181 to BDF to destinations in the Chicago terminal area and north.) From over FUZ VORTAC via FUZ R-012 to EAKER INT, then via OKM R-196 to OKM VOR/DME.
ROLLS TRANSITION (TEX1.ROLLS): (For all aircraft proceeding northwestbound via J52.) From over FUZ VORTAC via FUZ R-348 to LOWGN INT, then via ADM R-179 to ADM VORTAC, then via ADM R-303 to ROLLS INT.
TULSA TRANSITION (TEX1.TUL): (For all aircraft overflying TUL VORTAC.) From over FUZ VORTAC via FUZ R-360 to ZEMMA INT, then via TUL R-201 to TUL VORTAC.
WILL ROGERS TRANSITION (TEX1.IRW): (For all aircraft inbound to the Oklahoma City area or overflying IRW VORTAC.) From over FUZ VORTAC via FUZ R-360 to ZEMMA INT, then via IRW R-145 to IRW VORTAC.
ZEMMA TRANSITION (TEX1.ZEMMA): (ATC assigned.) From over FUZ VORTAC via FUZ R-360 to ZEMMA INT.

TAKE-OFF OBSTACLES:
Rwy 13L: Floodlight 965′ from DER, 743′ right of centerline, 31′ AGL/514′ MSL. Multiple trees and poles beginning 1166′ from DER, 516′ to 759′ left of centerline, up to 60′ AGL/547′ MSL.
Rwy 13R: Road, tree and pole beginning 203′ from DER, 480′ to 721′ right of centerline, up to 38′ AGL/514′ MSL. Light standard, sign, rod on stack beginning 691′ from DER, 555′ to 991′ left of centerline, up to 61′ AGL/537′ MSL.
Rwy 18: Multiple trees and pipe beginning 605′ from DER, 93′ to 415′ left of centerline, up to 41′ AGL/523′ MSL. Multiple trees, bldg and OL on hangar beginning 300′ from DER, 90′ to 572′ right of centerline, up to 48′ AGL/530′ MSL.
Rwy 31L: Tree 340′ from DER, 408′ right of centerline, 10′ AGL/486′ MSL. Tree 253′ from DER, 429′ left of centerline, 7′ AGL/483′ MSL.
Rwy 31R: Multiple trees and pole beginning 38′ from DER, 392′ to 524′ left of centerline, up to 13′ AGL/490′ MSL. Multiple trees and poles beginning 366′ from DER, 553′ to 720′ right of centerline 48′ AGL/525′ MSL.

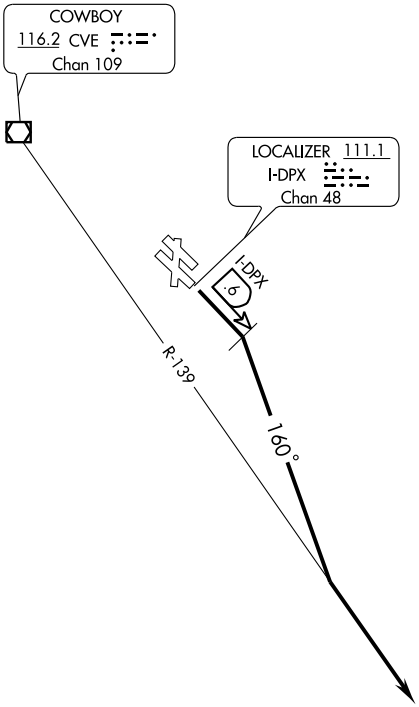
SC-2, 08 APR 2010 to 06 MAY 2010

TRINITY SIX DEPARTURE

SL-106 (FAA)

DALLAS-LOVE FIELD (DAL)
DALLAS, TEXAS

ATIS
120.15
CLNC DEL
127.9
GND CON
121.75 348.6
LOVE TOWER
123.7 239.3
REGIONAL DEP CON
125.12 353.95 (South and West)
118.55 290.35 (North and East)



NOTE: DME required.

NOTE: This SID requires a minimum climb of 280 ′ per NM to 1600′.

NOTE: To be used by assignment by Love Tower only, normally used between 2100-0600 local time.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 13R: Turn right heading 160° as soon as possible after take-off but not later than .6 DME outbound on the I-DPX localizer southeast course, then intercept and climb via CVE R-139 and expect vector to appropriate route. Maintain 5,000 feet and expect filed altitude 10 minutes after departure.

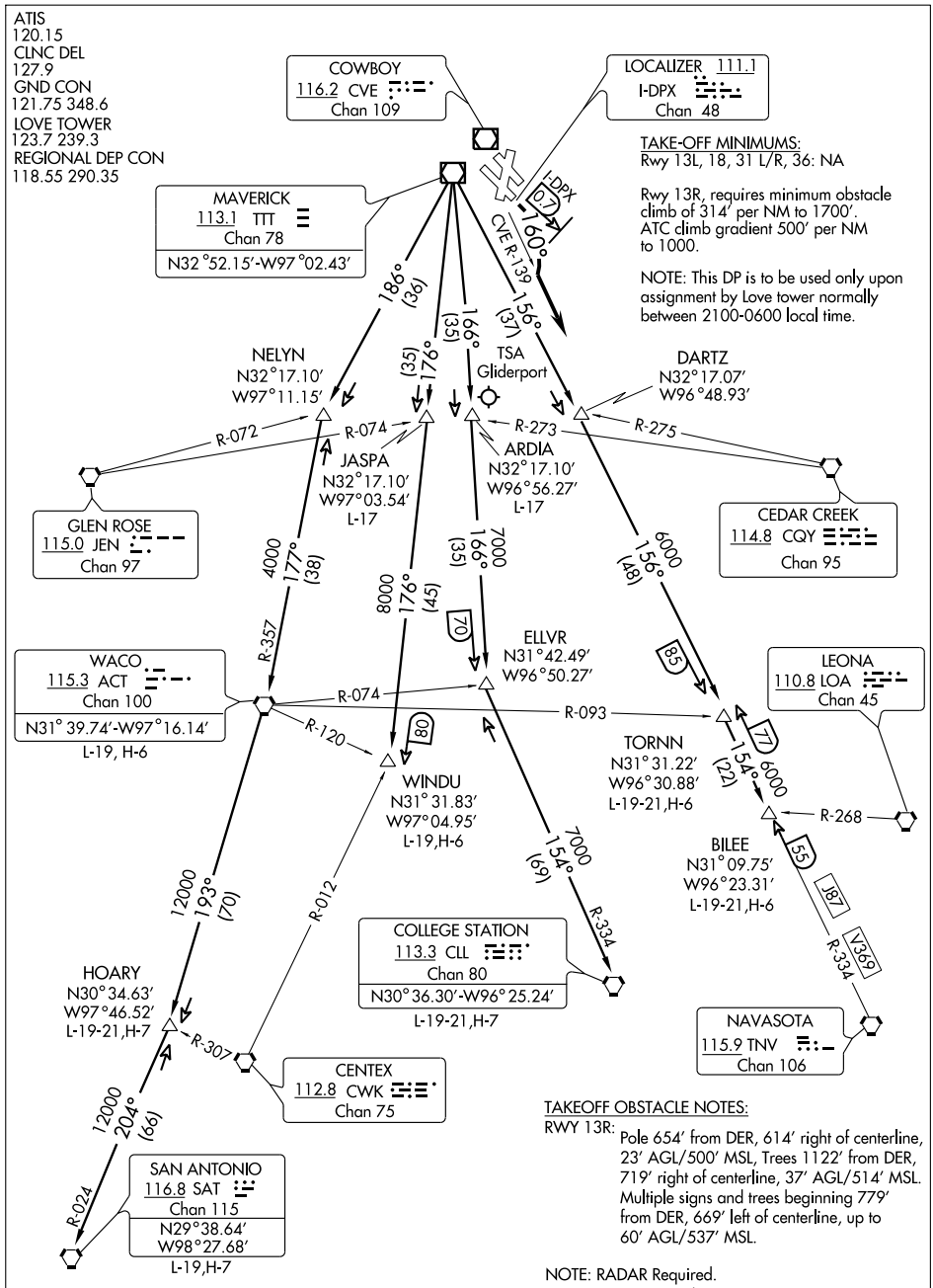
SC-2, 08 APR 2010 to 06 MAY 2010

VENUS SEVEN DEPARTURE

SL-106 (FAA)

DALLAS-LOVE FIELD (DAL)

DALLAS, TEXAS



(NARRATIVE ON FOLLOWING PAGE)

SC-2, 08 APR 2010 to 06 MAY 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 13R: Turn right heading 160° not later than 0.7 DME outbound on the I-DPX localizer southeast course, to intercept and climb via the CVE R-139 outbound. Expect vector to appropriate route. Maintain 5000 feet, expect filed altitude 10 minutes after departure.

ARDIA TRANSITION (VENUS7.ARDIA): (ATC assigned.) From over TTT VOR/DME via TTT R-166 to ARDIA INT.

BILEE TRANSITION (VENUS7.BILEE): (For aircraft overflying the BILEE INT) Thence . . . .

. . . . via the appropriate STAR to George Bush Intercontinental or East Houston terminal area airports.) From over TTT VOR/DME via TTT R-156 and TNV R-334 to BILEE INT.

COLLEGE STATION TRANSITION (VENUS7.CLL): (For aircraft inbound to Houston Hobby and West Houston terminal area airports.) From over TTT VOR/DME via TTT R-166 to ELLVR INT, then via CLL R-334 to CLL VORTAC.

ELLVR TRANSITION (VENUS7.ELLVR): (For turboprop and turbojet aircraft inbound to Houston Hobby and turbojet aircraft inbound to EFD, GLS, and LBX.) From over TTT VOR/DME via TTT R-166 to ELLVR INT.

HOARY TRANSITION (VENUS7.HOARY): (For E/F suffixed aircraft.) From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC, then via ACT R-193 to HOARY INT.

JASPA TRANSITION (VENUS7.JASPA): (ATC assigned.) From over TTT VOR/DME via TTT R-176 to JASPA INT.

SAN ANTONIO TRANSITION (VENUS7.SAT): (For aircraft overflying Centex and San Antonio.) From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC, then via ACT R-193 to HOARY INT, then via SAT R-024 to SAT VORTAC.

TORNN TRANSITION (VENUS7.TORNN): (For aircraft landing at Lafayette, Lake Charles, or Beaumont/Port Arthur airports.) From over TTT VOR/DME via TTT R-156 to TORNN INT.

WACO TRANSITION (VENUS7.ACT): (For aircraft inbound to Waco or Gray terminal area airports.) From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC.

WINDU TRANSITION (VENUS7.WINDU): (For aircraft inbound to Austin or San Antonio terminal area airports, aircraft should file and/or expect the BLEWE or MARCS ARRIVAL at WINDU INT). From over TTT VOR/DME via TTT R-176 to WINDU INT.

SC-2, 08 APR 2010 to 06 MAY 2010

WORTH FIVE DEPARTURE

DALLAS-LOVE FIELD (DAL)

DALLAS, TEXAS

TAKE-OFF MINIMUMS: Rwys 18, 36, 31L/R: Standard.
Rwy 13L: Standard with minimum climb of 244' per NM to 1500.
Rwy 13R: Standard with minimum climb of 304' per NM to 1700.

ATIS 120.15
CLNC DEL 127.9
GND CON 121.75 348.6
LOVE TOWER 123.7 239.3
REGIONAL DEP CON
(Jets departing Rwys 13L/R) 125.12 353.95
(Props departing Rwys 13L/R) 118.55 290.35
(Jets departing Rwys 31L/R) 118.55 290.35
(Props departing Rwys 31L/R) 125.2 343.65

TUCUMCARI
113.6 TCC
Chan 83
N35°10.93'-W103°35.91'
L-15, H-6

PANHANDLE
116.6 PNH
Chan 113
N35°14.10'-W101°41.94'
L-15, H-6

WICHITA FALLS
112.7 SPS
Chan 74

TEXICO
112.2 TXO
Chan 59
N34°29.71'-W102°50.38'
L-6, H-6

CHILDRESS
117.6 CDS
Chan 123
N34°22.14'-W100°17.34'
L-17, H-6

GUTHRIE
114.5 GTH
Chan 92
N33°46.70'
W100°20.17'
L-17, H-6

BOWIE
112.4 UKW
Chan 71

MAVERICK
113.1 TTT
Chan 78
N32°52.15'-W97°02.43'

CORONA
115.5 CNX
Chan 102
N34°22.02'-W105°40.68'
L-6, H-4-6

LUBBOCK
109.2 LBB
Chan 29
N33°42.30'
W101°54.84'
L-6, H-6

ABILENE
113.7 ABI
Chan 84
N32°28.88'-W99°51.81'
L-17, H-6

MILLSAP
117.7 MQP
Chan 124
N32°43.57'-W97°59.85'
L-17, H-6

GLEN ROSE
115.0 JEN
Chan 97

LOCALIZER 111.1
I-LVF
Chan 48

LOCALIZER 111.5
I-OVW
Chan 52

BOOMR
N33°35.55'
W100°42.22'
L-17, H-6

OWING
N33°30.96'
W99°56.87'

SCABI
N33°37.22'
W99°27.03'

FERRA
N33°05.47'
W97°44.00'

MANKI
N33°15.26'
W99°33.88'

SLOTT
N32°58.82'
W97°44.00'

KIRST
N32°50.38'
W99°35.99'

CEOLA
N32°51.98'
W97°44.00'

PODDE
N32°43.58'
W97°44.00'
L-17

N

R-105 FL180 288° (182)

R-118 FL180 297° (187) V114

R-124 FL180 305° (66) V62

R-088 FL180 272° (192)

R-127 FL180 307° (61)

R-238 R-233

R-229 R-119 FL180 (25) 266° (38) LBB R-086

R-085

R-102 FL180 282° (127)

R-318

R-008 R-022

R-071 V66 4000 253° (96)

R-081 4000 261° (13)

R-004

R-006

R-165 R-166

129 14,000 (92)

129 14,000 (94)

129 14,000 (94)

FL180 299° (25) 50

010° 5.5 I-OVW

I-LVF 5.5 285° (37)

310° 275° (36)

264° (35)

250° (36)

130° 130° 180°

NOTE: Rwy 13L - Floodlight 965' from DER, 743' right of centerline, 31' AGL/514' MSL; multiple trees and poles beginning 1166' from DER, 516' to 759' left of centerline, up to 60' AGL/547' MSL. NOTE: Rwy 13R - Road, tree, and pole beginning 203' from DER, 480' to 721' right of centerline, up to 38' AGL/514' MSL; light standard, sign, rod on stack beginning 691' from DER, 555' to 991' left of centerline, up to 61' AGL/537'MSL. NOTE: Rwy 18 - Multiple trees and pipe beginning 605' from DER, 93' to 415' left of centerline, up to 41' AGL/523' MSL. Multiple trees, building, and OL on hangar beginning 300' from DER, 90' to 572' right of centerline, up to 48' AGL/530' MSL. NOTE: Rwy 31L - Tree340' from DER, 408' right of centerline, 10' AGL/486' MSL. Tree 253' from DER, 429' left of centerline, 7' AGL/483' MSL. NOTE: Rwy 31R - Multiple trees and pole beginning 38' from DER, 392' to 524' left of centerline, up to 13' AGL/490' MSL, multiple trees and pole beginning 366' from DER, 553' to 720' right of centerline, 48' AGL/525' MSL.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION

PROPS

EXPECT COYOTE OR KINGDOM DEPARTURE

JETS

TAKE-OFF RUNWAY 13L/R: Climb via heading 130°, expect vectors to appropriate route. Maintain 5000 feet and expect filed altitude 10 minutes after departure.
TAKE-OFF RUNWAY 18: Climb via heading 180° to 1300 feet before turning left, then fly assigned heading and altitude, expect vector to appropriate route.
TAKE-OFF RUNWAYS 31L/R: Climb via heading 310° until the LVF or OVW localizer 5.5 DME, then turn right heading 010° for vector to appropriate route. Maintain 5000 feet and expect filed altitude 10 minutes after departure.
TAKE-OFF RUNWAY 36: Climb via assigned heading and altitude, expect vector to appropriate route.

ABILENE TRANSITION (WORTH5.ABI): From over TTT VOR/DME via TTT R-250 to PODDE INT, then via MQP R-081 to MQP VORTAC, then via MQP R-253 and ABI R-071 to ABI VORTAC.

BOOMR TRANSITION (WORTH5.BOOMR): From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to OWING INT, then via LBB R-086 to BOOMR INT.

CHILDRESS TRANSITION (WORTH5.CDS): From over TTT VOR/DME via TTT R-285 to SCABI INT, then via CDS R-127 to CDS VORTAC.

CORONA TRANSITION (WORTH5.CNX): From over TTT VOR/DME via TTT R-264 to KIRST INT, then via LBB R-102 to LBB VORTAC, then via LBB R-272 and CNX R-088 to CNX VORTAC.

GUTHRIE TRANSITION (WORTH5.GTH): From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to GTH VORTAC.

LUBBOCK TRANSITION (WORTH5.LBB): From over TTT VOR/DME via TTT R-264 to KIRST INT, then via LBB R-102 to LBB VORTAC.

MILLSAP TRANSITION (WORTH5.MQP): From over TTT VOR/DME via TTT R-250 to PODDE INT, then via MQP R-081 to MQP VORTAC.

PANHANDLE TRANSITION (WORTH5.PNH): From over TTT VOR/DME via TTT R-285 to SCABI INT, then via CDS R-127 to CDS VORTAC, then via CDS R-297 and PNH R-118 to PNH VORTAC.

PODDE TRANSITION (WORTH5.PODDE): (ATC Assigned) From over TTT VOR/DME via TTT R-250 to PODDE INT.

TEXICO TRANSITION (WORTH5.TXO): From over TTT VOR/DME via TTT R-264 to KIRST INT, then via LBB R-102 to LBB VORTAC, then via LBB R-305 and TXO R-124 to TXO VORTAC.

TUCUMCARI TRANSITION (WORTH5.TCC): From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to GTH VORTAC, then via GTH R-288 and TCC R-105 to TCC VORTAC.

SC-2, 08 APR 2010 to 06 MAY 2010

WYLIE FIVE DEPARTURE

DALLAS-LOVE FIELD (DAL)

DALLAS, TEXAS

ATIS
120.15
CLNC DEL
127.9
GND CON
121.75 348.6
LOVE TOWER
123.7 239.3
REGIONAL DEP CON
(Props departing Rwys 13L/R)
125.2 343.65
(Props departing Rwys 31L/R)
124.3 282.35

NOTE: 1049′ MSL tower 3.24 NM from departure end Rwy 31L.
1368′ MSL bldg 3.80 NM from departure end Rwy 13R.
1049′ MSL bldg 3.09 NM from departure end Rwy 13R.
1194′ MSL bldg 3.63 NM from departure end Rwy 13R.

TAKE-OFF MINIMUMS:
Rwy 13L, Standard with minimum climb of 244 feet per NM to 1500.
Rwy 13R, Standard with minimum climb of 311 feet per NM to 1700.
Rwys 18, 36, 31L/R, Standard.

DEPARTURE PROCEDURE:
Rwy 18: Climb heading 180° to 1300 before turning left.
Rwy 31L: Climb heading 310° to 1200 before turning left.
Rwy 31R: Climb heading 310° to 1200 before turning left.

LITTLE ROCK
113.9 LIT
Chan 86
N34°40.66′-W92°10.83′
L-18, H-6

TEXARKANA
116.3 TXK
Chan 110
N33°30.83′-W94°04.40′
L-17, H-6

SULPHUR SPRINGS
109.0 SLR
Chan 27

ORTRO
N33°41.47′
W94°12.75′

BONHAM
114.6 BYP
Chan 93

COBUG
N33°17.38′
W95°37.68′

EL DORADO
115.5 ELD
Chan 102
N33°15.37′-W92°44.64′
L-17, H-6

SIDON
114.7 SQS
Chan 94
N33°27.83′-W90°16.64′
L-18, H-6

NOBLY
N33°04.94′
W96°19.96′

TRISS
N32°58.20′
W96°19.94′

SHERO
N33°04.49′
W95°33.78′

SOLDO
N32°51.92′
W96°19.94′
L-17

QUITMAN
114.0 UIM
Chan 87
N32°52.83′-W95°22.01′
L-17, H-6

SHRLY
N32°44.60′
W94°18.17′

MERIDIAN
117.0 MEI
Chan 117
N32°22.71′-W88°48.26′
L-18, H-6

BELCHER
117.4 EIC
Chan 121
N32°46.28′-W93°48.60′
L-17, H-6

MAVERICK
113.1 TTT
Chan 78
N32°52.15′-W97°02.43′

CLARE
N32°45.66′
W96°19.93′

POTEN
N32°39.33′
W95°40.03′

TEKBE
N32°42.80′
W94°47.73′

SAWMILL
113.75 SWB
Chan 84 (Y)
N31°58.39′-W92°40.63′
L-22, H-6

GREGG COUNTY
112.3 GGG
Chan 70

NOTE: For Props requesting FL240 and above.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale

WYLIE FIVE DEPARTURE

DEPARTURE ROUTE DESCRIPTION

JETS

Expect DALLAS DEPARTURE

PROPS

Props departing DAL must contact clearance delivery for departure instructions.

BELCHER TRANSITION (WYLIE5.EIC): (For aircraft inbound to Jackson, Monroe, and Shreveport terminal area.) From over TTT VOR/DME via TTT R-094 to POTEN, then via EIC R-259 to EIC VORTAC.

EL DORADO TRANSITION (WYLIE5.ELD): (For aircraft inbound to the Memphis Terminal area. Aircraft should file and/or expect appropriate STAR.) From over TTT VOR/DME via TTT R-084 to SOLDO, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC.

LITTLE ROCK TRANSITION (WYLIE5.LIT): From over TTT VOR/DME via TTT R-064 to ORTRO, then via LIT R-235 to LIT VORTAC.

MERIDIAN TRANSITION (WYLIE5.MEI): (For aircraft inbound to the Atlanta Terminal area.) From over TTT VOR/DME via TTT R-084 to SOLDO, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC, then via ELD R-097 and MEI R-281 to MEI VORTAC.

QUITMAN TRANSITION (WYLIE5.UIM): (For aircraft inbound to Shreveport Terminal area.) From over TTT VOR/DME via TTT R-084 to SOLDO, then via UIM R-261 to UIM VOR/DME.

SAWMILL TRANSITION (WYLIE5.SWB): From over TTT VOR/DME via TTT R-094 to POTEN, then via EIC R-259 to TEKBE, then via SWB R-291 to SWB VOR/DME.

SIDON TRANSITION (WYLIE5.SQS): From over TTT VOR/DME via TTT R-084 to SOLDO, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC, then via ELD R-077 and SQS R-262 to SQS VORTAC.

SOLDO TRANSITION (WYLIE5.SOLDO): (ATC assigned.) From over TTT VOR/DME via TTT R-084 to SOLDO.

TEXARKANA TRANSITION (WYLIE5.TXK): From over TTT VOR/DME via TTT R-074 to SHERO, then via TXK R-244 to TXK VORTAC.

TAKE-OFF OBSTACLES:

Rwy 13L, Floodlight, 965′ from departure end of runway, 743′ right of centerline, 31′ AGL/514′ MSL. Multiple trees and poles beginning 1166′ from departure end of runway, 516′ left of centerline, up to 60′ AGL/547′ MSL.

Rwy 13R, Road, tree and pole beginning 203′ from departure end of runway, 480′ right of centerline, up to 38′ AGL/514′ MSL. Light standard, sign, rod on stack beginning 691′ from departure end of runway, 555′ left of centerline, up to 61′ AGL/537′ MSL.

Rwy 18, Multiple trees and pipe beginning 605′ from departure end of runway, 93′ left of centerline, up to 41′ AGL/523′ MSL. Multiple trees, building and obstruction light on hangar beginning 300′ from departure end of runway, 90′ right of centerline, up to 48′ AGL/530′ MSL.

Rwy 31L, Tree, 340′ from departure end of runway, 408′ right of centerline, 10′ AGL/486′ MSL. Tree, 253′ from departure end of runway, 429′ left of centerline, 7′ AGL/483′ MSL.

Rwy 31R, Multiple trees and pole beginning 38′ from departure end of runway, 392′ left of centerline, up to 13′ AGL/490′ MSL. Multiple trees and poles beginning 366′ from departure end of runway, 553′ right of centerline, up to 48′ AGL/525′ MSL.

SC-2, 08 APR 2010 to 06 MAY 2010

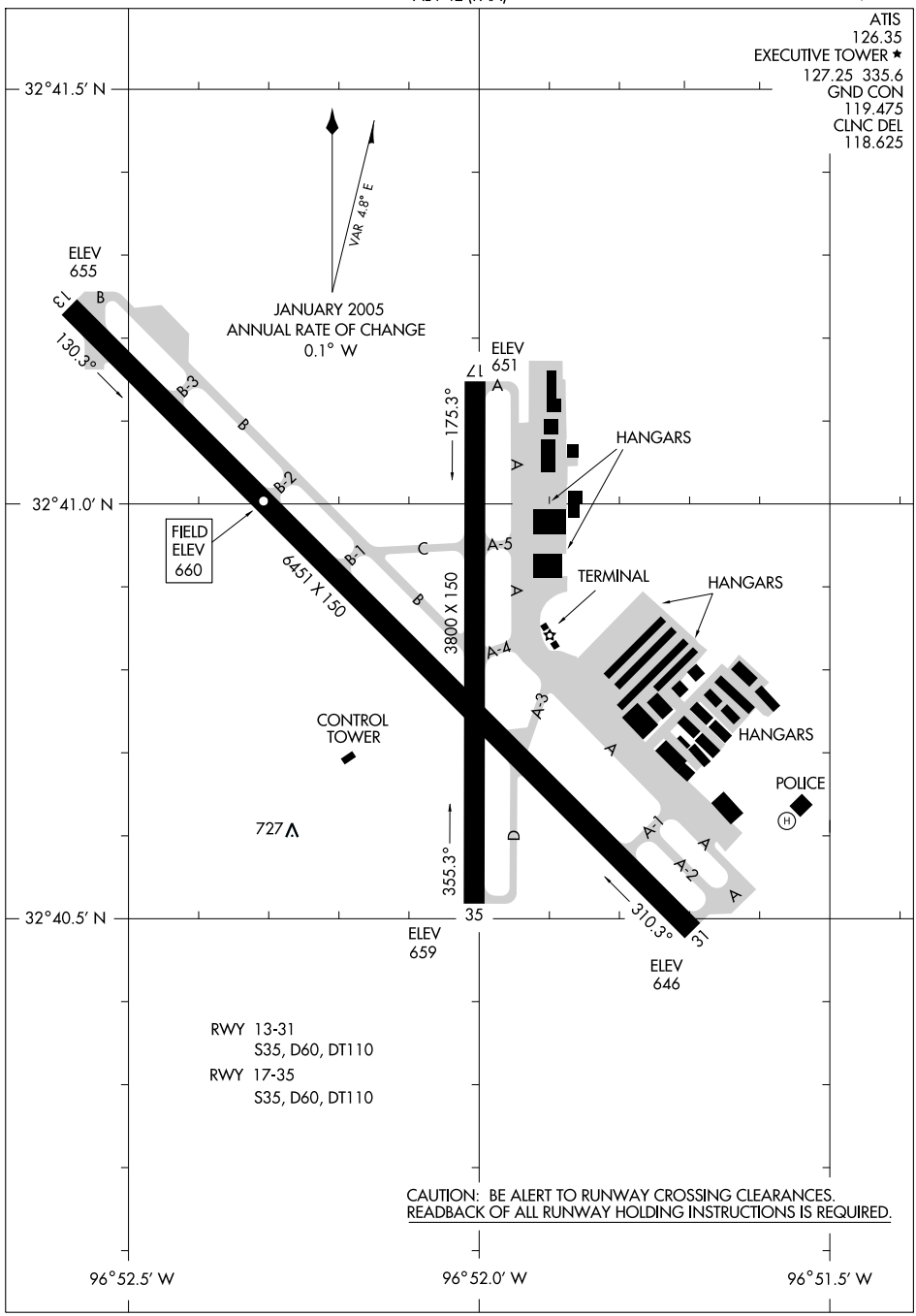
09239

AIRPORT DIAGRAM

AL-742 (FAA)

DALLAS EXECUTIVE (RBD)

DALLAS, TEXAS



RWY 13-31
S35, D60, DT110
RWY 17-35
S35, D60, DT110

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

SC-2, 08 APR 2010 to 06 MAY 2010

DALLAS NINE DEPARTURE

ATIS 126.35
CLNC DEL
118.625
GND CON
119.475
EXECUTIVE TOWER ★
127.25 (CTAF) 335.6
REGIONAL DEP CON
125.2 343.65
CTAF 120.3

DEPARTURE PROCEDURE:
Rwy 13: Climb via heading 129° to 2400 before turning westbound.
Rwy 17: Climb via heading 174° to 2400 before turning westbound.
Rwy 31: Climb via heading 309° to 1600 before turning southbound.
Rwy 35: Climb via heading 354° to 1600 before turning southbound.

TAKE-OFF MINIMUMS:
All runways standard.

NOTE: For Jets requesting FL180 and above.

LITTLE ROCK
113.9 LIT
Chan 86
N34°40.66′-W92°10.83′
L-18, H-6

ORTRO
N33°41.47′
W94°12.75′

TEXARKANA
116.3 TXK
Chan 110
N33°30.83′-W94°04.39′
L-17, H-6

SIDON
114.7 SQS
Chan 94
N33°27.83′-W90°16.64′
L-18, H-6

SULPHUR SPRINGS
109.0 SLR
Chan 27

EL DORADO
115.5 ELD
Chan 102
N33°15.37′-W92°44.64′
L-17, H-6

BONHAM
114.6 BYP
Chan 93

COBUG
N33°17.38′
W95°37.68′

QUITMAN
114.0 UIM
Chan 87
N32°52.82′-W95°22.01′
L-17, H-6

MAVERICK
113.1 TTT
Chan 78
N32°52.15′
W97°02.43′

NOBLY
N33°04.94′
W96°19.96′

TRISS
N32°58.20′
W96°19.94′

SHERO
N33°04.49′
W95°33.78′

MERIDIAN
117.0 MEI
Chan 117
N32°22.71′-W88°48.26
L-18, H-6

SOLDO
N32°51.92′
W96°19.94′
L-17

SHRLY
N32°44.60′
W94°18.17′

BELCHER
117.4 EIC
Chan 121
N32°46.28′-W93°48.60′
L-17, H-6

CLARE
N32°45.66′
W96°19.93′

POTEN
N32°39.33′
W95°40.03′

TEKBE
N32°42.80′
W94°47.73′

SAWMILL
113.75 SWB
Chan 84
N31°58.39′
W92°40.63′
L-22, H-6

GREGG COUNTY
112.3 GGG
Chan 70

FL230 064° (75)
055° (117)
R-235
R-320
151
R-244
6500 064° (79)
5000 (38) 76
R-324
R-184
R-182
R-181
R-180
5000 (39) 76
R-312
5000 081° (49)
R-261
R-183
14000 072° (134)
R-187
FL200 077° (125)
R-262
FL200 097° (206)
R-254
R-281
064° (38)
074° (36)
084° (36)
094° (36)
6000 (34)
94
10000 079° (44)
(25)
(25)
R-259
R-346
14000 111° (116)
R-291
71
1600
309°
354°
129°
174°
2400
2400
1600

N

NOTE: Chart not to scale

(NARRATIVE ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading and altitude to appropriate route.

JETS

Jets requesting 17,000 and below expect GARLAND Departure.

BELCHER TRANSITION (DALL9.EIC): (For aircraft inbound to the JAN, MLU and SHV terminal areas only.) From over TTT VOR/DME via TTT R-094 to POTEN INT, then via EIC R-259 to EIC VORTAC.

EL DORADO TRANSITION (DALL9.ELD): (For aircraft inbound to the Memphis Terminal area. Aircraft should file and/or expect appropriate STAR.) From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC.

LITTLE ROCK TRANSITION (DALL9.LIT): From over TTT VOR/DME via TTT R-064 to ORTRO INT, then via LIT R-235 to LIT VORTAC.

MERIDIAN TRANSITION (DALL9.MEI): (For aircraft inbound to the Atlanta Terminal area.) From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC, then via ELD R-097 and MEI R-281 to MEI VORTAC.

QUITMAN TRANSITION (DALL9.UIM): (For aircraft inbound to Shreveport Terminal area.) From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME.

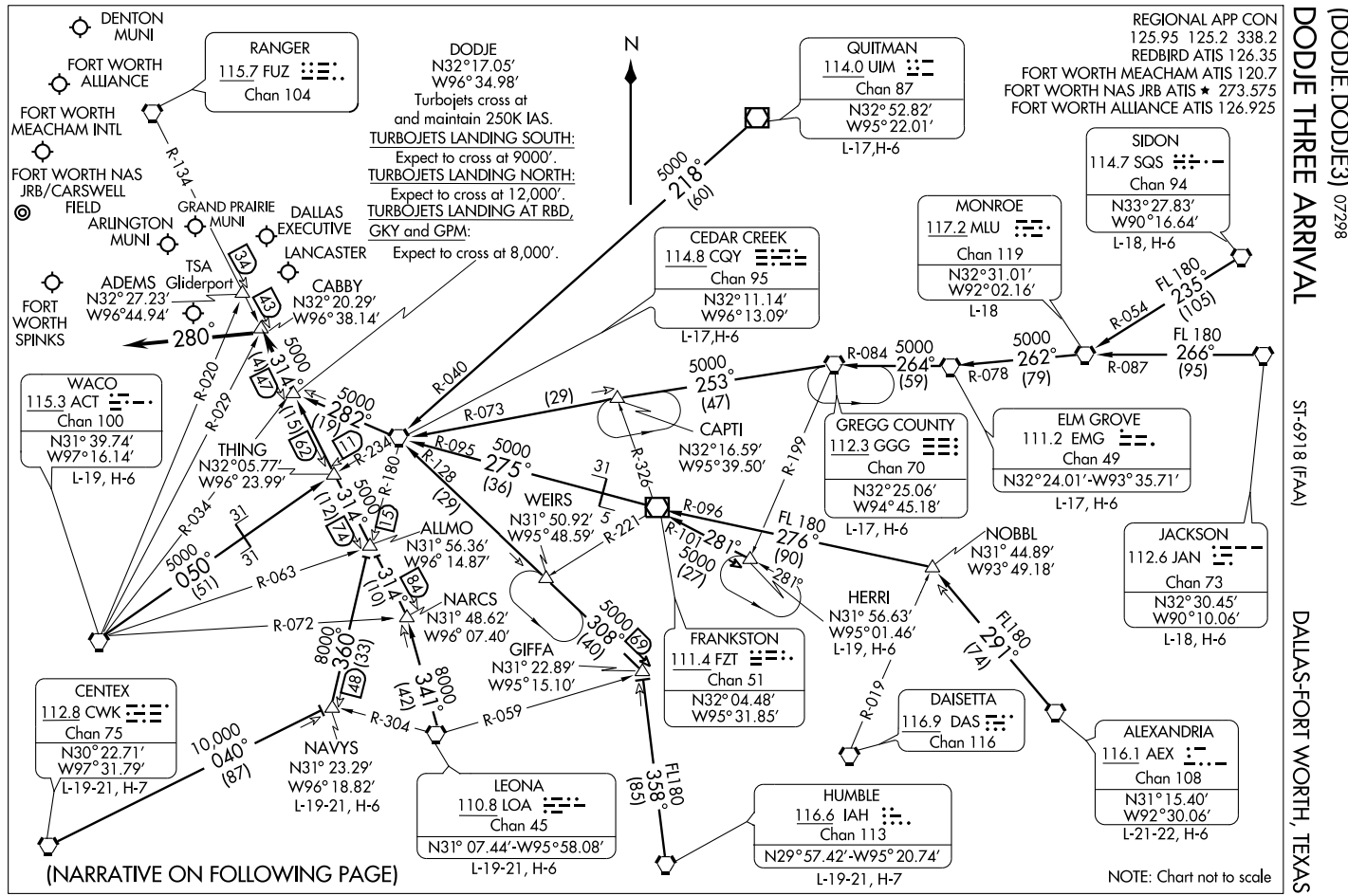
SAWMILL TRANSITION (DALL9.SWB): From over TTT VOR/DME via TTT R-094 to POTEN INT, then via EIC R-259 to TEKBE INT, then via SWB R-291 to SWB VOR/DME.

SIDON TRANSITION (DALL9.SQS): From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC, then via ELD R-077 and SQS R-262 to SQS VORTAC.

SOLDO TRANSITION (DALL9.SOLDO): From over TTT VOR/DME via TTT R-084 to SOLDO INT.

TEXARKANA TRANSITION (DALL9.TXK): From over TTT VOR/DME via TTT R-074 to SHERO INT, then via TXK R-244 to TXK VORTAC.

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DODGE THREE ARRIVAL
(DODJE.DODJE3) 07298
ST-6918 (FAA)
DALLAS-FORT WORTH, TEXAS
REGIONAL APP CON
125.95 125.2 338.2
REDBIRD ATIS 126.35
FORT WORTH MEACHAM ATIS 120.7
FORT WORTH NAS JRB ATIS ★ 273.575
FORT WORTH ALLIANCE ATIS 126.925
DENTON MUNI
FORT WORTH ALLIANCE
FORT WORTH MEACHAM INTL
FORT WORTH NAS JRB/CARSWELL FIELD
ARLINGTON MUNI
GRAND PRAIRIE MUNI
DALLAS EXECUTIVE
LANCASTER
TSA
ADEMS Gliderport
N32°27.23′
W96°44.94′
CABBY
N32°20.29′
W96°38.14′
FORT WORTH SPINKS
RANGER
115.7 FUZ
Chan 104
R-134
DODJE
N32°17.05′
W96°34.98′
Turbojets cross at and maintain 250K IAS.
TURBOJETS LANDING SOUTH:
Expect to cross at 9000′.
TURBOJETS LANDING NORTH:
Expect to cross at 12,000′.
TURBOJETS LANDING AT RBD, GKY and GPM:
Expect to cross at 8,000′.
N
QUITMAN
114.0 UIM
Chan 87
N32°52.82′
W95°22.01′
L-17,H-6
5000
218°
(60)
CEDAR CREEK
114.8 CQY
Chan 95
N32°11.14′
W96°13.09′
L-17,H-6
MONROE
117.2 MLU
Chan 119
N32°31.01′
W92°02.16′
L-18
SIDON
114.7 SQS
Chan 94
N33°27.83′
W90°16.64′
L-18, H-6
FL 180
235°
(105)
R-054
R-087
5000
262°
(79)
R-078
R-084
5000
264°
(59)
FL 180
266°
(95)
WACO
115.3 ACT
Chan 100
N31° 39.74′
W97°16.14′
L-19, H-6
THING
N32°05.77′
W96° 23.99′
CAPTI
N32°16.59′
W95°39.50′
GREGG COUNTY
112.3 GGG
Chan 70
N32°25.06′
W94°45.18′
L-17, H-6
ELM GROVE
111.2 EMG
Chan 49
N32°24.01′-W93°35.71′
L-17, H-6
JACKSON
112.6 JAN
Chan 73
N32°30.45′
W90°10.06′
L-18, H-6
WEIRS
N31° 50.92′
W95° 48.59′
ALLMO
N31° 56.36′
W96° 14.87′
NARCS
N31° 48.62′
W96° 07.40′
GIFFA
N31° 22.89′
W95° 15.10′
NOBBL
N31° 44.89′
W93° 49.18′
HERRI
N31° 56.63′
W95° 01.46′
L-19, H-6
FRANKSTON
111.4 FZT
Chan 51
N32° 04.48′
W95° 31.85′
DAISETTA
116.9 DAS
Chan 116
CENTEX
112.8 CWK
Chan 75
N30° 22.71′
W97° 31.79′
L-19-21, H-7
NAVYS
N31° 23.29′
W96° 18.82′
L-19-21, H-6
LEONA
110.8 LOA
Chan 45
N31° 07.44′-W95° 58.08′
L-19-21, H-6
HUMBLE
116.6 IAH
Chan 113
N29° 57.42′-W95° 20.74′
L-19-21, H-7
ALEXANDRIA
116.1 AEX
Chan 108
N31° 15.40′
W92° 30.06′
L-21-22, H-6
(NARRATIVE ON FOLLOWING PAGE)
NOTE: Chart not to scale

DODJE THREE ARRIVAL (DODJE.DODJE3)

ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.DODJE3): From over AEX VORTAC via AEX R-291 to NOBBL INT, then via FZT R-096 to FZT VOR/DME, then via FZT R-275 and CQY R-095 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

CEDAR CREEK TRANSITION (CQY.DODJE3): From over CQY VORTAC via CQY R-282 to DODJE INT. Thence. . . .

CENTEX TRANSITION (CWK.DODJE3): From over CWK VORTAC via CWK R-040 to NAVYS INT, then via CQY R-180 to ALLMO INT, then via FUZ R-134 to DODJE INT. Thence. . . .

ELM GROVE TRANSITION (EMG.DODJE3): From over EMG VORTAC via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

GREGG COUNTY TRANSITION (GGG.DODJE3): From over GGG VORTAC via GGG R-253 and CQY R-073 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

HERRI TRANSITION (HERRI.DODJE3): (Assigned by ATC) From over HERRI INT via FZT R-101 to FZT VOR/DME, then via FZT R-275 and CQY R-095 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

HUMBLE TRANSITION (IAH.DODJE3): From over IAH VORTAC via IAH R-355 to GIFFA INT, then via CQY R-128 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

JACKSON TRANSITION (JAN.DODJE3): From over JAN VORTAC via JAN R-266 and MLU R-087 to MLU VORTAC, then via MLU R-262 and EMG R-078 to EMG VORTAC, then via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

LEONA TRANSITION (LOA.DODJE3): From over LOA VORTAC via LOA R-341 to NARCS INT, then via FUZ R-134 to DODJE INT. Thence. . . .

MONROE TRANSITION (MLU.DODJE3): From over MLU VORTAC via MLU R-262 and EMG R-078 to EMG VORTAC, then via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

NAVYS TRANSITION (NAVYS.DODJE3): From over NAVYS INT via CQY R-180 to ALLMO INT, then via FUZ R-134 to DODJE INT. Thence. . . .

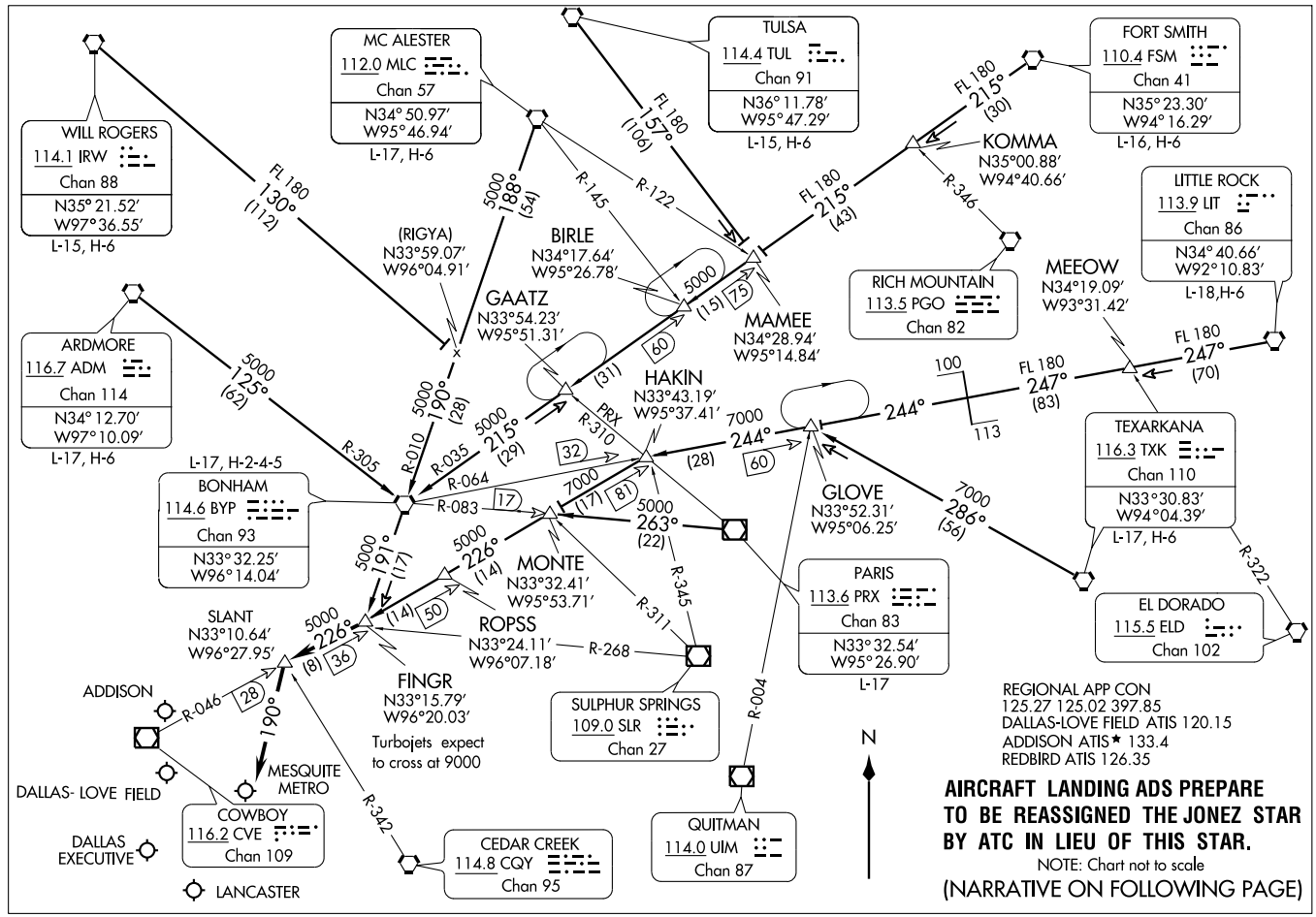
QUITMAN TRANSITION (UIM.DODJE3): From over UIM VOR/DME via UIM R-218 and CQY R-040 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

SIDON TRANSITION (SQS.DODJE3): From over SQS VORTAC via SQS R-235 and MLU R-054 to MLU VORTAC, then via MLU R-262 and EMG R-078 to EMG VORTAC, then via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

WACO TRANSITION (ACT.DODJE3): From over ACT VORTAC via ACT R-050 and CQY R-234 to THING INT, then via FUZ R-134 to DODJE INT. Thence. . . .

. . . .From over DODJE INT via FUZ R-134 to CABBY INT or ADEMS INT (when directed by ATC). Depart CABBY INT heading 280°. Expect radar vectors to final approach course.

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MC ALESTER
112.0 MLC
Chan 57
N34° 50.97′
W95° 46.94′
L-17, H-6
TULSA
114.4 TUL
Chan 91
N36° 11.78′
W95° 47.29′
L-15, H-6
FORT SMITH
110.4 FSM
Chan 41
N35° 23.30′
W94° 16.29′
L-16, H-6
WILL ROGERS
114.1 IRW
Chan 88
N35° 21.52′
W97° 36.55′
L-15, H-6
KOMMA
N35°00.88′
W94°40.66′
LITTLE ROCK
113.9 LIT
Chan 86
N34° 40.66′
W92° 10.83′
L-18,H-6
(RIGYA)
N33°59.07′
W96°04.91′
BIRLE
N34°17.64′
W95°26.78′
GAATZ
N33°54.23′
W95°51.31′
MAMEE
N34°28.94′
W95°14.84′
RICH MOUNTAIN
113.5 PGO
Chan 82
MEEOW
N34°19.09′
W93°31.42′
ARDMORE
116.7 ADM
Chan 114
N34° 12.70′
W97° 10.09′
L-17, H-6
HAKIN
N33°43.19′
W95°37.41′
TEXARKANA
116.3 TXK
Chan 110
N33°30.83′
W94°04.39′
L-17, H-6
L-17, H-2-4-5
BONHAM
114.6 BYP
Chan 93
N33° 32.25′
W96° 14.04′
GLOVE
N33°52.31′
W95°06.25′
MONTE
N33°32.41′
W95°53.71′
PARIS
113.6 PRX
Chan 83
N33° 32.54′
W95° 26.90′
L-17
EL DORADO
115.5 ELD
Chan 102
SLANT
N33°10.64′
W96°27.95′
ROPSS
N33°24.11′
W96°07.18′
FINGR
N33°15.79′
W96°20.03′
Turbojets expect
to cross at 9000
SULPHUR SPRINGS
109.0 SLR
Chan 27
ADDISON
MESQUITE
METRO
DALLAS- LOVE FIELD
COWBOY
116.2 CVE
Chan 109
DALLAS
EXECUTIVE
LANCASTER
CEDAR CREEK
114.8 CQY
Chan 95
QUITMAN
114.0 UIM
Chan 87
N
REGIONAL APP CON
125.27 125.02 397.85
DALLAS-LOVE FIELD ATIS 120.15
ADDISON ATIS★ 133.4
REDBIRD ATIS 126.35
AIRCRAFT LANDING ADS PREPARE
TO BE REASSIGNED THE JONEZ STAR
BY ATC IN LIEU OF THIS STAR.
NOTE: Chart not to scale
(NARRATIVE ON FOLLOWING PAGE)

FINGR THREE ARRIVAL (FINGR.FINGR3)

ARRIVAL DESCRIPTION

ARDMORE TRANSITION (ADM.FINGR3): From over ADM VORTAC via ADM R-125 and BYP R-305 to BYP VORTAC, then via BYP R-191 to FINGR INT. Thence . . . .
BONHAM TRANSITION (BYP.FINGR3): From over BYP VORTAC via BYP R-191 to to FINGR INT. Thence . . . .
FORT SMITH TRANSITION (FSM.FINGR3): From over FSM VORTAC via FSM R-215 to MAMEE INT, then via BYP R-035 to BYP VORTAC, then via BYP R-191 to FINGR INT. Thence . . . .
LITTLE ROCK TRANSITION (LIT.FINGR3): From over LIT VORTAC via LIT R-247 and BYP R-064 to HAKIN INT, then via CVE R-046 to FINGR INT. Thence . . . .
MC ALESTER TRANSITION (MLC.FINGR3): From over MLC VORTAC via MLC R-188 and BYP R-010 to BYP VORTAC, then via BYP R-191 to FINGR INT. Thence . . . .
PARIS TRANSITION (PRX.FINGR3): From over PRX VOR/DME via PRX R-263 to MONTE INT, then via CVE R-046 to FINGR INT. Thence . . . .
TEXARKANA TRANSITION (TXK.FINGR3): From over TXK VORTAC via TXK R-286 to GLOVE INT, then via BYP R-064 to HAKIN INT, then via CVE R-046 to FINGR INT. Thence . . . .
TULSA TRANSITION (TUL.FINGR3): From over TUL VORTAC via TUL R-157 to to MAMEE INT, then via BYP R-035 to BYP VORTAC, then via BYP R-191 to FINGR INT. Thence . . . .
WILL ROGERS TRANSITION (IRW.FINGR3): From over IRW VORTAC via IRW R-130 and BYP R-010 to BYP VORTAC, then via BYP R-191 to FINGR INT. Thence . . . . From over FINGR INT via CVE R-046 to SLANT INT.
AIRCRAFT LANDING NORTH: Depart SLANT INT heading 190° for vectors to final approach course.
AIRCRAFT LANDING SOUTH: Expect vectors to final approach course.

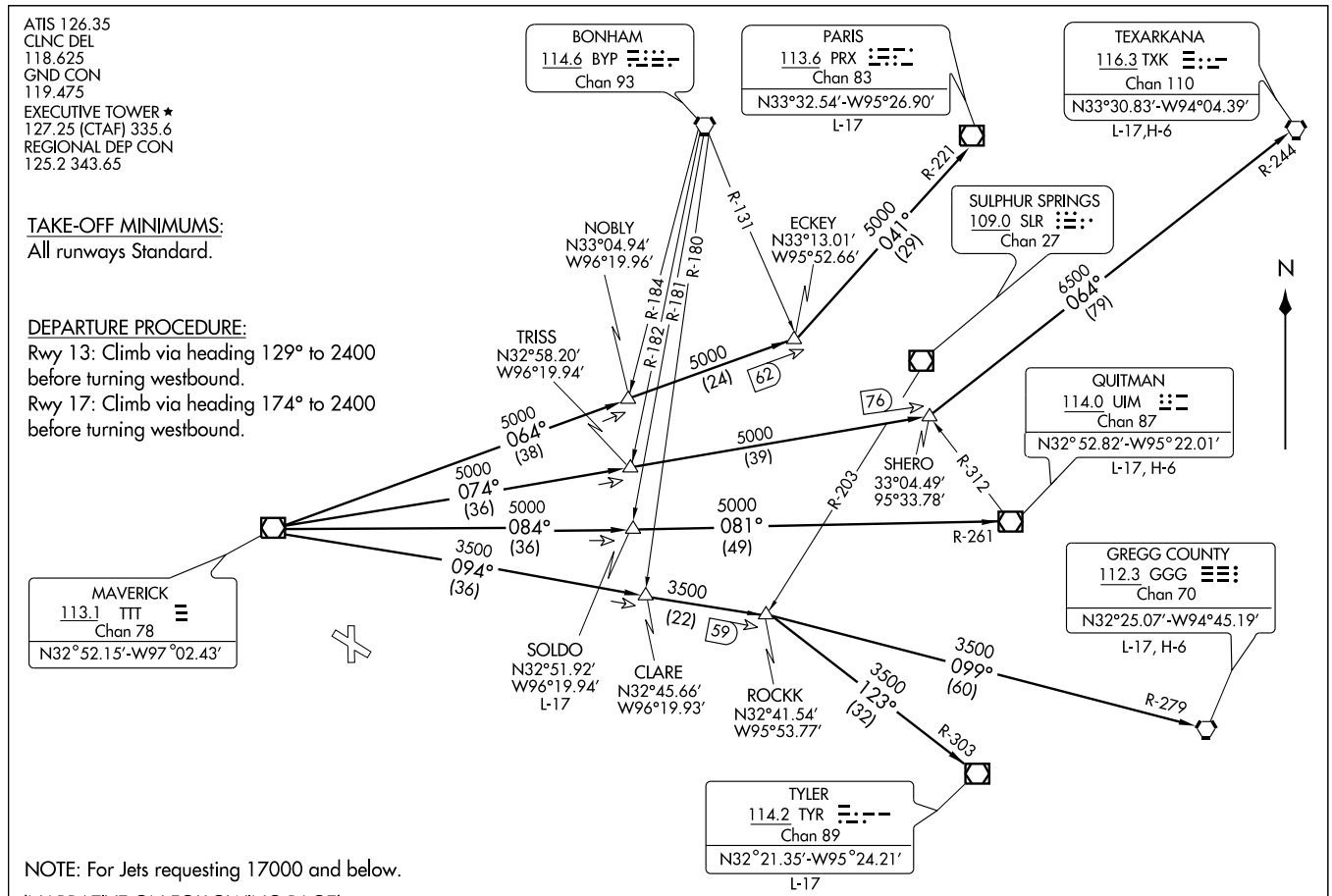
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GARLAND THREE DEPARTURE

ATIS 126.35
CLNC DEL
118.625
GND CON
119.475
EXECUTIVE TOWER ★
127.25 (CTAF) 335.6
REGIONAL DEP CON
125.2 343.65

TAKE-OFF MINIMUMS:
All runways Standard.

DEPARTURE PROCEDURE:
Rwy 13: Climb via heading 129° to 2400 before turning westbound.
Rwy 17: Climb via heading 174° to 2400 before turning westbound.



NOTE: For Jets requesting 17000 and below.
(NARRATIVE ON FOLLOWING PAGE)

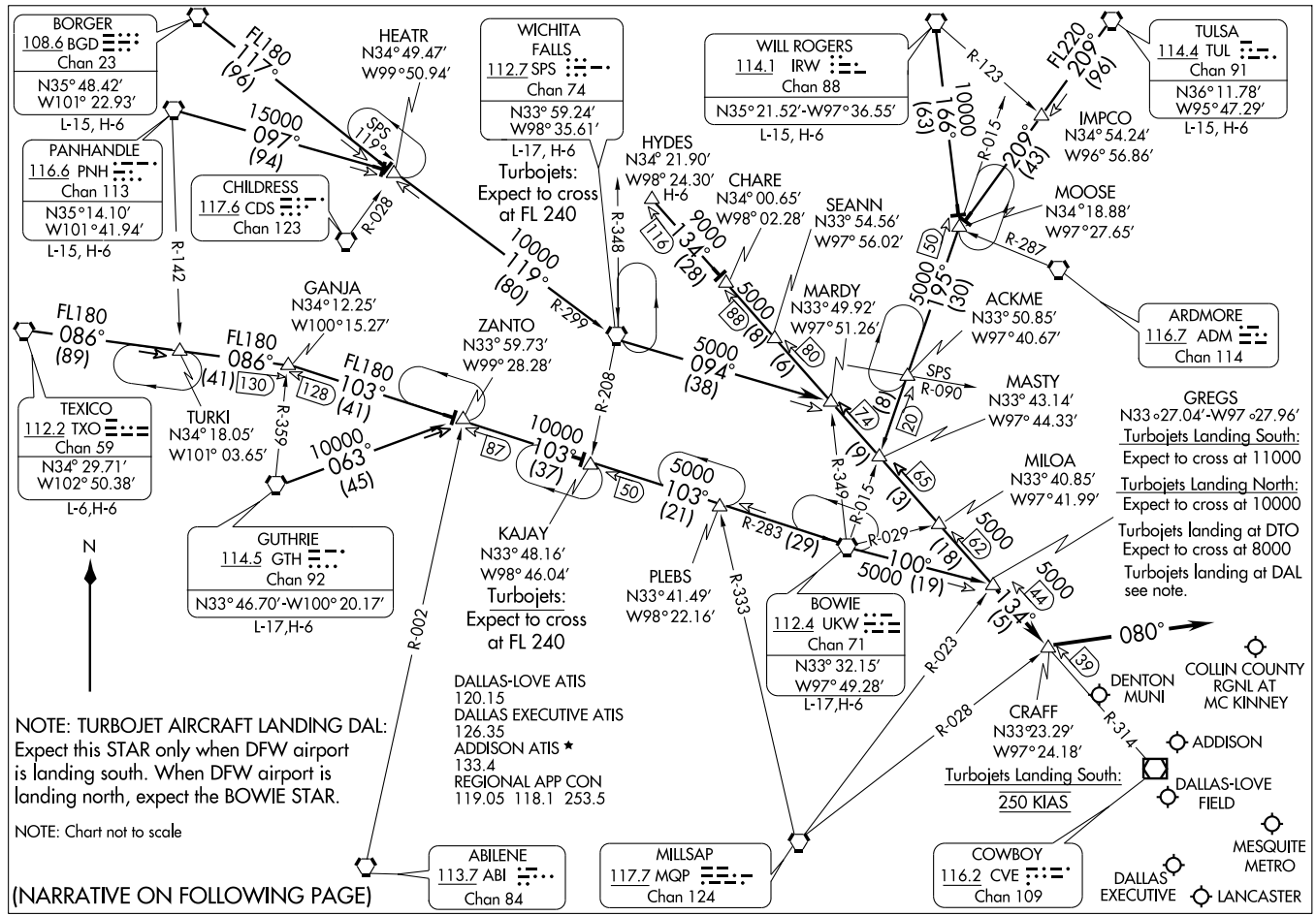
NOTE: Chart not to scale

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading to appropriate route.

LONGVIEW TRANSITION (GARL3.GGG): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via GGG R-279 to GGG VORTAC.
PARIS TRANSITION (GARL3.PRX): From over TTT VOR/DME via TTT R-064 to ECKEY INT, then via PRX R-221 to PRX VOR/DME.
QUITMAN TRANSITION (GARL3.UIM): From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME.
SOLDO TRANSITION (GARL3.SOLDO): (ATC assigned) From over TTT VOR/DME via TTT R-084 to SOLDO INT.
TEXARKANA TRANSITION (GARL3.TXK): From over TTT VOR/DME via TTT R-074 to SHERO INT, then via TXK R-244 to TXK VORTAC.
TYLER TRANSITION (GARL3.TYR): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via TYR R-303 to TYR VOR/DME.

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BORGER
108.6 BGD
Chan 23
N35° 48.42'
W101° 22.93'
L-15, H-6
PANHANDLE
116.6 PNH
Chan 113
N35° 14.10'
W101° 41.94'
L-15, H-6
CHILDRESS
117.6 CDS
Chan 123
HEATR
N34° 49.47'
W99° 50.94'
WICHITA FALLS
112.7 SPS
Chan 74
N33° 59.24'
W98° 35.61'
L-17, H-6
Turbojets: Expect to cross at FL 240
WILL ROGERS
114.1 IRW
Chan 88
N35° 21.52'-W97° 36.55'
L-15, H-6
TULSA
114.4 TUL
Chan 91
N36° 11.78'
W95° 47.29'
L-15, H-6
IMPCO
N34° 54.24'
W96° 56.86'
MOOSE
N34° 18.88'
W97° 27.65'
ARDMORE
116.7 ADM
Chan 114
HYDES
N34° 21.90'
W98° 24.30'
H-6
CHARE
N34° 00.65'
W98° 02.28'
SEANN
N33° 54.56'
W97° 56.02'
MARDY
N33° 49.92'
W97° 51.26'
ACKME
N33° 50.85'
W97° 40.67'
MASTY
N33° 43.14'
W97° 44.33'
GREGS
N33°27.04'-W97°27.96'
Turbojets Landing South:
Expect to cross at 11000
Turbojets Landing North:
Expect to cross at 10000
Turbojets landing at DTO
Expect to cross at 8000
Turbojets landing at DAL
see note.
MILOA
N33° 40.85'
W97° 41.99'
GANJA
N34° 12.25'
W100° 15.27'
ZANTO
N33° 59.73'
W99° 28.28'
TEXICO
112.2 TXO
Chan 59
N34° 29.71'
W102° 50.38'
L-6,H-6
TURKI
N34° 18.05'
W101° 03.65'
GUTHRIE
114.5 GTH
Chan 92
N33° 46.70'-W100° 20.17'
L-17,H-6
KAJAY
N33° 48.16'
W98° 46.04'
Turbojets: Expect to cross at FL 240
PLEBS
N33° 41.49'
W98° 22.16'
BOWIE
112.4 UKW
Chan 71
N33° 32.15'
W97° 49.28'
L-17,H-6
CRAFF
N33° 23.29'
W97° 24.18'
Turbojets Landing South:
250 KIAS
DENTON MUNI
COLLIN COUNTY RGNL AT MC KINNEY
ADDISON
DALLAS-LOVE FIELD
MESQUITE METRO
DALLAS EXECUTIVE
LANCASTER
ABILENE
113.7 ABI
Chan 84
MILLSAP
117.7 MQP
Chan 124
COWBOY
116.2 CVE
Chan 109
DALLAS-LOVE ATIS
120.15
DALLAS EXECUTIVE ATIS
126.35
ADDISON ATIS ★
133.4
REGIONAL APP CON
119.05 118.1 253.5
NOTE: TURBOJET AIRCRAFT LANDING DAL:
Expect this STAR only when DFW airport is landing south. When DFW airport is landing north, expect the BOWIE STAR.
NOTE: Chart not to scale
(NARRATIVE ON FOLLOWING PAGE)
N
FL180 117° (96)
15000 097° (94)
SPS 119°
R-028
R-142
FL180 086° (89)
FL180 086° (41)
130
128
FL180 103° (41)
R-359
10000° 063° (45)
10000 119° (80)
R-299
R-348
R-208
10000 103° (37)
87
50
5000 103° (21)
R-283 (29)
R-002
R-333
9000 134° (28)
116
5000 088° (8)
80
6
5000 094° (38)
74
8
20
9
R-349
R-015
65
3
R-029
5000 100° (19)
5000 062 (18)
5000 134° (5)
44
39
080°
R-023
R-028
R-314
R-123
10000 166° (63)
FL220 209° (96)
R-015
209° (43)
50
5000 195° (30)
R-287
SPS R-090

ARRIVAL DESCRIPTION

BORGER TRANSITION (BGD.GREGS6): From over BGD VORTAC via BGD R-117 to HEATR INT, then via SPS R-299 to SPS VORTAC, then via SPS R-094 to MARDY INT, then via CVE R-314 to GREGS INT. Thence . . . .

BOWIE TRANSITION (UKW.GREGS6): From over UKW VORTAC via UKW R-100 to GREGS INT. Thence . . . .

GUTHRIE TRANSITION (GTH.GREGS6): From over GTH VORTAC via GTH R-063 to ZANTO INT, then via UKW R-283 to UKW VORTAC, then via UKW R-100 to GREGS INT. Thence . . . .

HYDES TRANSITION (HYDES.GREGS6): From over HYDES INT via CVE R-314 to GREGS INT. Thence . . . .

PANHANDLE TRANSITION (PNH.GREGS6): From over PNH VORTAC via PNH R-097 to HEATR INT, then via SPS R-299 to SPS VORTAC, then via SPS R-094 to MARDY INT, then via CVE R-314 to GREGS INT. Thence. . . .

TEXICO TRANSITION (TXO.GREGS6): From over TXO VORTAC via TXO R-086 to GANJA INT, then via UKW R-283 to UKW VORTAC, then via UKW R-100 to GREGS INT. Thence . . . .

TULSA TRANSITION (TUL.GREGS6): From over TUL VORTAC via TUL R-209 to MOOSE INT, then via UKW R-015 to MASTY INT, then via CVE R-314 to GREGS INT. Thence . . . .

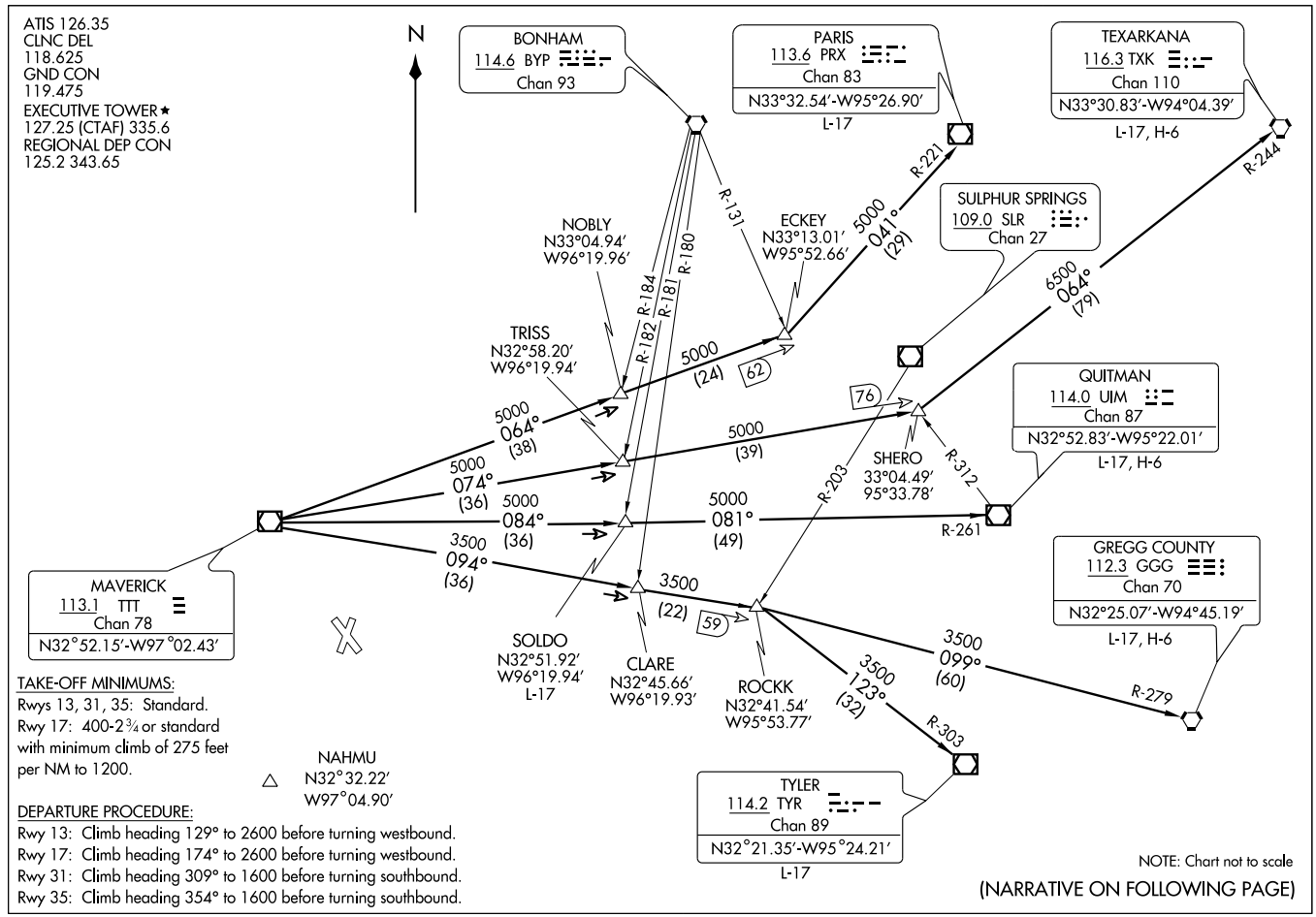
WICHITA FALLS TRANSITION (SPS.GREGS6): From over SPS VORTAC via SPS R-094 to MARDY INT, then via CVE R-314 to GREGS INT. Thence. . . .

WILL ROGERS TRANSITION (IRW.GREGS6): From over IRW VORTAC via IRW R-166 to MOOSE INT, then via UKW R-015 to MASTY INT, then via CVE R-314 to GREGS INT. Thence . . . .

. . . . From over GREGS INT via CVE R-314 to CRAFF INT thence heading 080° for vector to final approach course.

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HUBBARD SIX DEPARTURE



DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading and altitude to appropriate route.

LONGVIEW TRANSITION (HUBB6.GGG): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via GGG R-279 to GGG VORTAC.
PARIS TRANSITION (HUBB6.PRX): From over TTT VOR/DME via TTT R-064 to ECKEY INT, then via PRX R-221 to PRX VOR/DME.
QUITMAN TRANSITION (HUBB6.UIM): From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME.
SOLDO TRANSITION (HUBB6.SOLDO): (ATC assigned.) From over TTT VOR/DME via TTT R-084 to SOLDO INT.
TEXARKANA TRANSITION (HUBB6.TXK): From over TTT VOR/DME via TTT R-074 to SHERO INT, then via TXK R-244 to TXK VORTAC.
TYLER TRANSITION (HUBB6.TYR): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via TYR R-303 to TYR VOR/DME.

TAKE-OFF OBSTACLES:
Rwy 13:
OL on blast fence 109′ from departure end of runway, 347′ left of centerline, 6′ AGL/658′ MSL.
Rwy 17:
Tree 468′ from departure end of runway, 454′ left of centerline, 35′ AGL/699′ MSL.
Tree 113′ from departure end of runway, 516′ right of centerline, 30′ AGL/679′ MSL.
Tree 871′ from departure end of runway, 405′ left of centerline, 35′ AGL/685′ MSL.
Tree 651′ from departure end of runway, 303′ right of centerline, 35′ AGL/699′ MSL.
Rwy 31:
Tree 481′ from departure end of runway, 552′ right of centerline, 30′ AGL/677′ MSL.
Tree 2,978′ from departure end of runway, 802′ left of centerline, 46′ AGL/732′ MSL.
Rwy 35:
Tree 534′ from departure end of runway, 302′ left of centerline, 34′ AGL/671′ MSL.
Tree 745′ from departure end of runway, 371′ left of centerline, 35′ AGL/672′ MSL.
Tree 972′ from departure end of runway, 405′ right of centerline, 35′ AGL/675′ MSL.

SC-2, 08 APR 2010 to 06 MAY 2010

LOC I-RBD	APP CRS	Rwy Idg	6451
108.5	309°	TDZE	658
		Apt Elev	660

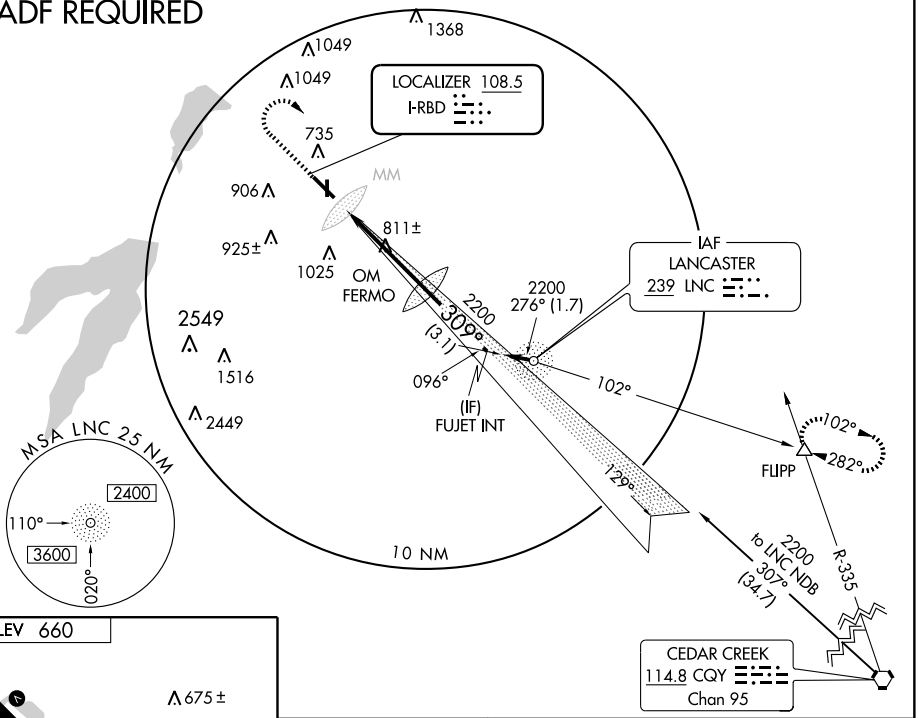
ILS or LOC RWY 31
DALLAS EXECUTIVE (RBD)

When local altimeter setting not received use Dallas Love Field altimeter setting and increase DA to 906 feet and all MDA 60 feet, increase S-LOC 31 Cat C visibility ¼ mile.

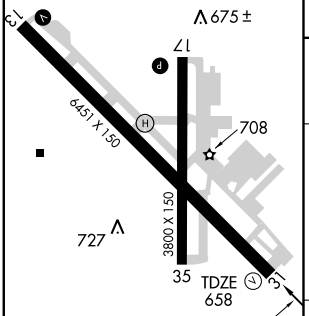
MISSED APPROACH: Climb to 1200 then climbing right turn to 2400 direct LNC NDB and via bearing 102° from LNC NDB to FLIPP INT and hold.

ATIS	REGIONAL APP CON	EXECUTIVE TOWER★	GND CON	CLNC DEL	UNICOM
126.35	125.2 343.65	127.25 (CTAF) L 335.6	119.475	118.625	122.95

ADF REQUIRED



ELEV 660



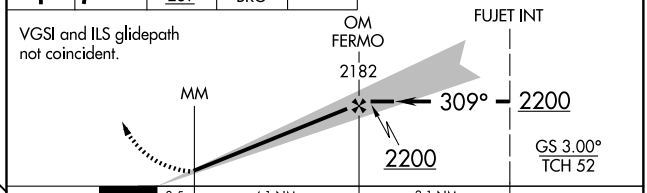
LDIN Rwy 31 L
REIL Rwys 13, 17, and 35
MIRL Rwys 13-31 and 17-35

FAF to MAP 4.6 NM					
Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32

1200	2400	LNC 239	102° BRG	FLIPP

Procedure Turn NA

VGSI and ILS glidepath not coincident.



CATEGORY	A	B	C	D
S-ILS 31	858-¾ 200 (200-¾)			
S-LOC 31	1100-1 442 (500-1)		1100-1¼ 442 (500-1¼)	1100-1½ 442 (500-1½)
CIRCLING	1160-1 500 (500-1)		1160-1½ 500 (500-1½)	1340-2¼ 680 (700-2¼)

SC-2, 08 APR 2010 to 06 MAY 2010

JOE POOL FOUR DEPARTURE

SL-742 (FAA)

DALLAS EXECUTIVE (RBD)

DALLAS, TEXAS

ATIS 126.35
CLNC DEL
118.625
GND CON
119.475
EXECUTIVE TOWER ★
127.25 (CTAF) 335.6
REGIONAL DEP CON
125.2 343.65

TAKE-OFF MINIMUMS: All runways standard.

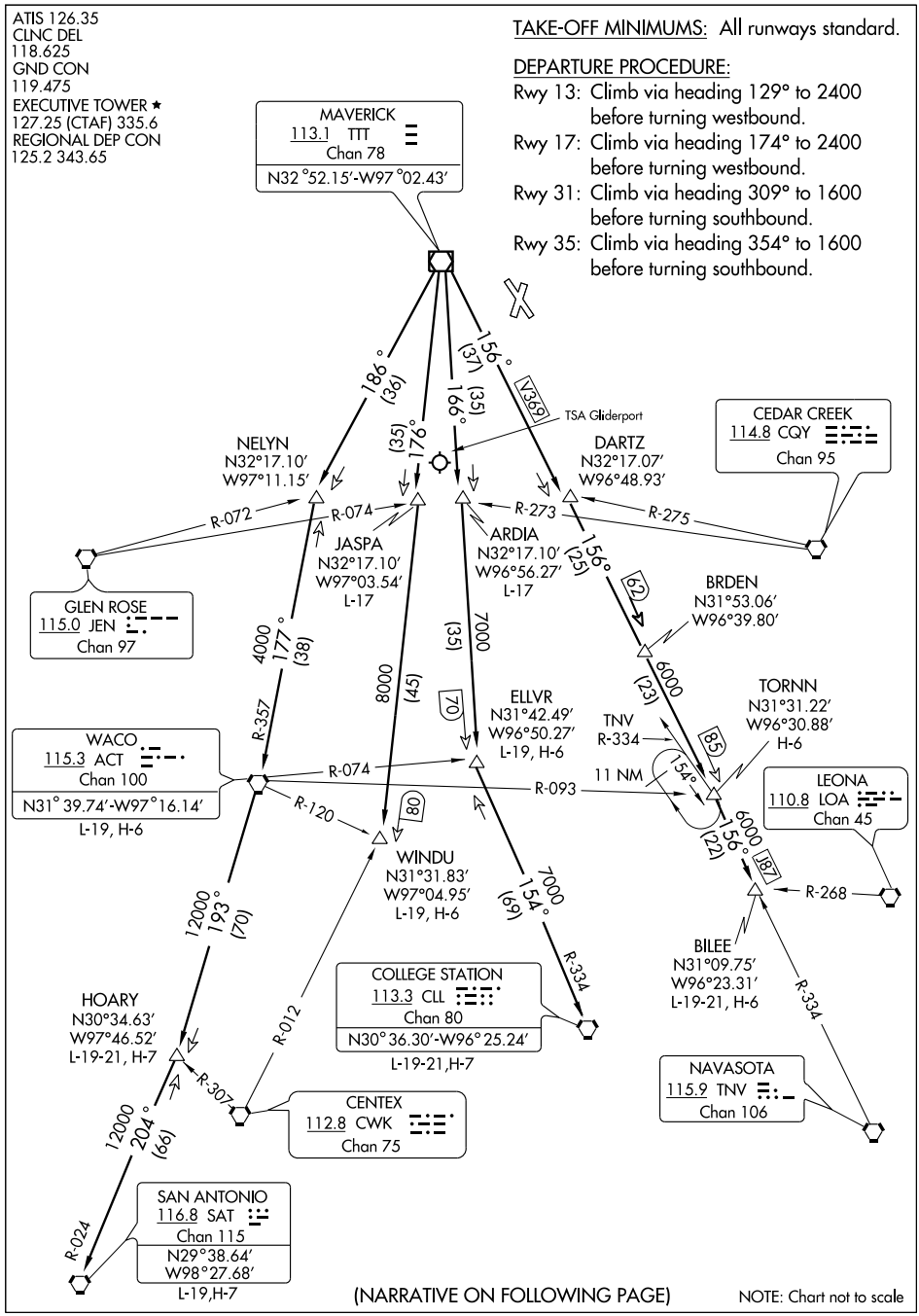
DEPARTURE PROCEDURE:

Rwy 13: Climb via heading 129° to 2400 before turning westbound.

Rwy 17: Climb via heading 174° to 2400 before turning westbound.

Rwy 31: Climb via heading 309° to 1600 before turning southbound.

Rwy 35: Climb via heading 354° to 1600 before turning southbound.



(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale

SC-2, 08 APR 2010 to 06 MAY 2010

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading and altitude, expect vector to appropriate route.

ARDIA TRANSITION (JPOOL4.ARDIA): (ATC assigned.) From over TTT VOR/DME via TTT R-166 to ARDIA INT.

BILEE TRANSITION (JPOOL4.BILEE): (For aircraft overflying the BILEE intersection, thence via the appropriate STAR to George Bush Intercontinental or East Houston terminal area airports, or via J-87 to overfly the TNV VORTAC.) From over TTT VOR/DME via TTT R-156 to BILEE INT.

BRDEN TRANSITION (JPOOL4.BRDEN): From over TTT VOR/DME via TTT R-156 to BRDEN INT.

COLLEGE STATION TRANSITION (JPOOL4.CLL): (For piston aircraft inbound to Houston Hobby and all aircraft inbound to West Houston terminal area airports.) From over TTT VOR/DME via TTT R-166 to ELLVR INT, then via CLL R-334 to CLL VORTAC.

ELLVR TRANSITION (JPOOL4.ELLVR): (For turboprop and turbojet aircraft inbound to Houston Hobby and turbojet aircraft inbound to EFD, GLS, and LBX.) From over TTT VOR/DME via TTT R-166 to ELLVR INT.

HOARY TRANSITION (JPOOL4.HOARY): (For E/F suffixed aircraft.) From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC, then via ACT R-193 to HOARY INT.

JASPA TRANSITION (JPOOL4.JASPA): (ATC assigned.) From over TTT VOR/DME via TTT R-176 to JASPA INT.

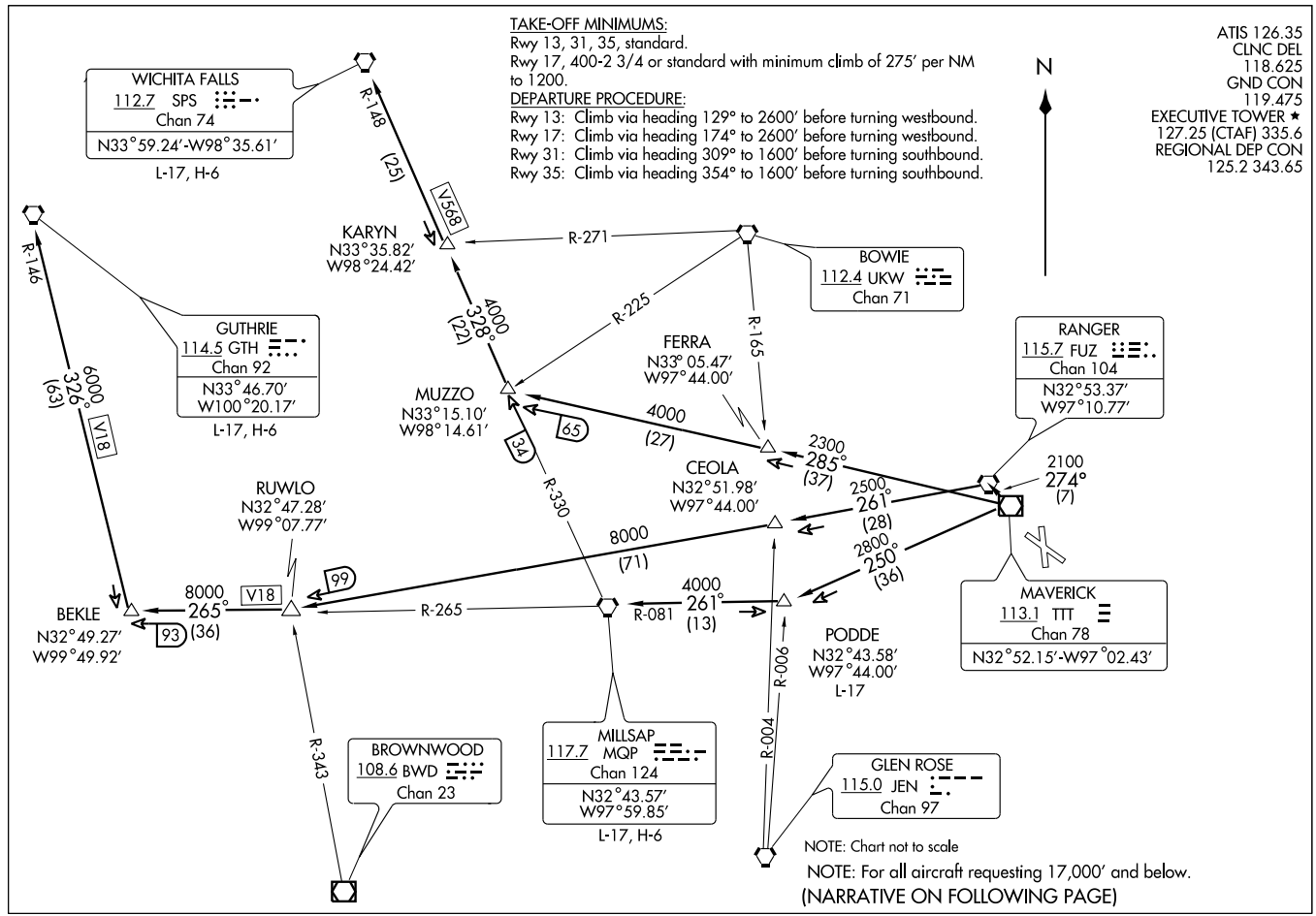
SAN ANTONIO TRANSITION (JPOOL4.SAT): (For aircraft overflying Centex and San Antonio.) From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC, then via ACT R-193 to HOARY INT, then via SAT R-024 to SAT VORTAC.

TORNN TRANSITION (JPOOL4.TORNN): (For aircraft landing at Lafayette, Lake Charles or Beaumont/Port Arthur airports.) From over TTT VOR/DME via TTT R-156 to TORNN INT.

WACO TRANSITION (JPOOL4.ACT): (For aircraft inbound to Waco or Gray terminal area airports.) From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC.

WINDU TRANSITION (JPOOL4.WINDU): (For aircraft inbound to Austin or San Antonio terminal airports, aircraft should file and/or expect the BLEWE or MARCS arrival at WINDU.) From over TTT VOR/DME via TTT R-176 to WINDU INT.

SC-2, 08 APR 2010 to 06 MAY 2010



(KING) (11) 08213

KINGDOM SEVEN DEPARTURE SL-742 (FAA)

DALLAS EXECUTIVE (RBD)
DALLAS, TEXAS

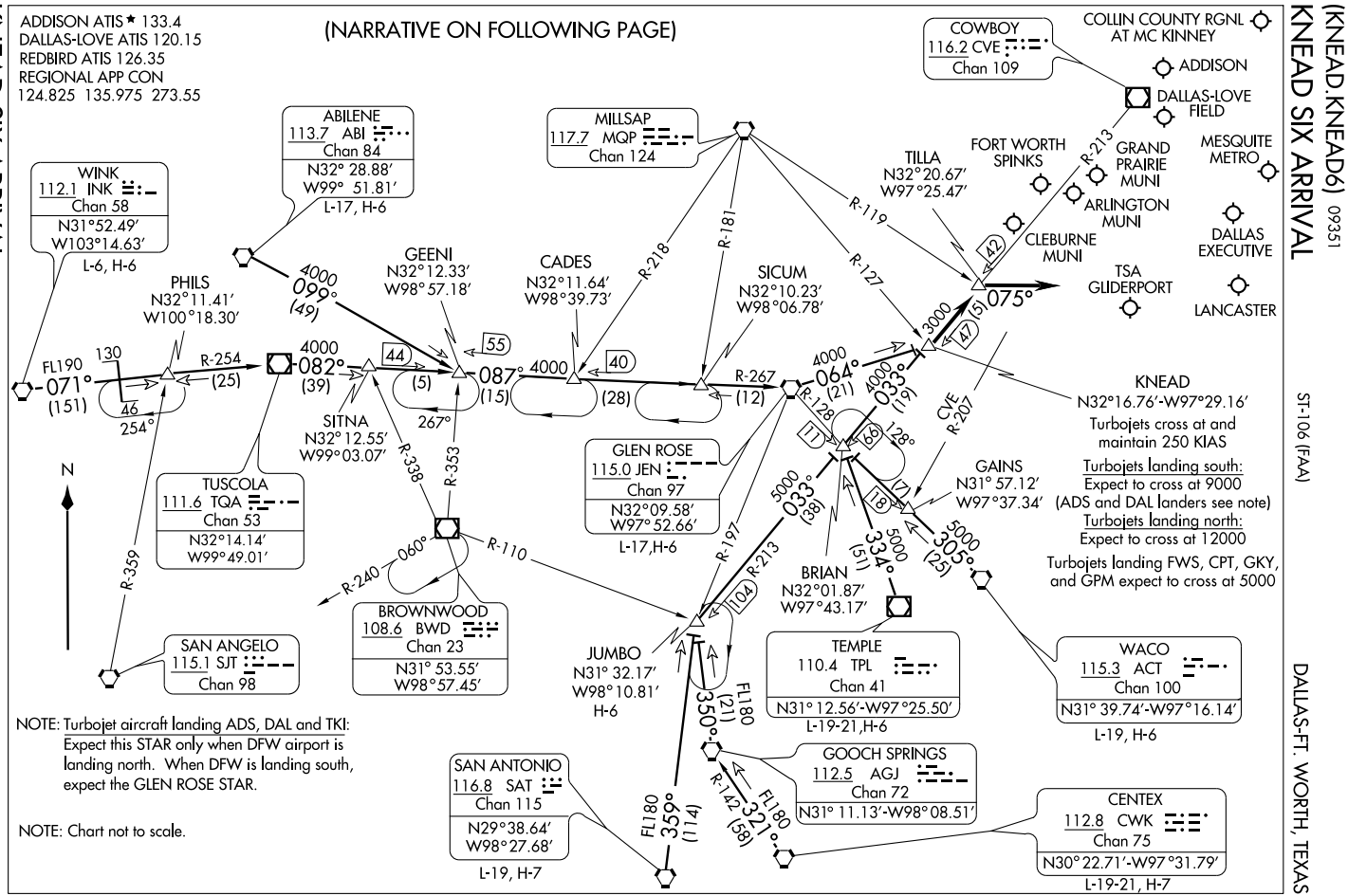
DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace fly assigned heading and altitude to appropriate route.

GUTHRIE TRANSITION (KING7.GTH): (For all aircraft landing within Lubbock terminal area or proceeding westbound via V-18 to GTH VORTAC). From over TTT VOR/DME via TTT R-274 to FUZ VORTAC, then via FUZ R-261 to RUWLO INT, then via MQP R-265 to BEKLE INT, then via GTH R-146 to GTH VORTAC.
MILLSAP TRANSITION (KING7.MQP): (For all aircraft overflying the MQP VORTAC westbound via V-18 or direct). From over TTT VOR/DME via TTT R-250 to PODDE INT, then via MQP R-081 to MQP VORTAC.
PODDE TRANSITION (KING7.PODDE): (ATC assigned.) From over TTT VOR/DME via TTT R-250 to PODDE INT.
WICHITA FALLS TRANSITION (KING7.SPS): (For all aircraft landing within the Wichita Falls terminal area or overflying the SPS VORTAC). From over TTT VOR/DME via TTT R-285 to MUZZO INT, then via SPS R-148 to SPS VORTAC.

TAKE-OFF OBSTACLES:
Note: Rwy 13, OL on blast fence 109′ from DER, 347′ left of centerline, 6′ AGL/658′ MSL.
Note: Rwy 17, Tree 468′ from DER, 454′ left of centerline, 35′ AGL/699′ MSL. Tree 113′ from DER, 516′ right of centerline, 30′ AGL/679′ MSL. Tree 871′ from DER, 405′ left of centerline, 35′ AGL/685′ MSL. Tree 651′ from DER, 303′ right of centerline, 35′ AGL/699′ MSL.
Note: Rwy 31, Tree 481′ from DER, 552′ right of centerline, 30′ AGL/677′ MSL. Tree 2978′ from DER, 802′ left of centerline, 46′ AGL/732′ MSL.
Note: Rwy 35, Tree 534′ from DER, 302′ left of centerline, 34′ AGL/671′ MSL. Tree 745′ from DER, 371′ left of centerline, 35′ AGL/672′ MSL. Tree 972′ from DER, 405′ right of centerline, 35′ AGL/675′ MSL.

SC-2, 08 APR 2010 to 06 MAY 2010



(KNEAD.KNEAD6) 09351

KNEAD SIX ARRIVAL

ST-106 (FAA)

DALLAS-FT. WORTH, TEXAS

ARRIVAL DESCRIPTION

ABILENE TRANSITION (ABI.KNEAD6): From over ABI VORTAC via ABI R-099 to GEENI INT, then via JEN R-267 to JEN VORTAC, then via JEN R-064 to KNEAD INT. Thence . . . .

CENTEX TRANSITION (CWK.KNEAD6): From over CWK VORTAC via CWK R-321 and AGJ R-142 to AGJ VORTAC, then via AGJ R-350 to JUMBO INT, then via CVE R-213 to KNEAD INT. Thence . . . .

GLEN ROSE TRANSITION (JEN.KNEAD6): From over JEN VORTAC via JEN R-064 to KNEAD INT. Thence . . . .

JUMBO TRANSITION (JUMBO.KNEAD6): From over JUMBO INT via CVE R-213 to KNEAD INT. Thence . . . .

SAN ANTONIO TRANSITION (SAT.KNEAD6): From over SAT VORTAC via SAT R-359 to JUMBO INT, then via CVE R-213 to KNEAD INT. Thence . . . .

TEMPLE TRANSITION (TPL.KNEAD6): From over TPL VOR/DME via TPL R-334 to BRIAN INT, then via CVE R-213 to KNEAD INT. Thence . . . .

WACO TRANSITION (ACT.KNEAD6): From over ACT VORTAC via ACT R-305 to BRIAN INT, then via CVE R-213 to KNEAD INT. Thence . . . .

WINK TRANSITION (INK.KNEAD6): From over INK VORTAC via INK R-071 and TQA R-254 to TQA VOR/DME, then via TQA R-082 to GEENI INT, then via JEN R-267 to JEN VORTAC, then via JEN R-064 to KNEAD INT. Thence . . . .

. . . . From over KNEAD INT via CVE R-213 to TILLA INT, thence via heading 075° for vectors to final approach course.

SC-2, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	3801
174°	TDZE	658
	Apt Elev	660

RNAV (GPS) RWY 17

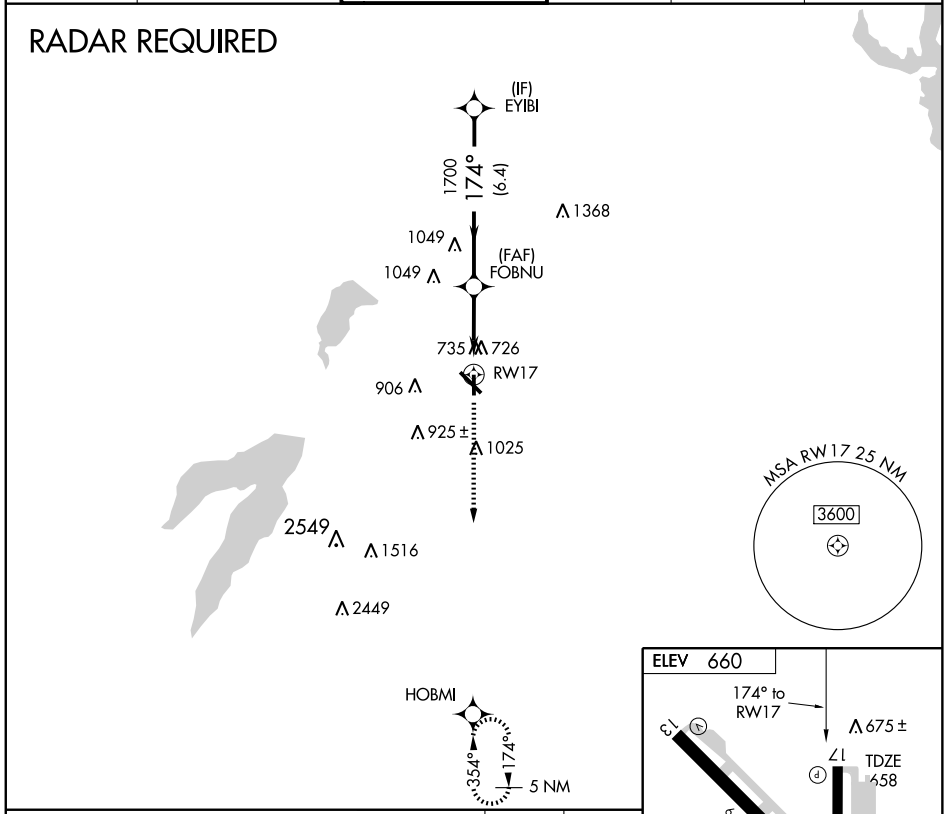
DALLAS EXECUTIVE (RBD)

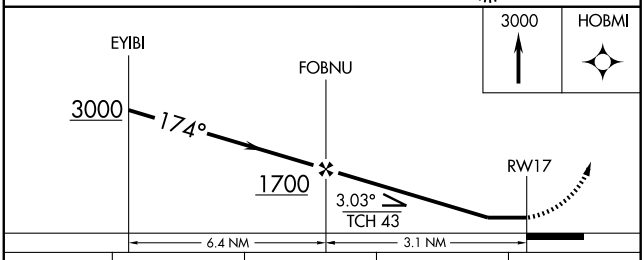
If local altimeter setting not received, use Dallas-Love Field altimeter setting and increase all MDAs 60 feet.
DME/DME RNP-0.3 NA.

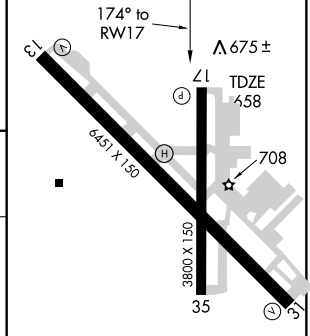
MISSED APPROACH: Climb to 3000 direct HOBMI and hold.

ATIS	REGIONAL APP CON	EXECUTIVE TOWER ★	GND CON	CLNC DEL	UNICOM
126.35	125.2 343.65	127.25 (CTAF) L 335.6	119.475	118.625	122.95

RADAR REQUIRED







CATEGORY	A	B	C	D
LNAV MDA	1100-1 442 (500-1)		1100-1¼ 442 (500-1¼)	1100-1½ 442 (500-1½)
CIRCLING	1160-1 500 (500-1)		1160-1½ 500 (500-1½)	1340-2¼ 680 (700-2¼)

LDIN Rwy 31 L
REIL Rwys 13, 17, and 35
MIRL Rwys 13-31 and 17-35

SC-2, 08 APR 2010 to 06 MAY 2010

DALLAS, TEXAS

AL-742 (FAA)

RNAV (GPS) RWY 31

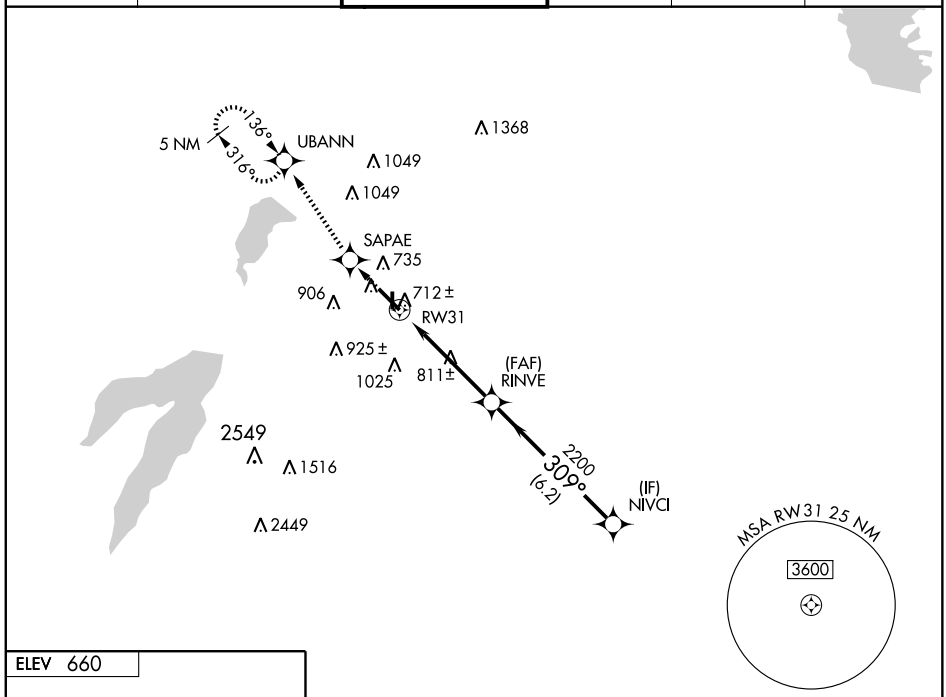
DALLAS EXECUTIVE (RBD)

WAAS Ch 42699 W31A	APP CRS 309°	Rwy Idg 6451 TDZE 658 Apt Elev 660

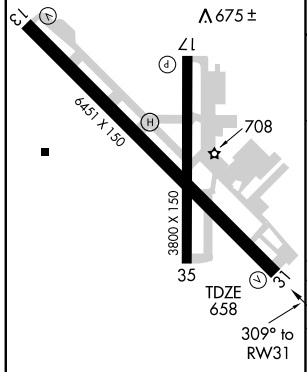
DME/DME RNP-0.3 NA. BARO-VNAV NA below -16°C (4°F). If local altimeter setting not received, use Dallas-Love Field altimeter setting and increase all DAs/MDAs 60 feet. BARO-VNAV and VDP NA when using Dallas-Love Field altimeter setting.

MISSED APPROACH: Climb to 2500 direct SAPAE and via 320° track to UBANN and hold.

ATIS	REGIONAL APP CON	EXECUTIVE TOWER ★	GND CON	CLNC DEL	UNICOM
126.35	125.2 343.65	127.25 (CTAF) L 335.6	119.475	118.625	122.95



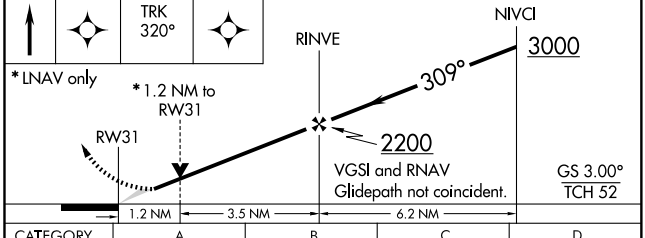
ELEV 660



LDIN Rwy 31 L
REIL Rwys 13, 17, and 35
MIRL Rwys 13-31 and 17-35

RADAR REQUIRED

2500	SAPAE	TRK 320°	UBANN



CATEGORY	A	B	C	D
LPV DA	908-1 250 (300-1)			
LNAV/VNAV DA	1073-1½ 415 (500-1½)			
LNAV MDA	1080-1 422 (500-1)		1080-1¼ 422 (500-1¼)	
CIRCLING	1160-1½ 500 (500-1½)			1340-2¼ 680 (700-2¼)

SC-2, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	3801
354°	TDZE	659
	Apt Elev	660

RNAV (GPS) RWY 35

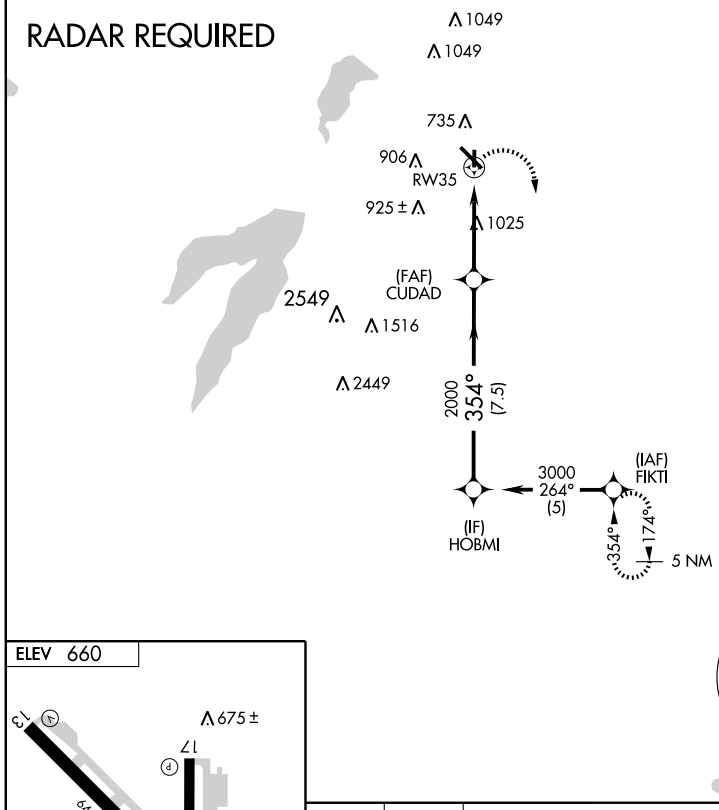
DALLAS EXECUTIVE (RBD)

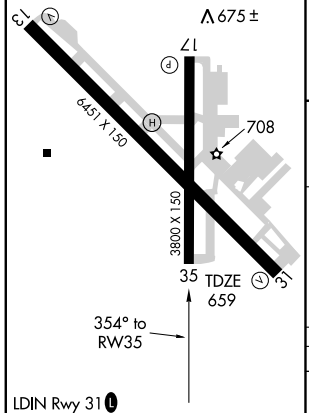
▼ If local altimeter setting not received, use Dallas-Love Field altimeter setting and increase all MDAs 60 feet. VDP NA when using Dallas-Love Field altimeter setting. DME/DME RNP 0.3 NA.

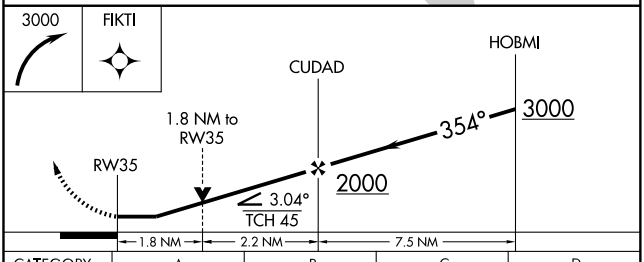
MISSED APPROACH: Climbing right turn to 3000 direct FIKTI and hold.

ATIS	REGIONAL APP CON	EXECUTIVE TOWER ★	GND CON	CLNC DEL	UNICOM
126.35	125.2 343.65	127.25 (CTAF) Ⓛ 335.6	119.475	118.625	122.95

RADAR REQUIRED







CATEGORY	A	B	C	D
LNAV MDA	1280-1 621 (700-1)		1280-1¾ 621 (700-1¾)	1280-2 621 (700-2)
CIRCLING	1280-1 620 (700-1)		1280-1¾ 620 (700-1¾)	1340-2¼ 680 (700-2¼)

SC-2, 08 APR 2010 to 06 MAY 2010

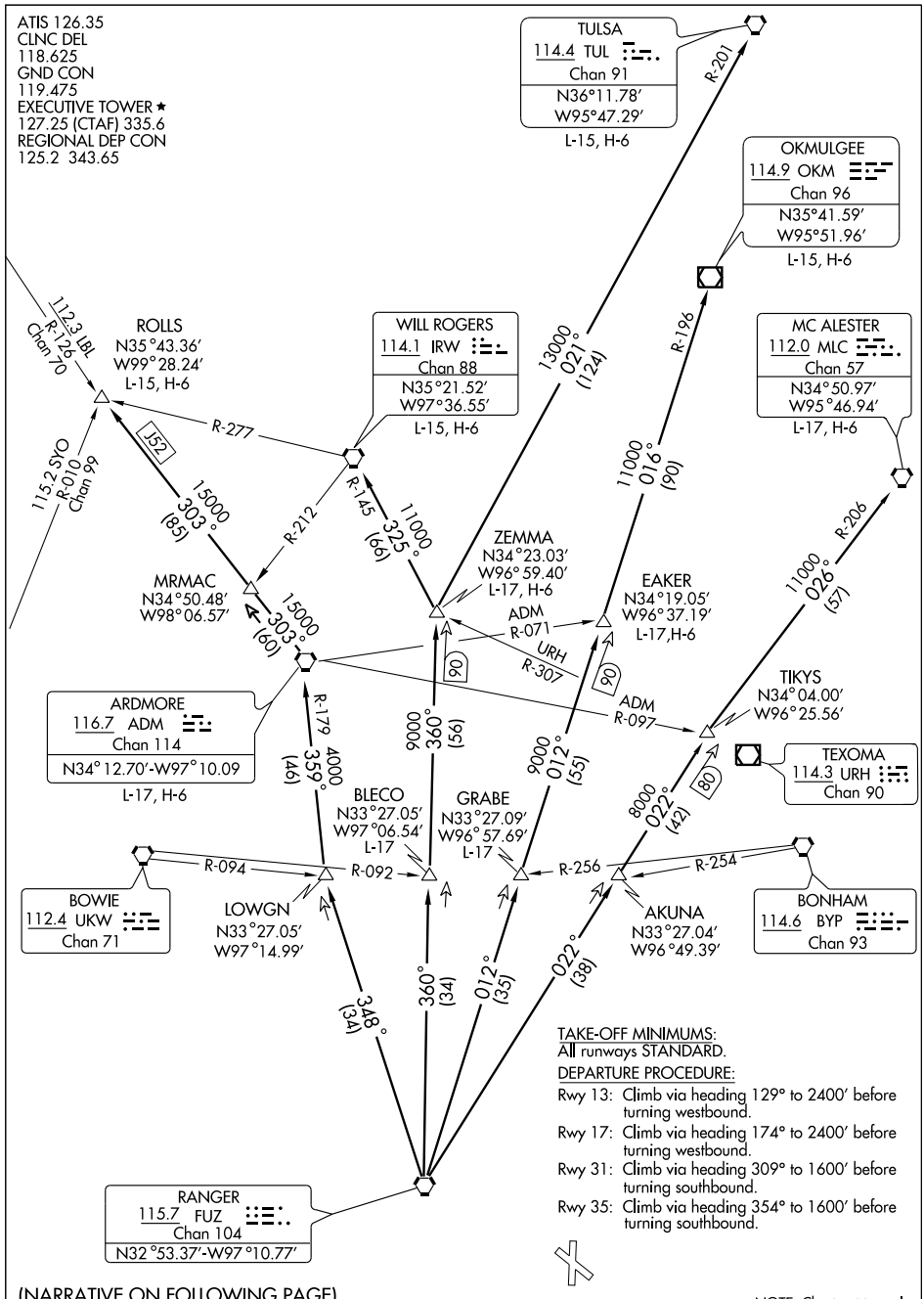
(TEX1.FUZ) 09351

TEXOMA ONE DEPARTURE

SL-742 (FAA)

DALLAS EXECUTIVE (RBD)

DALLAS, TEXAS



TAKE-OFF MINIMUMS:
All runways STANDARD.

DEPARTURE PROCEDURE:

Rwy 13: Climb via heading 129° to 2400′ before turning westbound.

Rwy 17: Climb via heading 174° to 2400′ before turning westbound.

Rwy 31: Climb via heading 309° to 1600′ before turning southbound.

Rwy 35: Climb via heading 354° to 1600′ before turning southbound.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale

SC-2, 08 APR 2010 to 06 MAY 2010

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace fly assigned heading and altitude to appropriate route.

ARDMORE TRANSITION (TEX1.ADM): From over FUZ VORTAC via FUZ R-348 to LOWGN INT, then via ADM R-179 to ADM VORTAC.

BLECO TRANSITION (TEX1.BLECO): (ATC assigned.) From over FUZ VORTAC via FUZ R-360 to BLECO INT.

EAKER TRANSITION (TEX1.EAKER): (For aircraft inbound to the Tulsa terminal area.) From over FUZ VORTAC via FUZ R-012 to EAKER INT.

GRABE TRANSITION (TEX1.GRABE): (ATC assigned.) From over FUZ VORTAC via FUZ R-012 to GRABE INT.

MCALESTER TRANSITION (TEX1.MLC): (For all aircraft overflying the MLC VORTAC or intercepting J105.) From over FUZ VORTAC via FUZ R-022 to TIKYS INT, then via MLC R-206 to MLC VORTAC.

OKMULGEE TRANSITION (TEX1.OKM): (For all aircraft overflying OKM VOR/DME proceeding via J181 to BDF to destinations in the Chicago terminal area and north.) From over FUZ VORTAC via FUZ R-012 to EAKER INT, then via OKM R-196 to OKM VOR/DME.

ROLLS TRANSITION (TEX1.ROLLS): (For all aircraft proceeding northwestbound via J52.) From over FUZ VORTAC via FUZ R-348 to LOWGN INT, then via ADM R-179 to ADM VORTAC, then via ADM R-303 to ROLLS INT.

TULSA TRANSITION (TEX1.TUL): (For all aircraft overflying TUL VORTAC.) From over FUZ VORTAC via FUZ R-360 to ZEMMA INT, then via TUL R-201 to TUL VORTAC.

WILL ROGERS TRANSITION (TEX1.IRW): (For all aircraft inbound to the Oklahoma City area or overflying IRW VORTAC.) From over FUZ VORTAC via FUZ R-360 to ZEMMA INT, then via IRW R-145 to IRW VORTAC.

ZEMMA TRANSITION (TEX1.ZEMMA): (ATC assigned.) From over FUZ VORTAC via FUZ R-360 to ZEMMA INT.

SC-2, 08 APR 2010 to 06 MAY 2010

DALLAS, TEXAS

AL-742 (FAA)

VOR/DME CVE	APP CRS	Rwy Idg	3801
116.2	165°	TDZE	658
Chan 109		Apt Elev	660

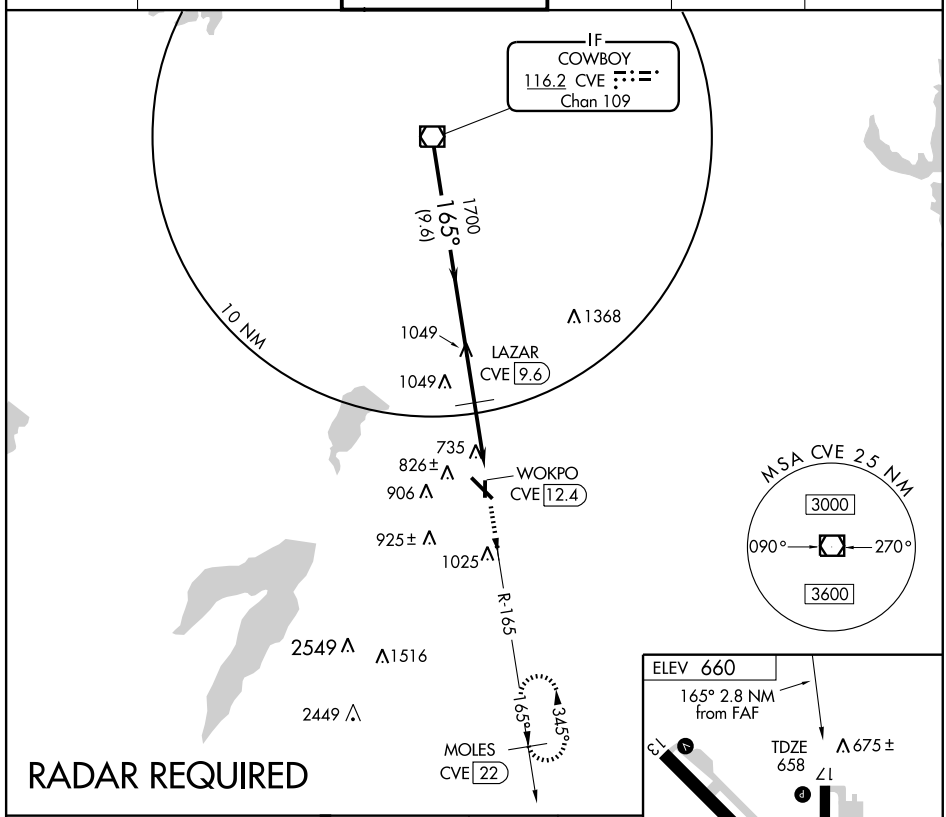
VOR/DME RWY 17

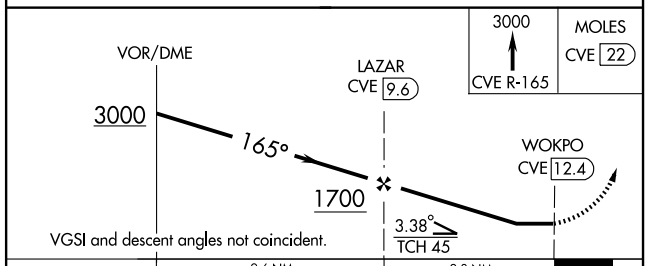
DALLAS EXECUTIVE (RBD)

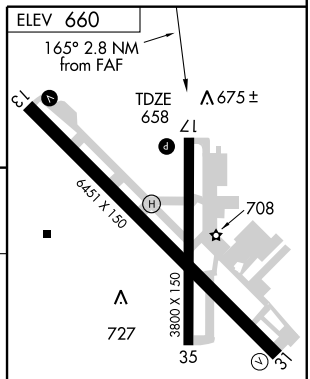
If local altimeter setting not received, use Dallas-Love Field altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climb to 3000 via CVE R-165 to MOLES 22 DME and hold.

ATIS	REGIONAL APP CON	EXECUTIVE TOWER ★	GND CON	CLNC DEL	UNICOM
126.35	125.2 343.65	127.25 (CTAF) L 335.6	119.475	118.625	122.95







LDIN Rwy 31 L

REIL Rwys 13, 17, and 35

MIRL Rwys 13-31 and 17-35

CATEGORY	A	B	C	D
S-17	1080-1	422 (500-1)	1080-1¼	422 (500-1¼)
CIRCLING	1160-1	500 (500-1)	1160-1½ 500 (500-1½)	1340-2¼ 680 (700-2¼)

Knots	60	90	120	150	180
Min:Sec					

SC-2, 08 APR 2010 to 06 MAY 2010

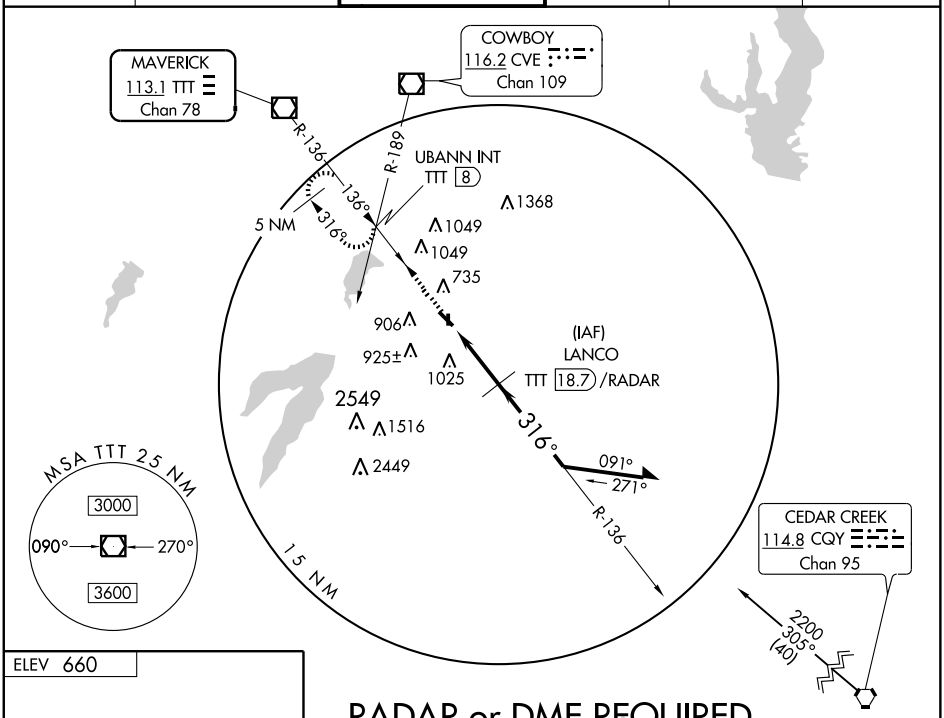
VOR/DME TTT	APP CRS	Rwy Idg	6451
113.1	316°	TDZE	658
Chan 78		Apt Elev	660

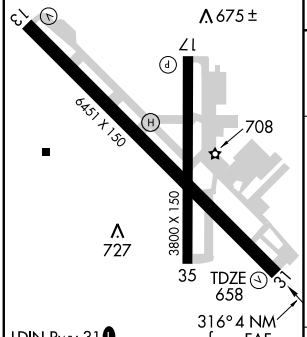
VOR RWY 31
DALLAS EXECUTIVE (RBD)

If local altimeter setting not received, use Dallas-Love Field altimeter setting and increase all MDAs 60 feet. VDP NA when using Dallas-Love Field altimeter setting. Radar or DME required.

MISSED APPROACH: Climb to 2500 via TTT R-136 to UBANN INT/TTT 8 DME and hold.

ATIS	REGIONAL APP CON	EXECUTIVE TOWER ★	GND CON	CLNC DEL	UNICOM
126.35	125.2 343.65	127.25 (CTAF) 335.6	119.475	118.625	122.95





LDIN Rwy 31
REIL Rwys 13, 17, and 35
MIRL Rwys 13-31 and 17-35

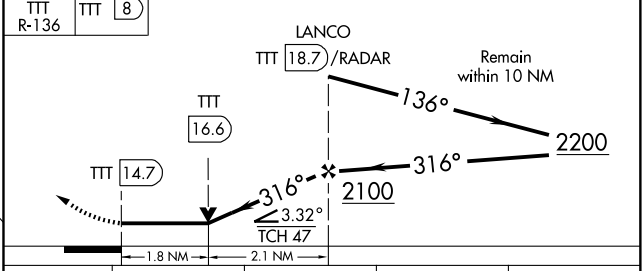
FAF to MAP 4 NM					
Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20

RADAR or DME REQUIRED

2500
TTT
R-136

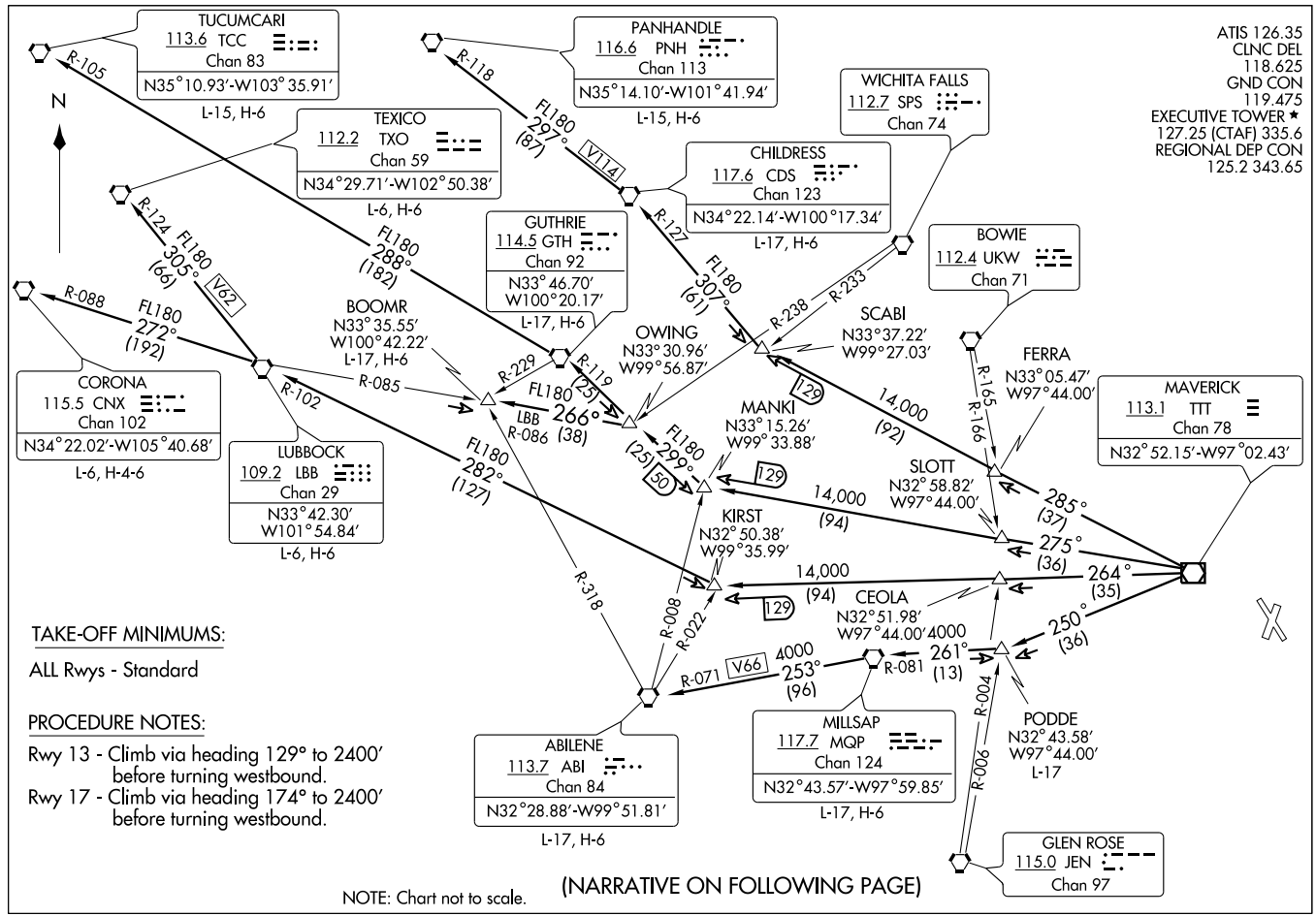
UBANN INT
TTT 8

VGSI and descent angles not coincident.



CATEGORY	A	B	C	D
S- 31	1280-1	622 (700-1)	1280-1¾ 622 (700-1¾)	1280-2 622 (700-2)
CIRCLING	1280-1	620 (700-1)	1280-1¾ 620 (700-1¾)	1340-2¼ 680 (700-2¼)

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TUCUMCARI
113.6 TCC
Chan 83
N35°10.93'-W103°35.91'
L-15, H-6
PANHANDLE
116.6 PNH
Chan 113
N35°14.10'-W101°41.94'
L-15, H-6
WICHITA FALLS
112.7 SPS
Chan 74
TEXICO
112.2 TXO
Chan 59
N34°29.71'-W102°50.38'
L-6, H-6
CHILDRESS
117.6 CDS
Chan 123
N34°22.14'-W100°17.34'
L-17, H-6
GUTHRIE
114.5 GTH
Chan 92
N33°46.70'
W100°20.17'
L-17, H-6
BOWIE
112.4 UKW
Chan 71
BOOMR
N33°35.55'
W100°42.22'
L-17, H-6
OWING
N33°30.96'
W99°56.87'
SCABI
N33°37.22'
W99°27.03'
FERRA
N33°05.47'
W97°44.00'
CORONA
115.5 CNX
Chan 102
N34°22.02'-W105°40.68'
L-6, H-4-6
MANKI
N33°15.26'
W99°33.88'
MAVERICK
113.1 TTT
Chan 78
N32°52.15'-W97°02.43'
LUBBOCK
109.2 LBB
Chan 29
N33°42.30'
W101°54.84'
L-6, H-6
SLOTT
N32°58.82'
W97°44.00'
KIRST
N32°50.38'
W99°35.99'
CEOLA
N32°51.98'
W97°44.00'
ABILENE
113.7 ABI
Chan 84
N32°28.88'-W99°51.81'
L-17, H-6
MILLSAP
117.7 MQP
Chan 124
N32°43.57'-W97°59.85'
L-17, H-6
PODDE
N32°43.58'
W97°44.00'
L-17
GLEN ROSE
115.0 JEN
Chan 97
N
R-105
R-118
FL180 297° (87)
V114
R-124
FL180 305° (66)
V62
FL180 288° (182)
R-127
FL180 307° (61)
R-088
FL180 272° (192)
R-102
R-085
R-229
R-119
FL180 (25) 266° LBB R-086 (38)
R-238
R-233
129
14,000 (92)
R-165
R-166
FL180 (25) 299°
50
129
14,000 (94)
285° (37)
275° (36)
264° (35)
250° (36)
FL180 282° (127)
R-318
R-008
R-022
14,000 (94)
129
4000
253° (96)
R-071
V66
4000
261° (13)
R-081
R-004
R-006
ATIS 126.35
CLNC DEL 118.625
GND CON 119.475
EXECUTIVE TOWER ★ 127.25 (CTAF) 335.6
REGIONAL DEP CON 125.2 343.65
TAKE-OFF MINIMUMS:
ALL Rwys - Standard
PROCEDURE NOTES:
Rwy 13 - Climb via heading 129° to 2400' before turning westbound.
Rwy 17 - Climb via heading 174° to 2400' before turning westbound.
NOTE: Chart not to scale.
(NARRATIVE ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading and altitude to appropriate route.

ABILENE TRANSITION (WORTH5.ABI): From over TTT VOR/DME via TTT R-250 to PODDE INT, then via MQP R-081 to MQP VORTAC, then via MQP R-253 and ABI R-071 to ABI VORTAC.

BOOMR TRANSITION (WORTH5.BOOMR): From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to OWING INT, then via LBB R-086 to BOOMR INT.

CHILDRESS TRANSITION (WORTH5.CDS): From over TTT VOR/DME via TTT R-285 to SCABI INT, then via CDS R-127 to CDS VORTAC.

CORONA TRANSITION (WORTH5.CNX): From over TTT VOR/DME via TTT R-264 to KIRST INT, then via LBB R-102 to LBB VORTAC, then via LBB R-272 and CNX R-088 to CNX VORTAC.

GUTHRIE TRANSITION (WORTH5.GTH): From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to GTH VORTAC.

LUBBOCK TRANSITION (WORTH5.LBB): From over TTT VOR/DME via TTT R-264 to KIRST INT, then via LBB R-102 to LBB VORTAC.

MILLSAP TRANSITION (WORTH5.MQP): From over TTT VOR/DME via TTT R-250 to PODDE INT, then via MQP R-081 to MQP VORTAC.

PANHANDLE TRANSITION (WORTH5.PNH): From over TTT VOR/DME via TTT R-285 to SCABI INT, then via CDS R-127 to CDS VORTAC, then via CDS R-297 and PNH R-118 to PNH VORTAC.

PODDE TRANSITION (WORTH5.PODDE): (ATC Assigned) From over TTT VOR/DME via TTT R-250 to PODDE INT.

TEXICO TRANSITION (WORTH5.TXO): From over TTT VOR/DME via TTT R-264 to KIRST INT, then via LBB R-102 to LBB VORTAC, then via LBB R-305 and TXO R-124 to TXO VORTAC.

TUCUMCARI TRANSITION (WORTH5.TCC): From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to GTH VORTAC, then via GTH R-288 and TCC R-105 to TCC VORTAC.

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ATIS 126.35
CLNC DEL
118.625
GND CON
119.475
EXECUTIVE TOWER ★
127.25 (CTAF) 335.6
REGIONAL DEP CON
125.2 343.65

TAKE-OFF MINIMUMS:
Rwys 13, 31, 35, Standard.
Rwy 17, 400-2¾ or standard with minimum climb of 275 feet per NM to 1200, or alternatively, with standard takeoff minimums and a normal 200 ft/NM climb gradient, takeoff must occur no later than 2200 ft prior to departure end of runway.

DEPARTURE PROCEDURE:
Rwy 13: climb heading 129° to 2600 before turning westbound.
Rwy 17: Climb heading 174° to 2600 before turning westbound.
Rwy 31: Climb heading 309° to 1600 before turning southbound.
Rwy 35: climb heading 354° to 1600 before turning southbound.

LITTLE ROCK
113.9 LIT
Chan 86
N34°40.66'-W92°10.83'
L-18, H-6

TEXARKANA
116.3 TXK
Chan 110
N33°30.83'-W94°04.40'
L-17, H-6

EL DORADO
115.5 ELD
Chan 102
N33°15.37'-W92°44.64'
L-17, H-6

SIDON
114.7 SQS
Chan 94
N33°27.83'-W90°16.64'
L-18, H-6

SULPHUR SPRINGS
109.0 SLR
Chan 27

BONHAM
114.6 BYP
Chan 93

QUITMAN
114.0 UIM
Chan 87
N32°52.83'-W95°22.01'
L-17, H-6

MERIDIAN
117.0 MEI
Chan 117
N32°22.71'-W88°48.26'
L-18, H-6

BELCHER
117.4 EIC
Chan 121
N32°46.28'-W93°48.60'
L-17, H-6

MAVERICK
113.1 TTT
Chan 78
N32°52.15'-W97°02.43'

SAWMILL
113.75 SWB
Chan 84 (Y)
N31°58.39'-W92°40.63'
L-22, H-6

GREGG COUNTY
112.3 GGG
Chan 70

ORTRO
N33°41.47'
W94°12.75'

COBUG
N33°17.38'
W95°37.68'

SHERO
N33°04.49'
W95°33.78'

NOBLY
N33°04.94'
W96°19.96'

TRISS
N32°58.20'
W96°19.94'

SOLDO
N32°51.92'
W96°19.94'
L-17

SHRLY
N32°44.60'
W94°18.17'

CLARE
N32°45.66'
W96°19.93'

POTEN
N32°39.33'
W95°40.03'

TEKBE
N32°42.80'
W94°47.73'

FL230 055° (117)
R-235
R-320
R-244
R-187
FL230 (75)
151
6500 064° (79)
5000 (38)
76
R-184
R-324
R-182
R-181
5000 064° (38)
5000 074° (36)
5000 084° (36)
5000 094° (36)
5000 (39)
76
R-312
14,000 072° (134)
R-254
FL200 077° (125)
R-262
FL200 097° (206)
R-281
5000 081° (49)
R-261
R-180
5000 (34)
R-183
94
9000 079° (44)
71
50
(25)
(25)
R-259
14,000 111° (116)
R-346
R-291

NOTE: For Props requesting FL240 and above.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading and altitiude to appropriate route.

BELCHER TRANSITION (WYLIE5.EIC): (For aircraft inbound to Jackson, Monroe, and Shreveport terminal area.) From over TTT VOR/DME via TTT R-094 to POTEN, then via EIC R-259 to EIC VORTAC.
EL DORADO TRANSITION (WYLIE5.ELD): (For aircraft inbound to the Memphis Terminal area. Aircraft should file and/or expect appropriate STAR.) From over TTT VOR/DME via TTT R-084 to SOLDO, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC.
LITTLE ROCK TRANSITION (WYLIE5.LIT): From over TTT VOR/DME via TTT R-064 to ORTRO, then via LIT R-235 to LIT VORTAC.
MERIDIAN TRANSITION (WYLIE5.MEI): (For aircraft inbound to the Atlanta Terminal area.) From over TTT VOR/DME via TTT R-084 to SOLDO, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC, then via ELD R-097 and MEI R-281 to MEI VORTAC.
QUITMAN TRANSITION (WYLIE5.UIM): (For aircraft inbound to Shreveport Terminal area.) From over TTT VOR/DME via TTT R-084 to SOLDO, then via UIM R-261 to UIM VOR/DME.
SAWMILL TRANSITION (WYLIE5.SWB): From over TTT VOR/DME via TTT R-094 to POTEN, then via EIC R-259 to TEKBE, then via SWB R-291 to SWB VOR/DME.
SIDON TRANSITION (WYLIE5.SQS): From over TTT VOR/DME via TTT R-084 to SOLDO, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC, then via ELD R-077 and SQS R-262 to SQS VORTAC.
SOLDO TRANSITION (WYLIE5.SOLDO): (ATC assigned.) From over TTT VOR/DME via TTT R-084 to SOLDO.
TEXARKANA TRANSITION (WYLIE5.TXK): From over TTT VOR/DME via TTT R-074 to SHERO, then via TXK R-244 to TXK VORTAC.

TAKE-OFF OBSTACLES:
Rwy 13, obstruction light on blast fence 109′ from departure end of runway, 347′ left of centerline, 6′ AGL/658′ MSL.
Rwy 17, tree 468′ from departure end of runway, 454′ left of centerline, 35′ AGL/699′ MSL. Tree 113′ from departure end of runway, 516′ right of centerline, 30′ AGL/679′ MSL. Tree 871′ from departure end of runway, 405′ left of centerline, 35′ AGL/685′ MSL. Tree 651′ from departure end of runway, 303′ right of centerline, 35′ AGL/699′ MSL.
Rwy 31, Tree 481′ from departure end of runway, 552′ right of centerline, 30′ AGL/677′ MSL. Tree 2978′ from departure end of runway, 802′ left of centerline, 46′ AGL/732′ MSL.
Rwy 35, Tree 534′ from departure end of runway, 302′ left of centerline, 34′ AGL/671′ MSL. Tree 745′ from departure end of runway, 371′ left of centerline, 35′ AGL/672′ MSL. Tree 972′ from departure end of runway, 405′ right of centerline, 35′ AGL/675′ MSL.

SC-2, 08 APR 2010 to 06 MAY 2010

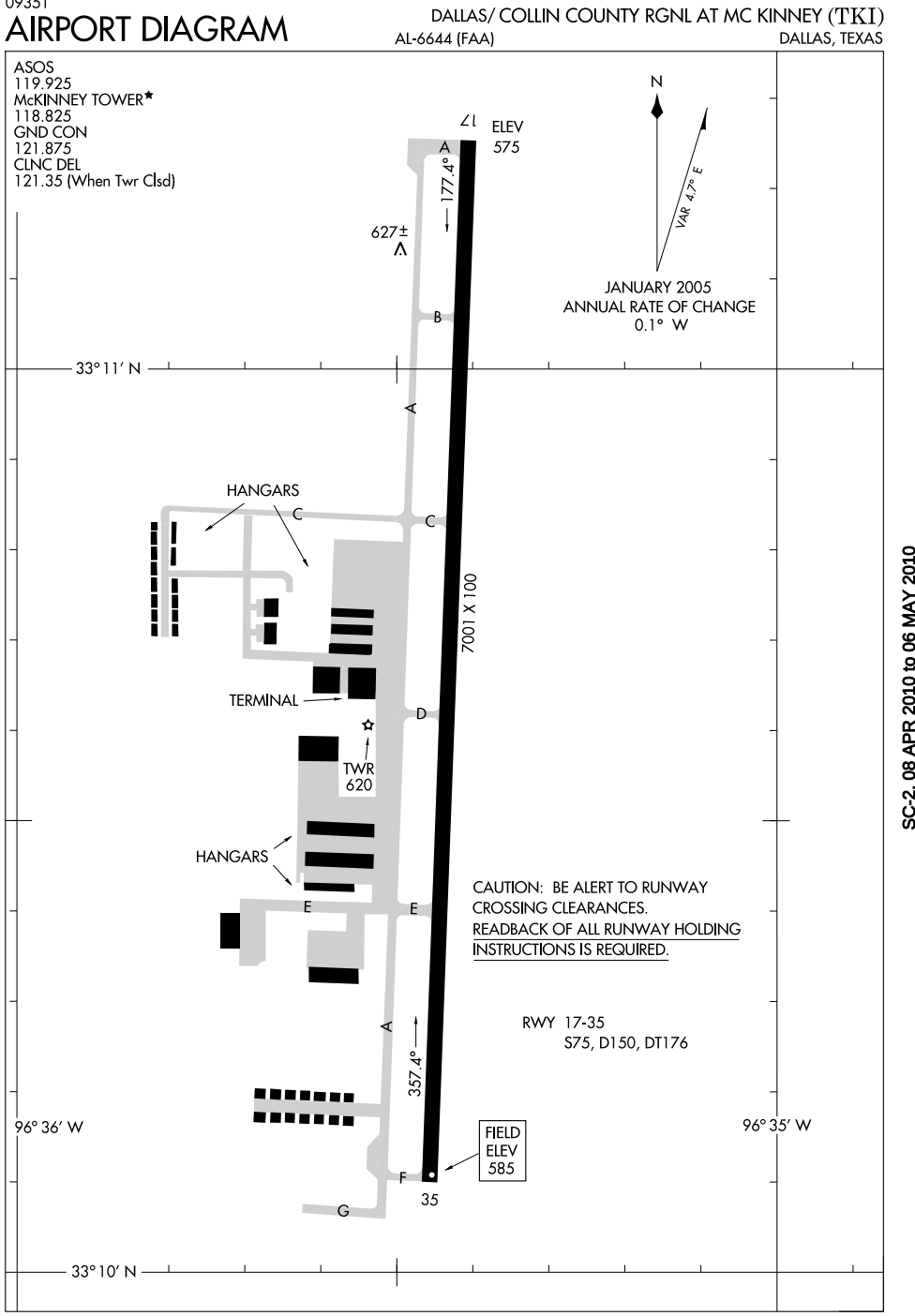
AIRPORT DIAGRAM

DALLAS/ COLLIN COUNTY RGNL AT MC KINNEY (TKI)

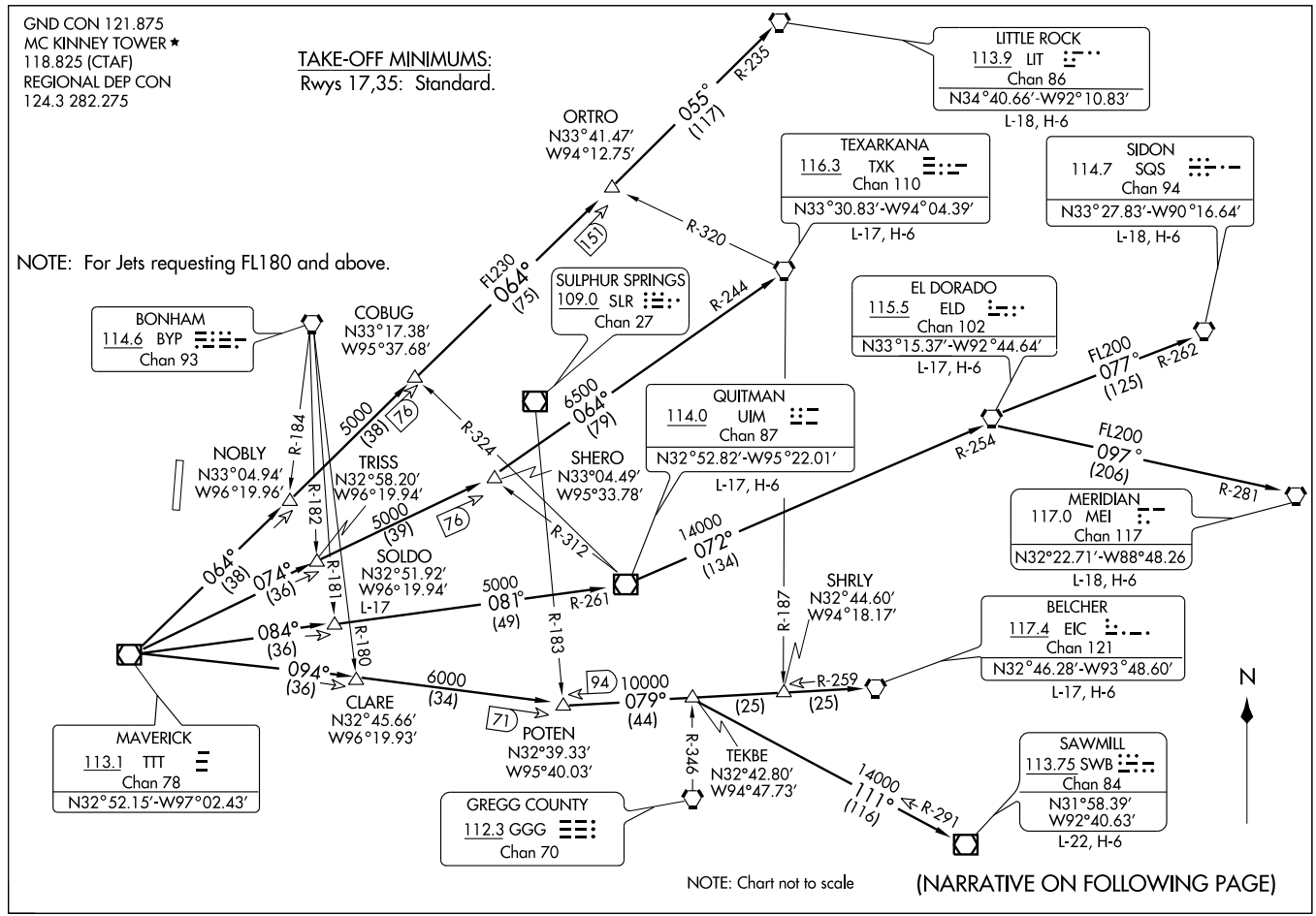
AL-6644 (FAA)

DALLAS, TEXAS

ASOS
119.925
McKINNEY TOWER★
118.825
GND CON
121.875
CLNC DEL
121.35 (When Twr Clsd)



SC-2, 08 APR 2010 to 06 MAY 2010


GND CON 121.875
MC KINNEY TOWER ★
118.825 (CTAF)
REGIONAL DEP CON
124.3 282.275
TAKE-OFF MINIMUMS:
Rwys 17,35: Standard.
NOTE: For Jets requesting FL180 and above.
LITTLE ROCK
113.9 LIT
Chan 86
N34°40.66'-W92°10.83'
L-18, H-6
TEXARKANA
116.3 TXK
Chan 110
N33°30.83'-W94°04.39'
L-17, H-6
SIDON
114.7 SQS
Chan 94
N33°27.83'-W90°16.64'
L-18, H-6
EL DORADO
115.5 ELD
Chan 102
N33°15.37'-W92°44.64'
L-17, H-6
QUITMAN
114.0 UIM
Chan 87
N32°52.82'-W95°22.01'
L-17, H-6
MERIDIAN
117.0 MEI
Chan 117
N32°22.71'-W88°48.26
L-18, H-6
BELCHER
117.4 EIC
Chan 121
N32°46.28'-W93°48.60'
L-17, H-6
SAWMILL
113.75 SWB
Chan 84
N31°58.39'
W92°40.63'
L-22, H-6
SULPHUR SPRINGS
109.0 SLR
Chan 27
BONHAM
114.6 BYP
Chan 93
MAVERICK
113.1 TTT
Chan 78
N32°52.15'-W97°02.43'
GREGG COUNTY
112.3 GGG
Chan 70
ORTRO
N33°41.47'
W94°12.75'
COBUG
N33°17.38'
W95°37.68'
NOBLY
N33°04.94'
W96°19.96'
TRISS
N32°58.20'
W96°19.94'
SOLDO
N32°51.92'
W96°19.94'
L-17
SHERO
N33°04.49'
W95°33.78'
SHRLY
N32°44.60'
W94°18.17'
CLARE
N32°45.66'
W96°19.93'
POTEN
N32°39.33'
W95°40.03'
TEKBE
N32°42.80'
W94°47.73'
055° (117)
R-235
R-320
FL230
064° (75)
6500
064° (79)
R-244
5000 (38)
76
R-324
5000 (39)
76
R-312
064° (38)
074° (36)
084° (36)
094° (36)
R-184
R-182
R-181
R-180
5000
081° (49)
R-261
R-183
6000 (34)
94
10000
079° (44)
(25)
(25)
R-259
R-187
14000
072° (134)
R-254
FL200
077° (125)
R-262
FL200
097° (206)
R-281
R-346
14000
111° (116)
R-291
71
151
N
NOTE: Chart not to scale
(NARRATIVE ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading and altitude to appropriate route.

JETS

Jets requesting 17,000 and below expect GARLAND Departure.

BELCHER TRANSITION (DALL9.EIC): (For aircraft inbound to the JAN, MLU and SHV terminal areas only.) From over TTT VOR/DME via TTT R-094 to POTEN INT, then via EIC R-259 to EIC VORTAC.

EL DORADO TRANSITION (DALL9.ELD): (For aircraft inbound to the Memphis Terminal area. Aircraft should file and/or expect appropriate STAR.) From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC.

LITTLE ROCK TRANSITION (DALL9.LIT): From over TTT VOR/DME via TTT R-064 to ORTRO INT, then via LIT R-235 to LIT VORTAC.

MERIDIAN TRANSITION (DALL9.MEI): (For aircraft inbound to the Atlanta Terminal area.) From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC, then via ELD R-097 and MEI R-281 to MEI VORTAC.

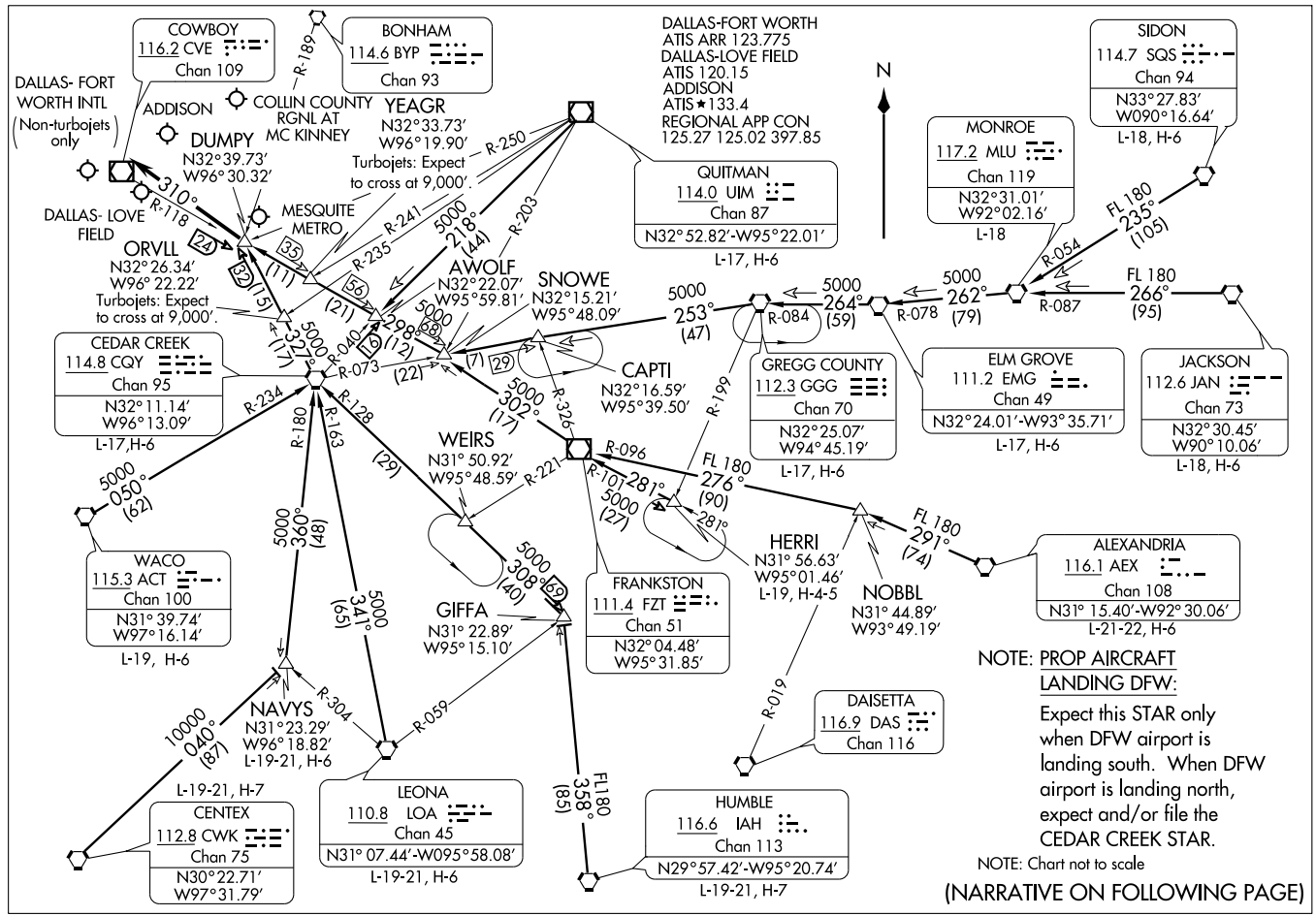
QUITMAN TRANSITION (DALL9.UIM): (For aircraft inbound to Shreveport Terminal area.) From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME.

SAWMILL TRANSITION (DALL9.SWB): From over TTT VOR/DME via TTT R-094 to POTEN INT, then via EIC R-259 to TEKBE INT, then via SWB R-291 to SWB VOR/DME.

SIDON TRANSITION (DALL9.SQS): From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC, then via ELD R-077 and SQS R-262 to SQS VORTAC.

SOLDO TRANSITION (DALL9.SOLDO): From over TTT VOR/DME via TTT R-084 to SOLDO INT.

TEXARKANA TRANSITION (DALL9.TXK): From over TTT VOR/DME via TTT R-074 to SHERO INT, then via TXK R-244 to TXK VORTAC.


DUMPY THREE ARRIVAL
(DUMPY.DUMPY3) 09351
ST-6039 (FAA)
DALLAS-FT. WORTH, TEXAS
COWBOY
116.2 CVE
Chan 109
BONHAM
114.6 BYP
Chan 93
DALLAS-FORT WORTH
ATIS ARR 123.775
DALLAS-LOVE FIELD
ATIS 120.15
ADDISON
ATIS ★133.4
REGIONAL APP CON
125.27 125.02 397.85
N
SIDON
114.7 SQS
Chan 94
N33°27.83′
W090°16.64′
L-18, H-6
DALLAS- FORT
WORTH INTL
(Non-turbojets
only)
ADDISON
COLLIN COUNTY
RGNL AT
MC KINNEY
YEAGR
N32°33.73′
W96°19.90′
DUMPY
N32°39.73′
W96°30.32′
Turbojets: Expect
to cross at 9,000′.
QUITMAN
114.0 UIM
Chan 87
N32°52.82′-W95°22.01′
L-17, H-6
MONROE
117.2 MLU
Chan 119
N32°31.01′
W92°02.16′
L-18
DALLAS- LOVE
FIELD
MESQUITE
METRO
ORVLL
N32°26.34′
W96° 22.22′
Turbojets: Expect
to cross at 9,000′.
AWOLF
N32°22.07′
W95°59.81′
SNOWE
N32°15.21′
W95°48.09′
CEDAR CREEK
114.8 CQY
Chan 95
N32°11.14′
W96°13.09′
L-17,H-6
CAPTI
N32°16.59′
W95°39.50′
GREGG COUNTY
112.3 GGG
Chan 70
N32°25.07′
W94°45.19′
L-17, H-6
ELM GROVE
111.2 EMG
Chan 49
N32°24.01′-W93° 35.71′
L-17, H-6
JACKSON
112.6 JAN
Chan 73
N32°30.45′
W90°10.06′
L-18, H-6
WEIRS
N31° 50.92′
W95°48.59′
HERRI
N31° 56.63′
W95°01.46′
L-19, H-4-5
NOBBL
N31° 44.89′
W93°49.19′
ALEXANDRIA
116.1 AEX
Chan 108
N31° 15.40′-W92° 30.06′
L-21-22, H-6
WACO
115.3 ACT
Chan 100
N31° 39.74′
W97° 16.14′
L-19, H-6
FRANKSTON
111.4 FZT
Chan 51
N32° 04.48′
W95° 31.85′
GIFFA
N31° 22.89′
W95° 15.10′
NAVYS
N31° 23.29′
W96° 18.82′
L-19-21, H-6
L-19-21, H-7
DAISETTA
116.9 DAS
Chan 116
CENTEX
112.8 CWK
Chan 75
N30° 22.71′
W97° 31.79′
LEONA
110.8 LOA
Chan 45
N31° 07.44′-W095° 58.08′
L-19-21, H-6
HUMBLE
116.6 IAH
Chan 113
N29° 57.42′-W95° 20.74′
L-19-21, H-7
NOTE: PROP AIRCRAFT
LANDING DFW:
Expect this STAR only
when DFW airport is
landing south. When DFW
airport is landing north,
expect and/or file the
CEDAR CREEK STAR.
NOTE: Chart not to scale
(NARRATIVE ON FOLLOWING PAGE)

DUMPY THREE ARRIVAL

ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.DUMPY3): From over AEX VORTAC via AEX R-291 to NOBBL INT, then via FZT R-096 to FZT VOR/DME, then via FZT R-302 to SNOWE INT, then via CVE R-118 to DUMPY INT. Thence . . . .

CEDAR CREEK TRANSITION (CQY.DUMPY3): From over CQY VORTAC via CQY R-327 to DUMPY INT. Thence....

CENTEX TRANSITION (CWK.DUMPY3): From over CWK VORTAC via CWK R-040 to NAVYS INT, then via CQY R-180 to CQY VORTAC , then via CQY R-327 to DUMPY INT. Thence . . . .

ELM GROVE TRANSITION (EMG.DUMPY3): From over EMG VORTAC via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to SNOWE INT, then via CVE R-118 to DUMPY INT. Thence . . . .

GREGG COUNTY TRANSITION (GGG.DUMPY3): From over GGG VORTAC via GGG R-253 and CQY R-073 to SNOWE INT, then via CVE R-118 to DUMPY INT. Thence . . . .

HERRI TRANSITION (HERRI.DUMPY3): (Assigned by ATC) From over HERRI INT via FZT R-101 to FZT VOR/DME, then via FZT R-302 to SNOWE INT, then via CVE R-118 to DUMPY INT. Thence . . . .

HUMBLE TRANSITION (IAH.DUMPY3): From over IAH VORTAC via IAH R-358 to GIFFA INT, then via CQY R-128 to CQY VORTAC, then via CQY R-327 to DUMPY INT. Thence . . . .

JACKSON TRANSITION (JAN.DUMPY3): From over JAN VORTAC via JAN R-266 and MLU R-087 to MLU VORTAC, then via MLU R-262 and EMG R-078 to EMG VORTAC, then via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to SNOWE INT, then via CVE R-118 to DUMPY INT. Thence . . . .

LEONA TRANSITION (LOA.DUMPY3): From over LOA VORTAC via LOA R-341 and CQY R-163 to CQY VORTAC, then via CQY R-327 to DUMPY INT.

MONROE TRANSITION (MLU.DUMPY3): From over MLU VORTAC via MLU R-262 and EMG R-078 to EMG VORTAC, then via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to SNOWE INT, then via CVE R-118 to DUMPY INT. Thence . . . .

NAVYS TRANSITION (NAVYS.DUMPY3): From over NAVYS INT via CQY R-180 to CQY VORTAC, then via CQY R-327 to DUMPY INT. Thence . . . .

QUITMAN TRANSITION (UIM.DUMPY3): From over UIM VOR/DME via UIM R-218 and CQY R-040 to AWOLF INT, then via CVE R-118 to DUMPY INT. Thence . . . .

SIDON TRANSITION (SQS.DUMPY3): From over SQS VORTAC via SQS R-235 and MLU R-054 to MLU VORTAC, then via MLU R-262 and EMG R-078 to EMG VORTAC, then via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to SNOWE INT, then via CVE R-118 to DUMPY INT. Thence . . . .

WACO TRANSITION (ACT.DUMPY3): From over ACT VORTAC via ACT R-050 and CQY R-234 to CQY VORTAC, then via CQY R-327 to DUMPY INT. Thence . . . .

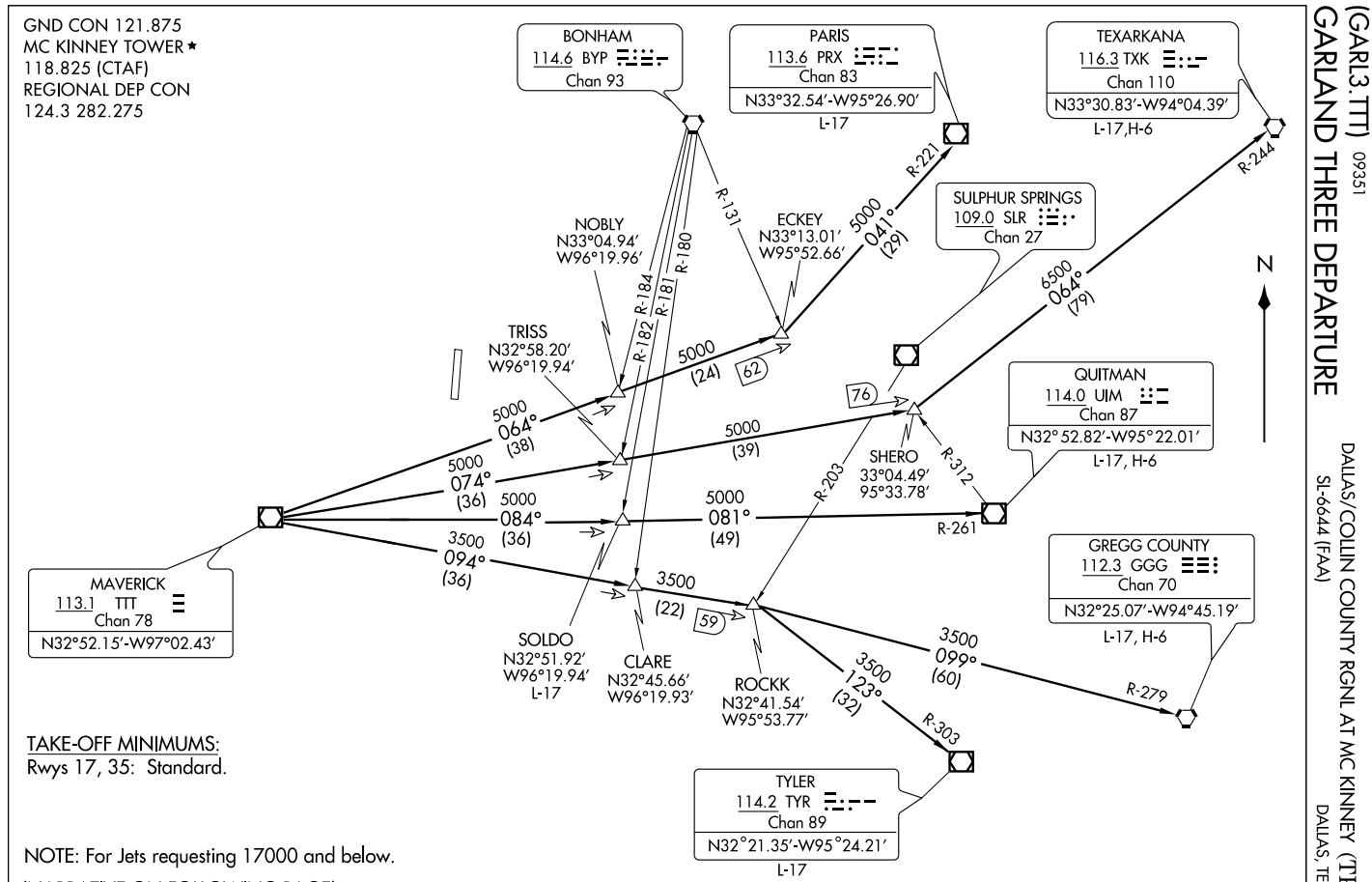
. . . . From over DUMPY INT.

LANDING SOUTH: Depart DUMPY INT heading 310° for vectors to final approach course.

LANDING NORTH: Expect vectors to final approach course.

SC-2, 08 APR 2010 to 06 MAY 2010

GARLAND THREE DEPARTURE



TAKE-OFF MINIMUMS:
Rwys 17, 35: Standard.

NOTE: For Jets requesting 17000 and below.
(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale

DEPARTURE ROUTE DESCRIPTION

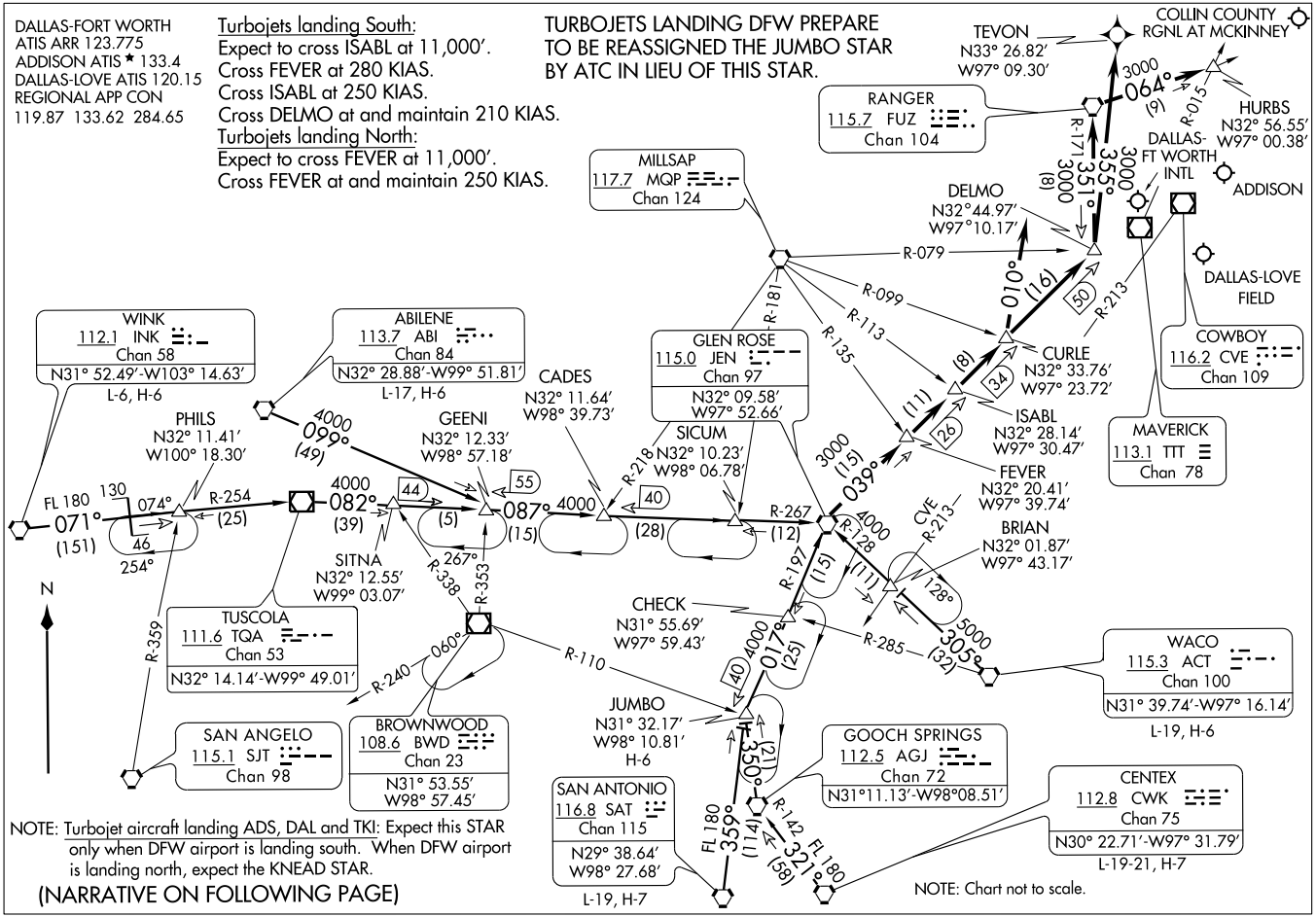
When entering controlled airspace, fly assigned heading to appropriate route.

LONGVIEW TRANSITION (GARL3.GGG): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via GGG R-279 to GGG VORTAC.
PARIS TRANSITION (GARL3.PRX): From over TTT VOR/DME via TTT R-064 to ECKEY INT, then via PRX R-221 to PRX VOR/DME.
QUITMAN TRANSITION (GARL3.UIM): From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME.
SOLDO TRANSITION (GARL3.SOLDO): (ATC assigned) From over TTT VOR/DME via TTT R-084 to SOLDO INT.
TEXARKANA TRANSITION (GARL3.TXK): From over TTT VOR/DME via TTT R-074 to SHERO INT, then via TXK R-244 to TXK VORTAC.
TYLER TRANSITION (GARL3.TYR): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via TYR R-303 to TYR VOR/DME.

DALLAS-FORT WORTH
ATIS ARR 123.775
ADDISON ATIS ★ 133.4
DALLAS-LOVE ATIS 120.15
REGIONAL APP CON
119.87 133.62 284.65

Turbojets landing South:
Expect to cross ISABL at 11,000′.
Cross FEVER at 280 KIAS.
Cross ISABL at 250 KIAS.
Cross DELMO at and maintain 210 KIAS.
Turbojets landing North:
Expect to cross FEVER at 11,000′.
Cross FEVER at and maintain 250 KIAS.

TURBOJETS LANDING DFW PREPARE TO BE REASSIGNED THE JUMBO STAR BY ATC IN LIEU OF THIS STAR.



NOTE: Turbojet aircraft landing ADS, DAL and TKI: Expect this STAR only when DFW airport is landing south. When DFW airport is landing north, expect the KNEAD STAR.

(NARRATIVE ON FOLLOWING PAGE)

ARRIVAL DESCRIPTION

ABILENE TRANSITION (ABI.JEN9): From over ABI VORTAC via R-099 to GEENI INT, then via JEN R-267 to JEN VORTAC. Thence. . . .
CENTEX TRANSITION (CWK.JEN9): From over CWK VORTAC via CWK R-321 and AGJ R-142 to AGJ VORTAC, then via AGJ R-350 to JUMBO INT, then via JEN R-197 to JEN VORTAC. Thence . . . .
JUMBO TRANSITION (JUMBO.JEN9): From over JUMBO INT via JEN R-197 to JEN VORTAC. Thence . . . .
SAN ANTONIO TRANSITION (SAT.JEN9): From over SAT VORTAC via SAT R-359 to JUMBO INT, then via JEN R-197 to JEN VORTAC. Thence . . . .
WACO TRANSITION (ACT.JEN9): From over ACT VORTAC via ACT R-305 and JEN R-128 to JEN VORTAC. Thence. . . .
WINK TRANSITION (INK.JEN9): From over INK VORTAC via INK R-071 and TQA R-254 to TQA VOR/DME, then via TQA R-082 to GEENI INT, then via JEN R-267 to JEN VORTAC. Thence. . . .

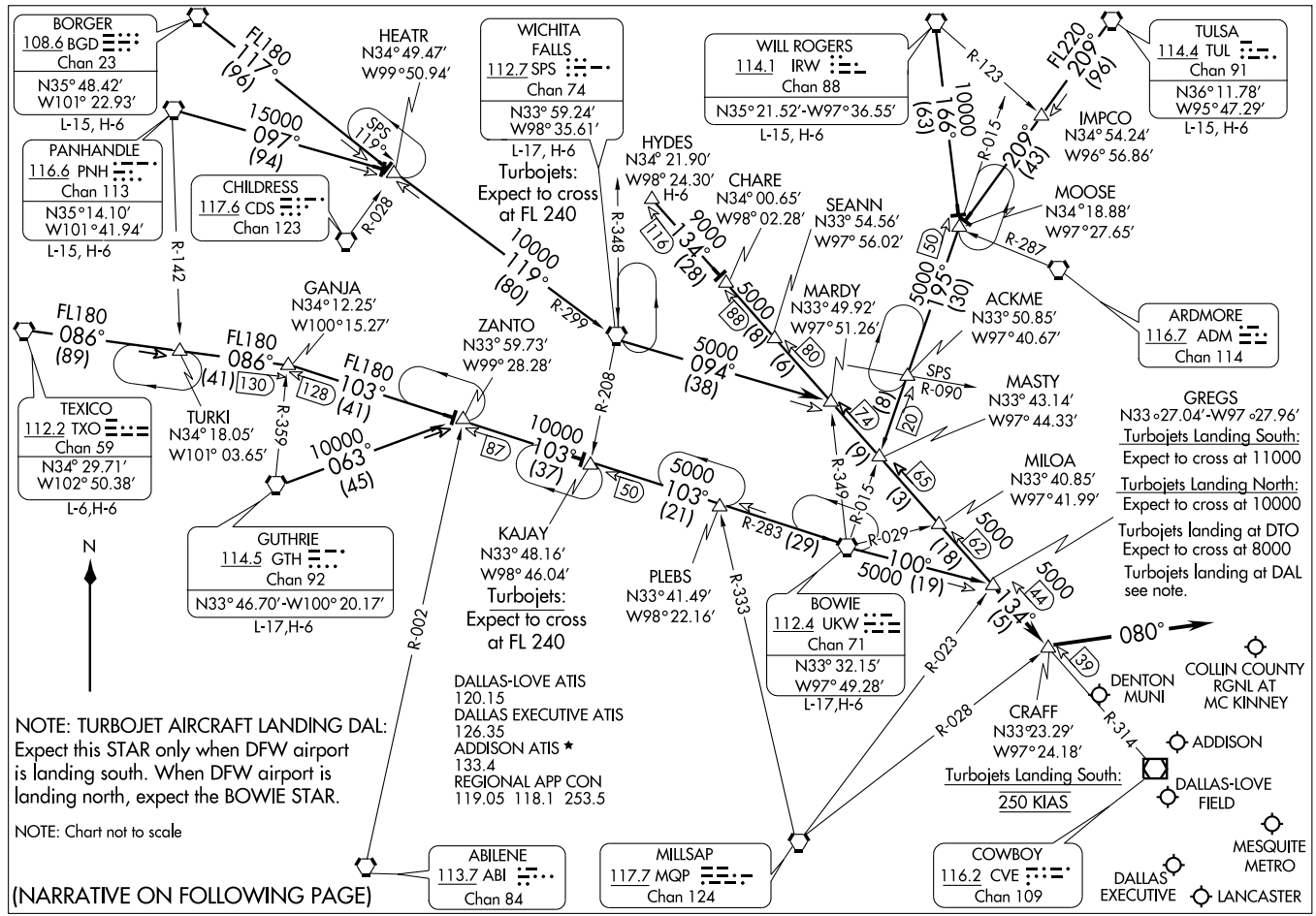
. . . . ALL AIRCRAFT: From over JEN VORTAC via JEN R-039, thence . . . .

ALL AIRCRAFT LANDING NORTH: To CURLE INT, expect vectors to final approach course.

JETS LANDING SOUTH: To DELMO, depart DELMO heading 355°.
For /E, /F, /G and /R (RNP 2.0) EQUIPMENT SUFFIXED AIRCRAFT: From over DELMO WP direct TEVON WP, expect vector to final approach course prior to TEVON WP. If not received by TEVON fly present heading.
NON TURBOJETS LANDING SOUTH: To CURLE INT, depart CURLE heading 010° for vectors to final approach course.

AIRCRAFT LANDING DAL, ADS, TKI: To DELMO INT, depart DELMO via FUZ R-171 to FUZ VORTAC then FUZ R-064 to HURBS INT, expect vectors to final approach course.

SC-2, 08 APR 2010 to 06 MAY 2010


BORGER
108.6 BGD
Chan 23
N35° 48.42'
W101° 22.93'
L-15, H-6
PANHANDLE
116.6 PNH
Chan 113
N35° 14.10'
W101° 41.94'
L-15, H-6
CHILDRESS
117.6 CDS
Chan 123
HEATR
N34° 49.47'
W99° 50.94'
WICHITA FALLS
112.7 SPS
Chan 74
N33° 59.24'
W98° 35.61'
L-17, H-6
Turbojets: Expect to cross at FL 240
WILL ROGERS
114.1 IRW
Chan 88
N35° 21.52'-W97° 36.55'
L-15, H-6
TULSA
114.4 TUL
Chan 91
N36° 11.78'
W95° 47.29'
L-15, H-6
IMPCO
N34° 54.24'
W96° 56.86'
MOOSE
N34° 18.88'
W97° 27.65'
ARDMORE
116.7 ADM
Chan 114
HYDES
N34° 21.90'
W98° 24.30'
H-6
CHARE
N34° 00.65'
W98° 02.28'
SEANN
N33° 54.56'
W97° 56.02'
MARDY
N33° 49.92'
W97° 51.26'
ACKME
N33° 50.85'
W97° 40.67'
MASTY
N33° 43.14'
W97° 44.33'
GREGS
N33°27.04'-W97°27.96'
Turbojets Landing South:
Expect to cross at 11000
Turbojets Landing North:
Expect to cross at 10000
Turbojets landing at DTO
Expect to cross at 8000
Turbojets landing at DAL
see note.
MILOA
N33° 40.85'
W97° 41.99'
GANJA
N34° 12.25'
W100° 15.27'
ZANTO
N33° 59.73'
W99° 28.28'
TEXICO
112.2 TXO
Chan 59
N34° 29.71'
W102° 50.38'
L-6,H-6
TURKI
N34° 18.05'
W101° 03.65'
GUTHRIE
114.5 GTH
Chan 92
N33° 46.70'-W100° 20.17'
L-17,H-6
KAJAY
N33° 48.16'
W98° 46.04'
Turbojets: Expect to cross at FL 240
PLEBS
N33° 41.49'
W98° 22.16'
BOWIE
112.4 UKW
Chan 71
N33° 32.15'
W97° 49.28'
L-17,H-6
CRAFF
N33° 23.29'
W97° 24.18'
Turbojets Landing South:
250 KIAS
DENTON MUNI
COLLIN COUNTY RGNL AT MC KINNEY
ADDISON
DALLAS-LOVE FIELD
MESQUITE METRO
DALLAS EXECUTIVE
LANCASTER
ABILENE
113.7 ABI
Chan 84
MILLSAP
117.7 MQP
Chan 124
COWBOY
116.2 CVE
Chan 109
DALLAS-LOVE ATIS
120.15
DALLAS EXECUTIVE ATIS
126.35
ADDISON ATIS ★
133.4
REGIONAL APP CON
119.05 118.1 253.5
NOTE: TURBOJET AIRCRAFT LANDING DAL:
Expect this STAR only when DFW airport is landing south. When DFW airport is landing north, expect the BOWIE STAR.
NOTE: Chart not to scale
(NARRATIVE ON FOLLOWING PAGE)
N
FL180 117° (96)
15000 097° (94)
SPS 119°
R-028
R-142
FL180 086° (89)
FL180 086° (41)
130
128
FL180 103° (41)
R-359
10000° 063° (45)
10000 119° (80)
R-299
R-348
R-208
10000 103° (37)
87
50
5000 103° (21)
R-283 (29)
R-002
R-333
9000 134° (28)
116
5000 088° (8)
80
6
5000 094° (38)
74
8
20
9
R-349
R-015
65
3
R-029
5000 100° (19)
5000 062 (18)
5000 134° (5)
44
39
080°
R-023
R-028
R-314
R-123
10000 166° (63)
FL220 209° (96)
R-015
209° (43)
50
5000 195° (30)
R-287
SPS R-090

ARRIVAL DESCRIPTION

BORGER TRANSITION (BGD.GREGS6): From over BGD VORTAC via BGD R-117 to HEATR INT, then via SPS R-299 to SPS VORTAC, then via SPS R-094 to MARDY INT, then via CVE R-314 to GREGS INT. Thence . . . .

BOWIE TRANSITION (UKW.GREGS6): From over UKW VORTAC via UKW R-100 to GREGS INT. Thence . . . .

GUTHRIE TRANSITION (GTH.GREGS6): From over GTH VORTAC via GTH R-063 to ZANTO INT, then via UKW R-283 to UKW VORTAC, then via UKW R-100 to GREGS INT. Thence . . . .

HYDES TRANSITION (HYDES.GREGS6): From over HYDES INT via CVE R-314 to GREGS INT. Thence . . . .

PANHANDLE TRANSITION (PNH.GREGS6): From over PNH VORTAC via PNH R-097 to HEATR INT, then via SPS R-299 to SPS VORTAC, then via SPS R-094 to MARDY INT, then via CVE R-314 to GREGS INT. Thence. . . .

TEXICO TRANSITION (TXO.GREGS6): From over TXO VORTAC via TXO R-086 to GANJA INT, then via UKW R-283 to UKW VORTAC, then via UKW R-100 to GREGS INT. Thence . . . .

TULSA TRANSITION (TUL.GREGS6): From over TUL VORTAC via TUL R-209 to MOOSE INT, then via UKW R-015 to MASTY INT, then via CVE R-314 to GREGS INT. Thence . . . .

WICHITA FALLS TRANSITION (SPS.GREGS6): From over SPS VORTAC via SPS R-094 to MARDY INT, then via CVE R-314 to GREGS INT. Thence. . . .

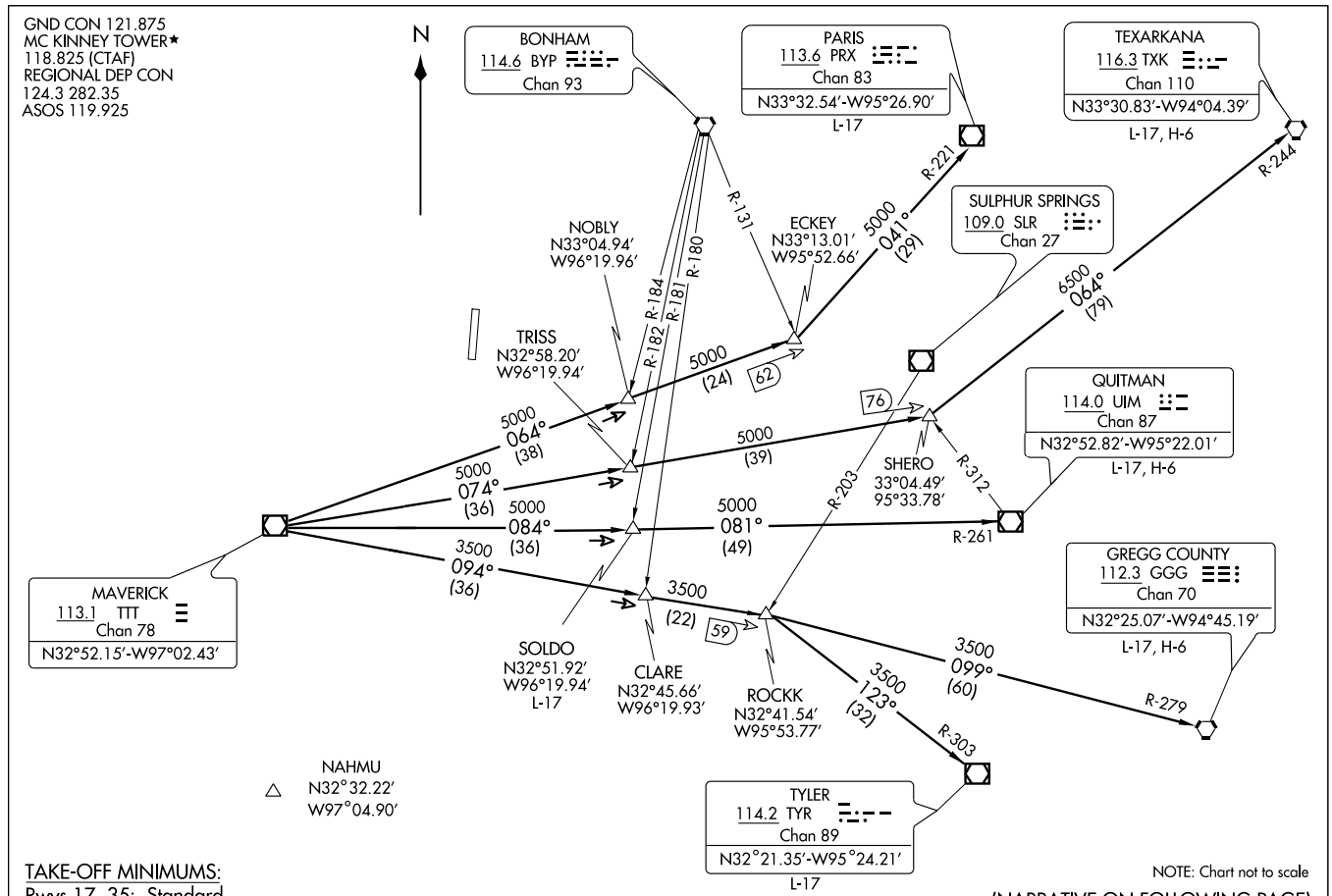
WILL ROGERS TRANSITION (IRW.GREGS6): From over IRW VORTAC via IRW R-166 to MOOSE INT, then via UKW R-015 to MASTY INT, then via CVE R-314 to GREGS INT. Thence . . . .

. . . . From over GREGS INT via CVE R-314 to CRAFF INT thence heading 080° for vector to final approach course.

SC-2, 08 APR 2010 to 06 MAY 2010

HUBBARD SIX DEPARTURE

MC KINNEY/COLLIN COUNTY RGNL AT Mc KINNEY (TKI)
SL-6644 (FAA)
Mc KINNEY, TEXAS



DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading and altitude to appropriate route.

LONGVIEW TRANSITION (HUBB6.GGG): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via GGG R-279 to GGG VORTAC.
PARIS TRANSITION (HUBB6.PRX): From over TTT VOR/DME via TTT R-064 to ECKEY INT, then via PRX R-221 to PRX VOR/DME.
QUITMAN TRANSITION (HUBB6.UIM): From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME.
SOLDO TRANSITION (HUBB6.SOLDO): (ATC assigned.) From over TTT VOR/DME via TTT R-084 to SOLDO INT.
TEXARKANA TRANSITION (HUBB6.TXK): From over TTT VOR/DME via TTT R-074 to SHERO INT, then via TXK R-244 to TXK VORTAC.
TYLER TRANSITION (HUBB6.TYR): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via TYR R-303 to TYR VOR/DME.

TAKE-OFF OBSTACLES:
Rwy 17:
Bush 29' from departure end of runway, 499' right of centerline, 5' AGL/591' MSL.
OL on DME 400' from departure end of runway, 266' right of centerline, 16' AGL/602' MSL.
Trees 784' from departure end of runway, 574' right of centerline, 39' AGL/625' MSL.
Rwy 35:
Trees 1,060' from departure end of runway, 634' right of centerline, 65' AGL/605' MSL.
Multiple trees beginning 1,532' from departure end of runway, 632' left of centerline, up to 79' AGL/626' MSL.

LOC I-EFE	APP CRS	Rwy Idg	7001
109.35	176°	TDZE	575
Chan 30 (Y)		Apt Elev	585

ILS or LOC RWY 17

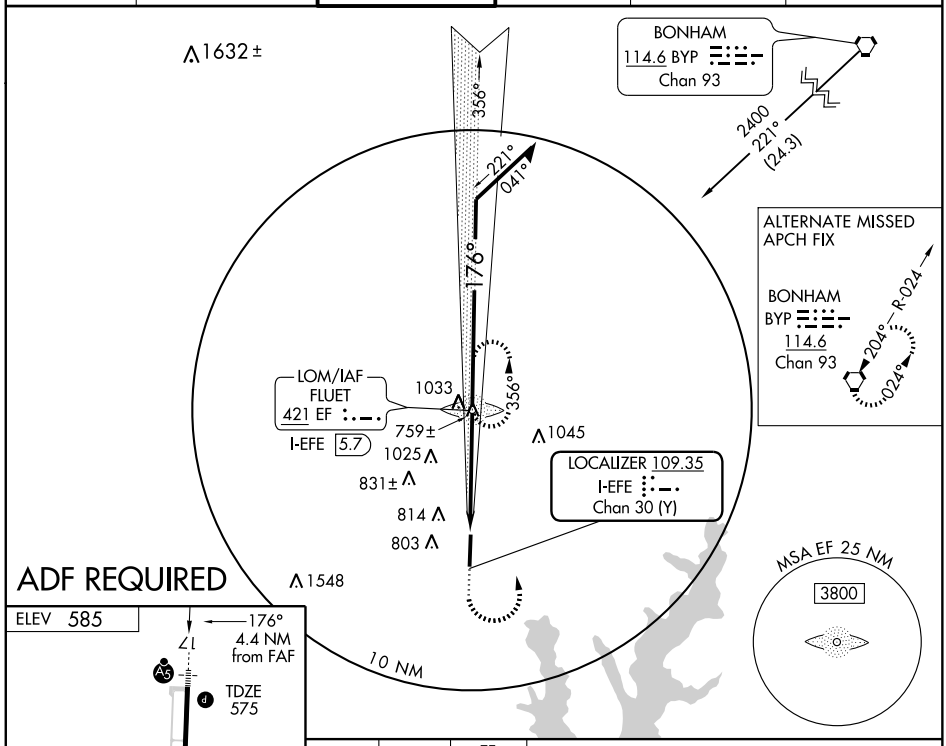
DALLAS/ COLLIN COUNTY RGNL AT MC KINNEY (TKI)

When local altimeter setting not received, use Dallas Love Field altimeter setting and increase all DA 69 feet and all MDA 80 feet, and increase S-LOC 17 and Circling Cats C/D visibility ¼ mile.
VDP NA when using Dallas Love Field altimeter setting.
For inoperative MALSR when using Dallas Love Field altimeter setting, increase S-ILS 17 all Cats visibility to 1 mile.

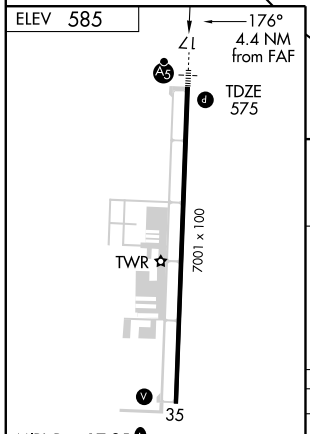
MALSR

MISSED APPROACH: Climb to 1500, then climbing left turn to 2400 direct FLUET LOM and hold.

ASOS	REGIONAL APP CON	MC KINNEY TOWER ★	GND CON	CLNC DEL ★	UNICOM
119.925	124.3 282.275	118.825 (CTAF)	121.875	121.35	122.95

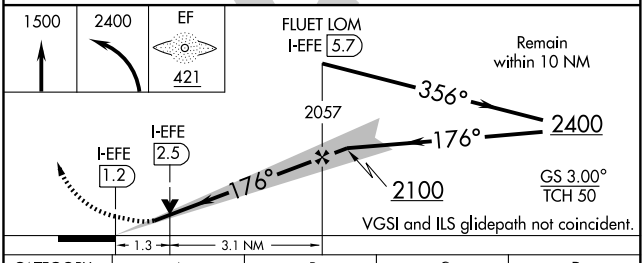


ADF REQUIRED



MIRL Rwy 17-35

FAF to MAP 4.4 NM					
Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28



CATEGORY	A	B	C	D
S-ILS 17	775-½ 200 (200-½)			
S-LOC 17	1020-½ 445 (500-½)		1020-¾ 445 (500-¾)	1020-1 445 (500-1)
CIRCLING	1120-1 535 (600-1)		1120-1½ 535 (600-1½)	1200-2 615 (700-2)

SC-2, 08 APR 2010 to 06 MAY 2010

JOE POOL FOUR DEPARTURE

DALLAS/COLLIN COUNTY RGNL AT MC KINNEY (TKI)

SL-6644 (FAA)

DALLAS, TEXAS

GND CON 121.875
MC KINNEY TOWER ★
118.825 (CTAF)
REGIONAL DEP CON
124.3 282.275
ASOS 119.925

TAKE-OFF MINIMUMS:
Rwys 17, 35: Standard.

MAVERICK
113.1 TTT
Chan 78
N32°52.15'-W97°02.43'

186° (36)
156° (37)
166° (35)
176° (35)
V369
TSA Gliderport

CEDAR CREEK
114.8 CQY
Chan 95

NELYN
N32°17.10'
W97°11.15'

DARTZ
N32°17.07'
W96°48.93'

R-072
R-074
R-273
R-275

JASPA
N32°17.10'
W97°03.54'
L-17

ARDIA
N32°17.10'
W96°56.27'
L-17

GLEN ROSE
115.0 JEN
Chan 97

156° (25)
62
BRDEN
N31°53.06'
W96°39.80'

4000
177° (38)
8000 (45)
7000 (35)
6000 (23)

R-357
70
ELLVR
N31°42.49'
W96°50.27'
L-19, H-6

TNV
R-334
85
154°
11 NM
TORNN
N31°31.22'
W96°30.88'
H-6

WACO
115.3 ACT
Chan 100
N31°39.74'-W97°16.14'
L-19, H-6

R-074
R-093
R-120
80

LEONA
110.8 LOA
Chan 45

156° (22)
6000
187
R-268

WINDU
N31°31.83'
W97°04.95'
L-19, H-6

12000
193° (70)
7000
154° (69)
R-334

BILEE
N31°09.75'
W96°23.31'
L-19-21, H-6

COLLEGE STATION
113.3 CLL
Chan 80
N30°36.30'-W96°25.24'
L-19-21,H-7

HOARY
N30°34.63'
W97°46.52'
L-19-21, H-7

R-012
R-307

NAVASOTA
115.9 TNV
Chan 106

CENTEX
112.8 CWK
Chan 75

12000
204° (66)

SAN ANTONIO
116.8 SAT
Chan 115
N29°38.64'
W98°27.68'
L-19,H-7

R-024

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale

SC-2, 08 APR 2010 to 06 MAY 2010

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading and altitude, expect vector to appropriate route.

ARDIA TRANSITION (JPOOL4.ARDIA): (ATC assigned.) From over TTT VOR/DME via TTT R-166 to ARDIA INT.

BILEE TRANSITION (JPOOL4.BILEE): (For aircraft overflying the BILEE intersection, thence via the appropriate STAR to George Bush Intercontinental or East Houston terminal area airports, or via J-87 to overfly the TNV VORTAC.) From over TTT VOR/DME via TTT R-156 to BILEE INT.

BRDEN TRANSITION (JPOOL4.BRDEN): From over TTT VOR/DME via TTT R-156 to BRDEN INT.

COLLEGE STATION TRANSITION (JPOOL4.CLL): (For piston aircraft inbound to Houston Hobby and all aircraft inbound to West Houston terminal area airports.) From over TTT VOR/DME via TTT R-166 to ELLVR INT, then via CLL R-334 to CLL VORTAC.

ELLVR TRANSITION (JPOOL4.ELLVR): (For turboprop and turbojet aircraft inbound to Houston Hobby and turbojet aircraft inbound to EFD, GLS, and LBX.) From over TTT VOR/DME via TTT R-166 to ELLVR INT.

HOARY TRANSITION (JPOOL4.HOARY): (For E/F suffixed aircraft.) From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC, then via ACT R-193 to HOARY INT.

JASPA TRANSITION (JPOOL4.JASPA): (ATC assigned.) From over TTT VOR/DME via TTT R-176 to JASPA INT.

SAN ANTONIO TRANSITION (JPOOL4.SAT): (For aircraft overflying Centex and San Antonio.) From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC, then via ACT R-193 to HOARY INT, then via SAT R-024 to SAT VORTAC.

TORNN TRANSITION (JPOOL4.TORNN): (For aircraft landing at Lafayette, Lake Charles or Beaumont/Port Arthur airports.) From over TTT VOR/DME via TTT R-156 to TORNN INT.

WACO TRANSITION (JPOOL4.ACT): (For aircraft inbound to Waco or Gray terminal area airports.) From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC.

WINDU TRANSITION (JPOOL4.WINDU): (For aircraft inbound to Austin or San Antonio terminal airports, aircraft should file and/or expect the BLEWE or MARCS arrival at WINDU.) From over TTT VOR/DME via TTT R-176 to WINDU INT.

SC-2, 08 APR 2010 to 06 MAY 2010

KINGDOM SEVEN DEPARTURE

SL-6644 (FAA)

MC KINNEY/ COLLIN COUNTY RGNL AT MC KINNEY (TKI)

MC KINNEY, TEXAS

GND CON
121.875
MC KINNEY TOWER ★
118.825 (CTAF)
REGIONAL DEP CON
124.3 282.35

TAKE-OFF OBSTACLES:
Note: Rwy 17, Bush 29′ from DER, 499′ right of centerline, 5′ AGL/591′ MSL.
OL on DME 400′ from DER, 266′ right of centerline, 16′ AGL/602′ MSL
Trees 784′ from DER, 574′ right of centerline, 39′ AGL/625′ MSL.
Note: Rwy 35, Trees 1060′ from DER, 634′ right of centerline, 65′ AGL/605′ MSL.
Multiple trees beginning 1532′ from DER, 632′ left of centerline, up to 79′ AGL/626′ MSL.

N

WICHITA FALLS
112.7 SPS
Chan 74
N33°59.24′-W98°35.61′
L-17, H-6

R-148 (25) V568

KARYN
N33°35.82′
W98°24.42′

R-271

BOWIE
112.4 UKW
Chan 71

R-146

GUTHRIE
114.5 GTH
Chan 92
N33°46.70′
W100°20.17′
L-17, H-6

6000 326° (63) V18

4000 328° (22)

R-225

R-165

FERRA
N33° 05.47′
W97°44.00′

RANGER
115.7 FUZ
Chan 104
N32°53.37′
W97°10.77′

MUZZO
N33°15.10′
W98°14.61′

65 34

4000 (27)

2300 285° (37)

2100 274° (7)

CEOLA
N32°51.98′
W97°44.00′

RUWLO
N32°47.28′
W99°07.77′

R-330

2500 261° (28)

2800 250° (36)

8000 (71)

99

8000 265° V18 (36) 93

BEKLE
N32°49.27′
W99°49.92′

R-265

4000 261° (13)

R-081

MAVERICK
113.1 TTT
Chan 78
N32°52.15′-W97°02.43′

PODDE
N32°43.58′
W97°44.00′
L-17

R-006

R-004

R-343

BROWNWOOD
108.6 BWD
Chan 23

MILLSAP
117.7 MQP
Chan 124
N32°43.57′
W97°59.85′
L-17, H-6

GLEN ROSE
115.0 JEN
Chan 97

TAKE-OFF MINIMUMS:
Rwys 17, 35 standard.

NOTE: Chart not to scale

NOTE: For all aircraft requesting 17,000′ and below.

(NARRATIVE ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION

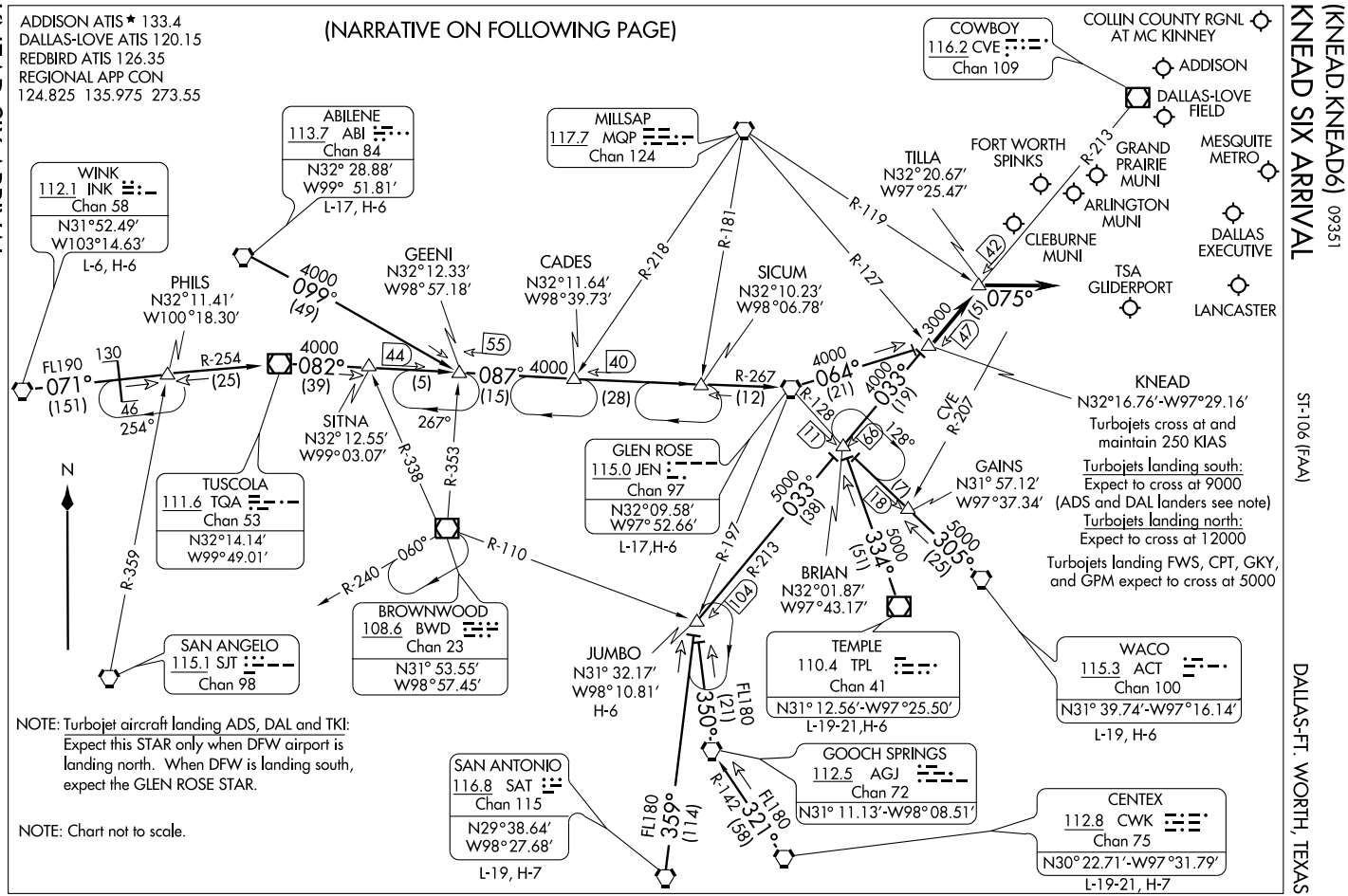
When entering controlled airspace fly assigned heading and altitude to appropriate route.

GUTHRIE TRANSITION (KING7.GTH): (For all aircraft landing within Lubbock terminal area or proceeding westbound via V-18 to GTH VORTAC). From over TTT VOR/DME via TTT R-274 to FUZ VORTAC, then via FUZ R-261 to RUWLO INT, then via MQP R-265 to BEKLE INT, then via GTH R-146 to GTH VORTAC.

MILLSAP TRANSITION (KING7.MQP): (For all aircraft overflying the MQP VORTAC westbound via V-18 or direct). From over TTT VOR/DME via TTT R-250 to PODDE INT, then via MQP R-081 to MQP VORTAC.

PODDE TRANSITION (KING7.PODDE): (ATC assigned.) From over TTT VOR/DME via TTT R-250 to PODDE INT.

WICHITA FALLS TRANSITION (KING7.SPS): (For all aircraft landing within the Wichita Falls terminal area or overflying the SPS VORTAC). From over TTT VOR/DME via TTT R-285 to MUZZO INT, then via SPS R-148 to SPS VORTAC.



(KNEAD.KNEAD6) 09351

KNEAD SIX ARRIVAL

ST-106 (FAA)

DALLAS-FT. WORTH, TEXAS

ARRIVAL DESCRIPTION

ABILENE TRANSITION (ABI.KNEAD6): From over ABI VORTAC via ABI R-099 to GEENI INT, then via JEN R-267 to JEN VORTAC, then via JEN R-064 to KNEAD INT. Thence . . . .

CENTEX TRANSITION (CWK.KNEAD6): From over CWK VORTAC via CWK R-321 and AGJ R-142 to AGJ VORTAC, then via AGJ R-350 to JUMBO INT, then via CVE R-213 to KNEAD INT. Thence . . . .

GLEN ROSE TRANSITION (JEN.KNEAD6): From over JEN VORTAC via JEN R-064 to KNEAD INT. Thence . . . .

JUMBO TRANSITION (JUMBO.KNEAD6): From over JUMBO INT via CVE R-213 to KNEAD INT. Thence . . . .

SAN ANTONIO TRANSITION (SAT.KNEAD6): From over SAT VORTAC via SAT R-359 to JUMBO INT, then via CVE R-213 to KNEAD INT. Thence . . . .

TEMPLE TRANSITION (TPL.KNEAD6): From over TPL VOR/DME via TPL R-334 to BRIAN INT, then via CVE R-213 to KNEAD INT. Thence . . . .

WACO TRANSITION (ACT.KNEAD6): From over ACT VORTAC via ACT R-305 to BRIAN INT, then via CVE R-213 to KNEAD INT. Thence . . . .

WINK TRANSITION (INK.KNEAD6): From over INK VORTAC via INK R-071 and TQA R-254 to TQA VOR/DME, then via TQA R-082 to GEENI INT, then via JEN R-267 to JEN VORTAC, then via JEN R-064 to KNEAD INT. Thence . . . .

. . . . From over KNEAD INT via CVE R-213 to TILLA INT, thence via heading 075° for vectors to final approach course.

SC-2, 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	7001
CH 87102	176°	TDZE	575
W17A		Apt Elev	585

RNAV (GPS) RWY 17

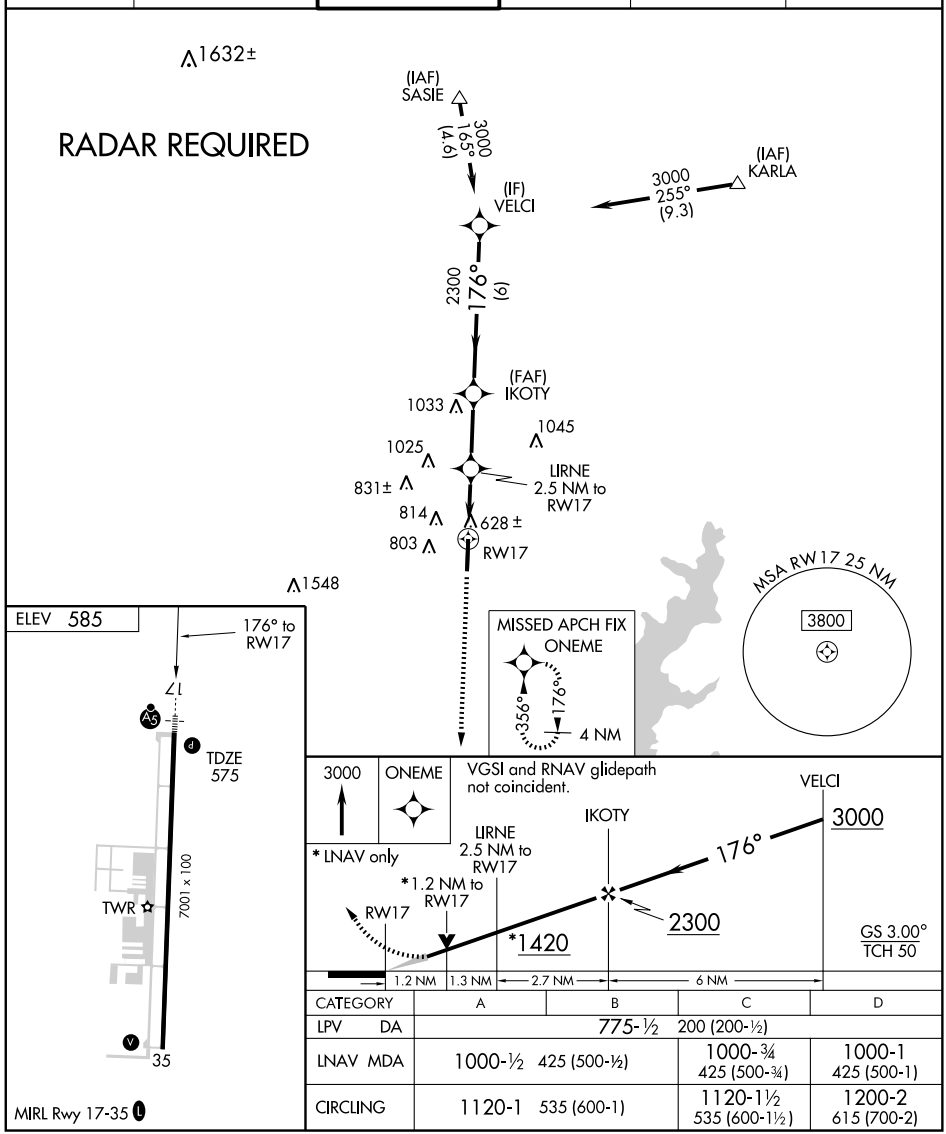
DALLAS/ COLLIN COUNTY RGNL AT MC KINNEY (TKI)

DME/DME RNP-0.3 NA. When local altimeter setting not received, use Dallas Love Field altimeter setting and increase all DA 69 feet and all MDA 80 feet, increase LNAV Cat C, and Circling Cats C and D visibility ¼ mile. For inoperative MALSR increase LNAV Cat D visibility to 1¼ mile. For inoperative MALSR when using Dallas Love Field altimeter setting increase LPV all Cats visibility to 1 mile. VDP NA when using Dallas Love Field altimeter setting.

MALSR

MISSED APPROACH: Climb to 3000 direct ONEME and hold.

ASOS	REGIONAL APP CON	MC KINNEY TOWER ★	GND CON	CLNC DEL ★	UNICOM
119.925	124.3 282.275	118.825 (CTAF) L	121.875	121.35	122.95



CATEGORY	A	B	C	D
LPV DA	775-½		200 (200-½)	
LNAV MDA	1000-½ 425 (500-½)		1000-¾ 425 (500-¾)	1000-1 425 (500-1)
CIRCLING	1120-1 535 (600-1)		1120-1½ 535 (600-1½)	1200-2 615 (700-2)

SC-2, 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	7001
CH 49202	356°	TDZE	585
W35A		Apt Elev	585

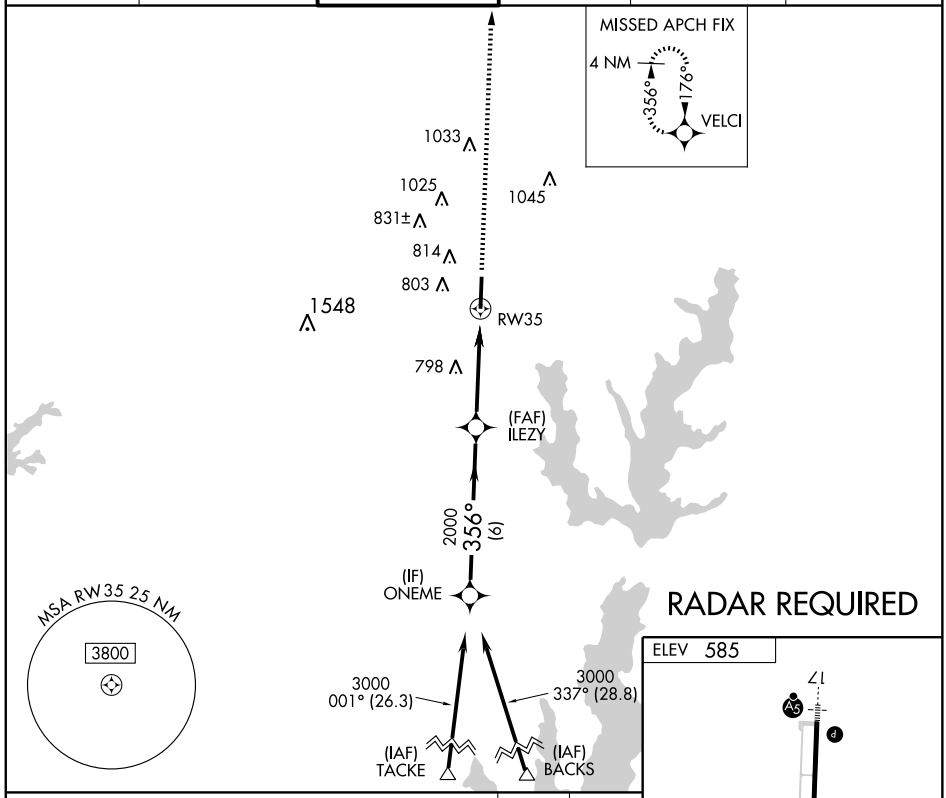
RNAV (GPS) RWY 35

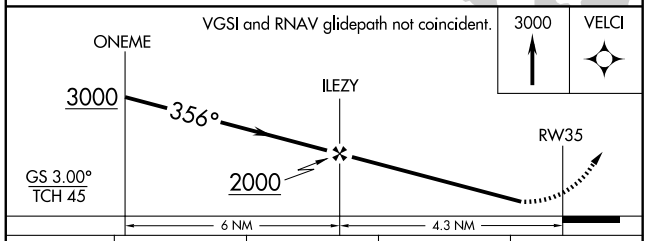
DALLAS/ COLLIN COUNTY RGNL AT MC KINNEY (TKI)

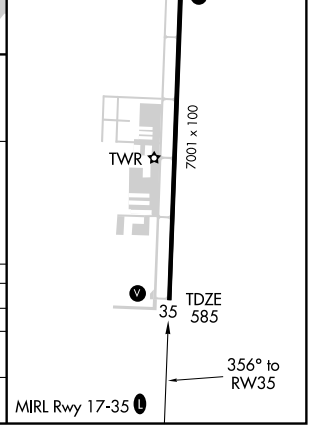
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Dallas Love Field altimeter setting and increase all DA 69 feet and all MDA 80 feet, and increase LPV all Cats, LNAV Cats C and D, and Circling Cats C and D visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct VELCI and hold.

ASOS	REGIONAL APP CON	MC KINNEY TOWER ★	GND CON	CLNC DEL ★	UNICOM
119.925	124.3 282.275	118.825 (CTAF) L	121.875	121.35	122.95







CATEGORY	A	B	C	D
LPV DA	867-1		282 (300-1)	
LNAV MDA	1060-1 475 (500-1)		1060-1¼ 475 (500-1¼)	1060-1½ 475 (500-1½)
CIRCLING	1120-1 535 (600-1)		1120-1½ 535 (600-1½)	1200-2 615 (700-2)

SC-2, 08 APR 2010 to 06 MAY 2010

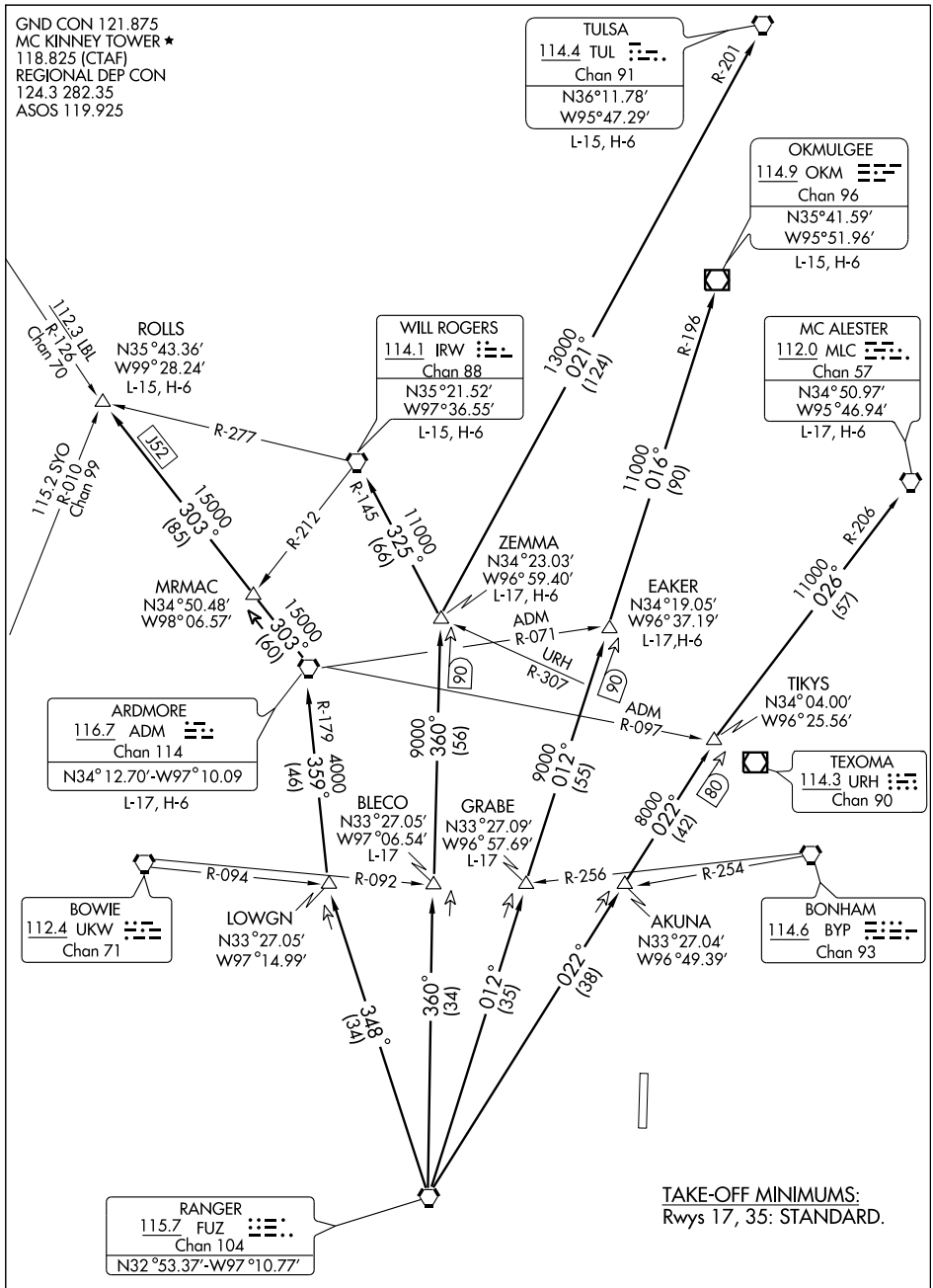
(TEX1.FUZ) 09351

TEXOMA ONE DEPARTURE

DALLAS/ COLLIN COUNTY RGNL AT MC KINNEY (TKI)

SL-6644 (FAA)

DALLAS, TEXAS



(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale

SC-2, 08 APR 2010 to 06 MAY 2010

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace fly assigned heading and altitude to appropriate route.

ARDMORE TRANSITION (TEX1.ADM): From over FUZ VORTAC via FUZ R-348 to LOWGN INT, then via ADM R-179 to ADM VORTAC.

BLECO TRANSITION (TEX1.BLECO): (ATC assigned.) From over FUZ VORTAC via FUZ R-360 to BLECO INT.

EAKER TRANSITION (TEX1.EAKER): (For aircraft inbound to the Tulsa terminal area.) From over FUZ VORTAC via FUZ R-012 to EAKER INT.

GRABE TRANSITION (TEX1.GRABE): (ATC assigned.) From over FUZ VORTAC via FUZ R-012 to GRABE INT.

MCALESTER TRANSITION (TEX1.MLC): (For all aircraft overflying the MLC VORTAC or intercepting J105.) From over FUZ VORTAC via FUZ R-022 to TIKYS INT, then via MLC R-206 to MLC VORTAC.

OKMULGEE TRANSITION (TEX1.OKM): (For all aircraft overflying OKM VOR/DME proceeding via J181 to BDF to destinations in the Chicago terminal area and north.) From over FUZ VORTAC via FUZ R-012 to EAKER INT, then via OKM R-196 to OKM VOR/DME.

ROLLS TRANSITION (TEX1.ROLLS): (For all aircraft proceeding northwestbound via J52.) From over FUZ VORTAC via FUZ R-348 to LOWGN INT, then via ADM R-179 to ADM VORTAC, then via ADM R-303 to ROLLS INT.

TULSA TRANSITION (TEX1.TUL): (For all aircraft overflying TUL VORTAC.) From over FUZ VORTAC via FUZ R-360 to ZEMMA INT, then via TUL R-201 to TUL VORTAC.

WILL ROGERS TRANSITION (TEX1.IRW): (For all aircraft inbound to the Oklahoma City area or overflying IRW VORTAC.) From over FUZ VORTAC via FUZ R-360 to ZEMMA INT, then via IRW R-145 to IRW VORTAC.

ZEMMA TRANSITION (TEX1.ZEMMA): (ATC assigned.) From over FUZ VORTAC via FUZ R-360 to ZEMMA INT.

SC-2, 08 APR 2010 to 06 MAY 2010

VORTAC BYP	APP CRS	Rwy Idg	N/A
114.6 Chan 93	214°	TDZE	N/A
		Apt Elev	585

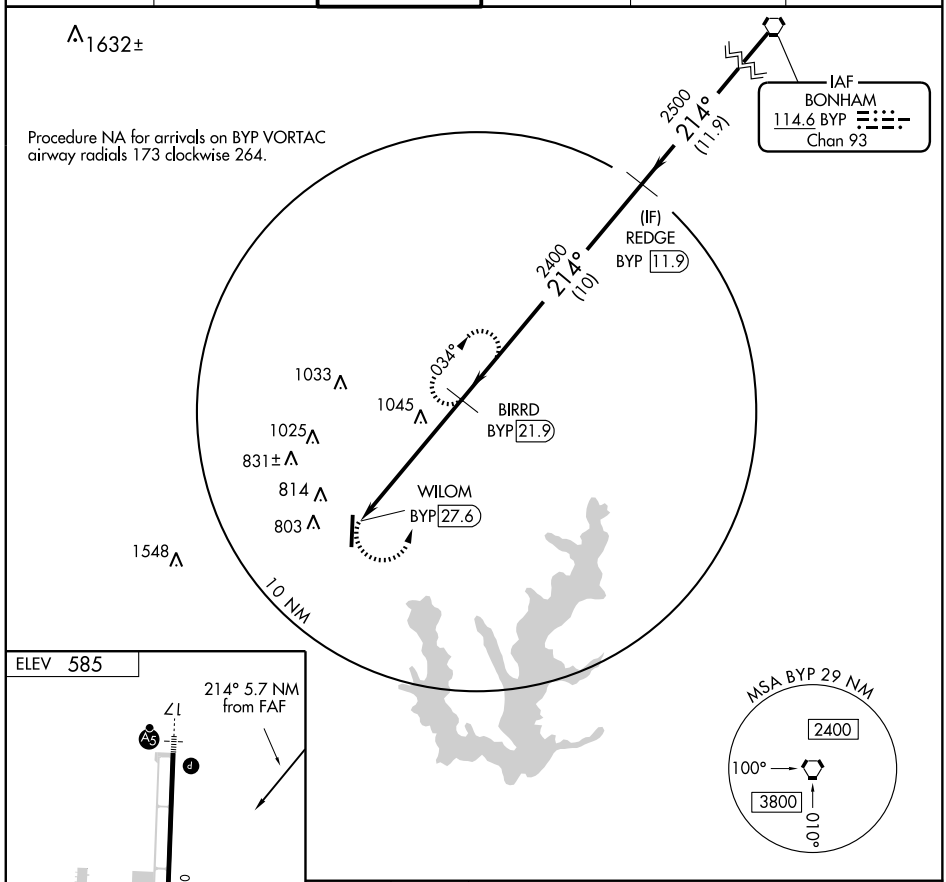
VOR/DME-A

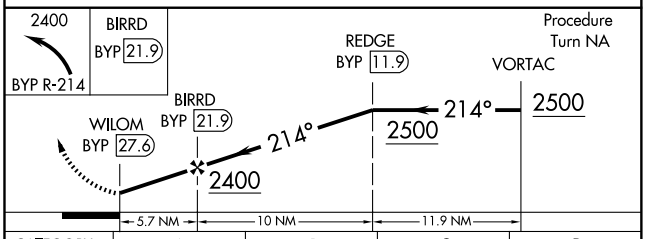
DALLAS/ COLLIN COUNTY RGNL AT MC KINNEY (TKI)

When local altimeter setting not received use Dallas Love Field altimeter setting and increase all MDA 80 feet and Cats C and D visibility ¼ mile.

MISSED APPROACH: Climbing left turn to 2400 via BYP VORTAC R-214 to BIRRD/BYP 21.9 DME and hold.

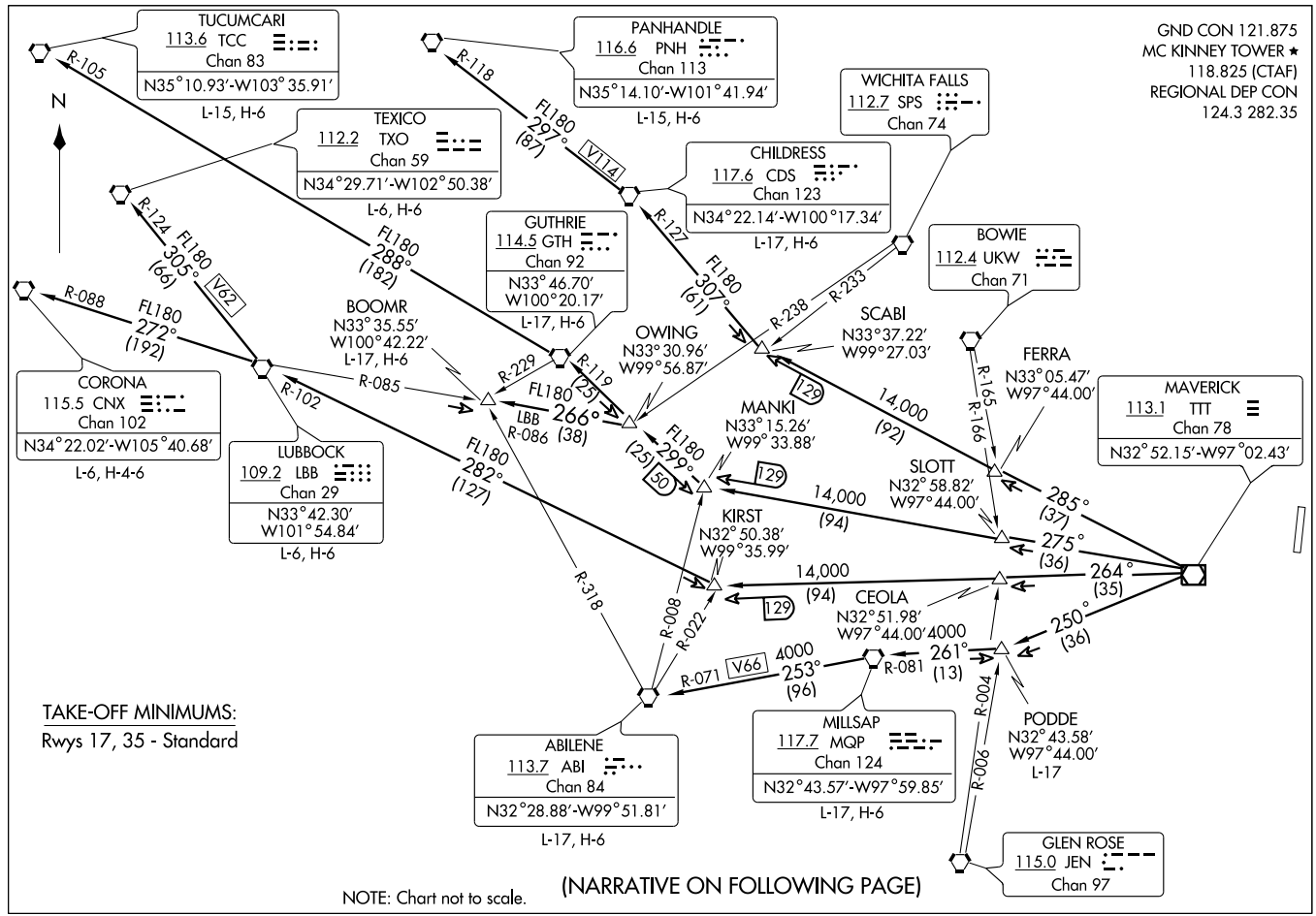
ASOS	REGIONAL APP CON	McKINNEY TOWER★	GND CON	CLNC DEL	UNICOM
119.925	124.3 282.275	118.825 (CTAF) L	121.875	121.35 ★	122.95





CATEGORY	A	B	C	D
CIRCLING	1360-1 775 (800-1)	1360-1¼ 775 (800-1¼)	1360-2¼ 775 (800-2¼)	1360-2½ 775 (800-2½)

SC-2, 08 APR 2010 to 06 MAY 2010



(KTKI) 09351
WORTH FIVE DEPARTURE

MC KINNEY/ COLLIN COUNTY RGNL AT MC KINNEY (TKI)
SL-6644 (FAA)
MC KINNEY, TEXAS

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading and altitude to appropriate route.

ABILENE TRANSITION (WORTH5.ABI): From over TTT VOR/DME via TTT R-250 to PODDE INT, then via MQP R-081 to MQP VORTAC, then via MQP R-253 and ABI R-071 to ABI VORTAC.

BOOMR TRANSITION (WORTH5.BOOMR): From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to OWING INT, then via LBB R-086 to BOOMR INT.

CHILDRESS TRANSITION (WORTH5.CDS): From over TTT VOR/DME via TTT R-285 to SCABI INT, then via CDS R-127 to CDS VORTAC.

CORONA TRANSITION (WORTH5.CNX): From over TTT VOR/DME via TTT R-264 to KIRST INT, then via LBB R-102 to LBB VORTAC, then via LBB R-272 and CNX R-088 to CNX VORTAC.

GUTHRIE TRANSITION (WORTH5.GTH): From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to GTH VORTAC.

LUBBOCK TRANSITION (WORTH5.LBB): From over TTT VOR/DME via TTT R-264 to KIRST INT, then via LBB R-102 to LBB VORTAC.

MILLSAP TRANSITION (WORTH5.MQP): From over TTT VOR/DME via TTT R-250 to PODDE INT, then via MQP R-081 to MQP VORTAC.

PANHANDLE TRANSITION (WORTH5.PNH): From over TTT VOR/DME via TTT R-285 to SCABI INT, then via CDS R-127 to CDS VORTAC, then via CDS R-297 and PNH R-118 to PNH VORTAC.

PODDE TRANSITION (WORTH5.PODDE): (ATC Assigned) From over TTT VOR/DME via TTT R-250 to PODDE INT.

TEXICO TRANSITION (WORTH5.TXO): From over TTT VOR/DME via TTT R-264 to KIRST INT, then via LBB R-102 to LBB VORTAC, then via LBB R-305 and TXO R-124 to TXO VORTAC.

TUCUMCARI TRANSITION (WORTH5.TCC): From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to GTH VORTAC, then via GTH R-288 and TCC R-105 to TCC VORTAC.

SC-2, 08 APR 2010 to 06 MAY 2010

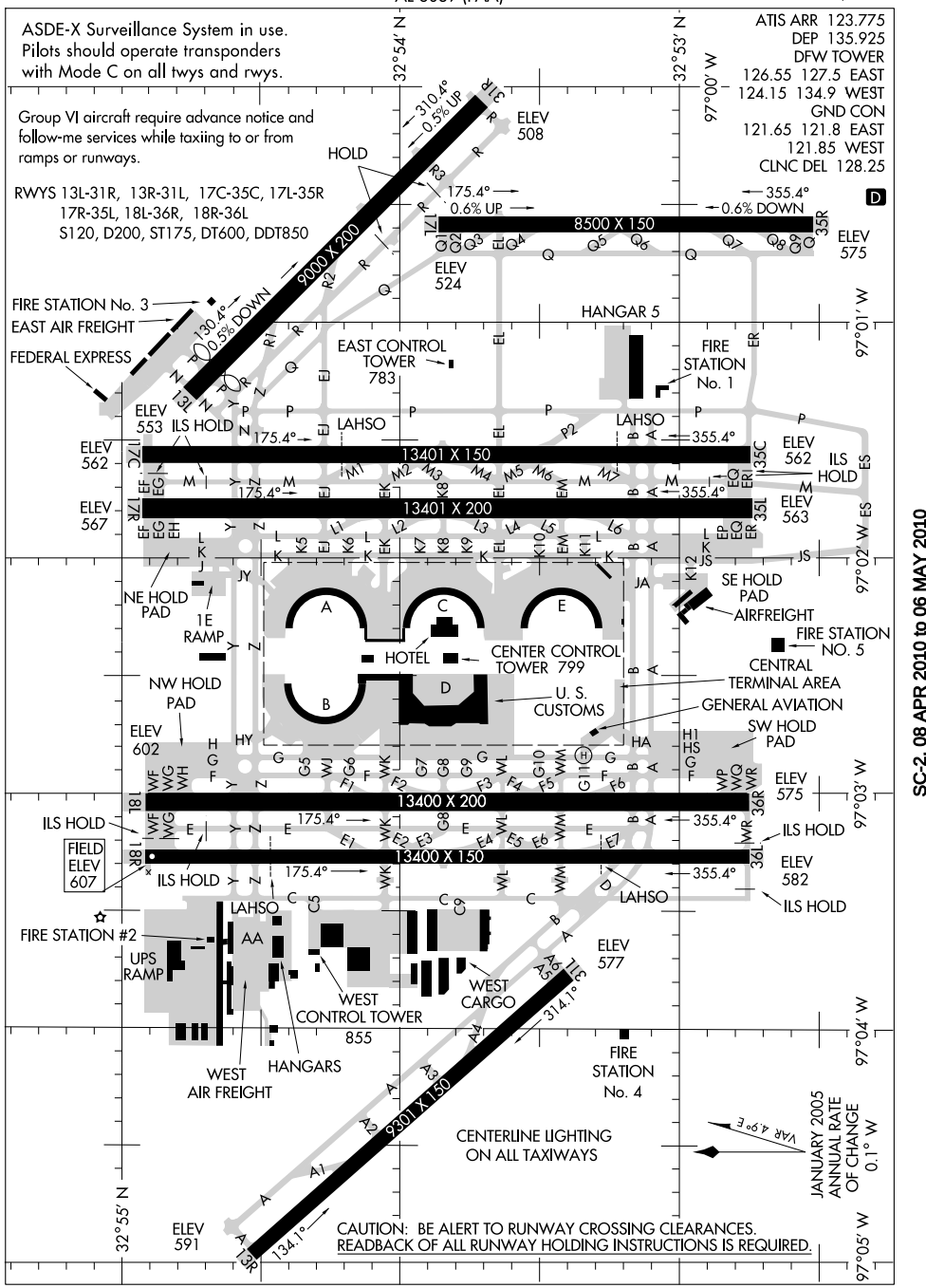
09351

AIRPORT DIAGRAM

AL-6039 (FAA)

DALLAS-FORT WORTH INTL (DFW)

DALLAS-FORT WORTH, TEXAS



SC-2, 08 APR 2010 to 06 MAY 2010

AKUNA THREE DEPARTURE (RNAV)

DALLAS-FORT WORTH INTL (DFW)
DALLAS-FORT WORTH, TEXAS

ATIS 135.925
CLNC DEL 128.25
GND CON
121.65 121.8 (EAST)
121.85 (WEST)
DFW TOWER
126.55 127.5 (EAST)
124.15 134.9 (WEST)
REGIONAL DEP CON
118.55 290.35 (RWY 17R/C)
126.47 363.15 (RWY 18L/R)
125.12 353.95 (RWYS 35L/C and 36L/R)

NOTE: 1. DME/DME/IRU or GPS Required
2. RNAV 1

TAKE-OFF MINIMUMS

Rwys 17C/R, 18L/R, 35L/C, 36L/R: Standard with a minimum climb of 500' per NM to 5000.
Rwys 13L/R, 17L, 31L/R, 35R: NA- Air Traffic.

TAKE-OFF RWYS 17C/R: Do not exceed 240K until JGIRL.
TAKE-OFF RWYS 18L/R: Do not exceed 240K until YAMEL.
TAKE-OFF RWYS 35L/C: Do not exceed 240K until CUZEN.
TAKE-OFF RWYS 36L/R: Do not exceed 240K until HAZKL.

NOTE: For TURBOJET Aircraft only.

NOTE: For non-GPS equipped aircraft departing Rwys 17C/R and 35C, CVE must be operational.

NOTE: For non-GPS equipped aircraft departing Rwy 35L, FUZ must be operational.

NOTE: For non-GPS equipped aircraft departing Rwys 18L/R, FUZ and CVE must be operational.

NOTE: For non-GPS equipped aircraft departing Rwy 36R, BYP and ADM must be operational.

NOTE: For non-GPS equipped aircraft departing Rwy 36L, BYP, ADM and FUZ must be operational.

ZEMMA
ARDMORE ADM
EAKER
MCALESTER MLC
TIKYS
[1105]
11000
028° (57)
R-203
8000
022° (42)
AKUNA
LOWGN
BLECO
GRABE
028° (22)
018° (25)
034° (35)
353° (28)
RYNNE
347° (5)
BEMMR
HAZKL
5000 240K
CUZEN
5000 240K
CMORE
1120
1107
354°
354°
174°
174°
355° (10)
354° (8)
BIGGD
BINGM
YAMEL
5000 240K
190°
155°
153°
JGIRL
5000 240K
105°
090° (6)
332° (4)
253°
268° (5)
(3)
BPARK
NAVYE
(3)
082° (5)
CORTS
FIRMN

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Radar Required.

SC-2, 08 APR 2010 to 06 MAY 2010

DEPARTURE ROUTE DESCRIPTION

PROPS

FILE AND EXPECT JACKY OR TRI-GATE DEPARTURE PROCEDURE.

JETS

TAKE-OFF RUNWAY 17C: Climb heading 174° to intercept course 155° to NAVYE, then on track 105° to JGIRL, cross JGIRL at or above 5000, then on depicted route to AKUNA, Thence . . . .

TAKE-OFF RUNWAY 17R: Climb heading 174° to intercept course 153° to NAVYE, then on track 105° to JGIRL, cross JGIRL at or above 5000, then on depicted route to AKUNA, Thence . . . .

TAKE-OFF RUNWAY 18L: Climb heading 174° to intercept course 190° to BPARK, then on track 253° to YAMEL, cross YAMEL at or above 5000, then on depicted route to AKUNA, Thence . . . .

TAKE-OFF RUNWAY 18R: Climb heading 174° to intercept course 190° to BPARK, then on track 253° to YAMEL, cross YAMEL at or above 5000, then on depicted route to AKUNA, Thence . . . .

TAKE-OFF RUNWAY 35C: Climb heading 354° to 1107, then direct CUZEN, cross CUZEN at or above 5000, then on depicted route to AKUNA, Thence . . . .

TAKE-OFF RUNWAY 35L: Climb heading 354° to 1107, then direct CUZEN, cross CUZEN at or above 5000, then on depicted route to AKUNA, Thence . . . .

TAKE-OFF RUNWAY 36L: Climb heading 354° to 1120, then direct HAZKL, cross HAZKL at or above 5000. Then on depicted route to AKUNA, Thence . . . .

TAKE-OFF RUNWAY 36R: Climb heading 354° to 1120, then direct HAZKL, cross HAZKL at or above 5000, then on depicted route to AKUNA, Thence . . . .

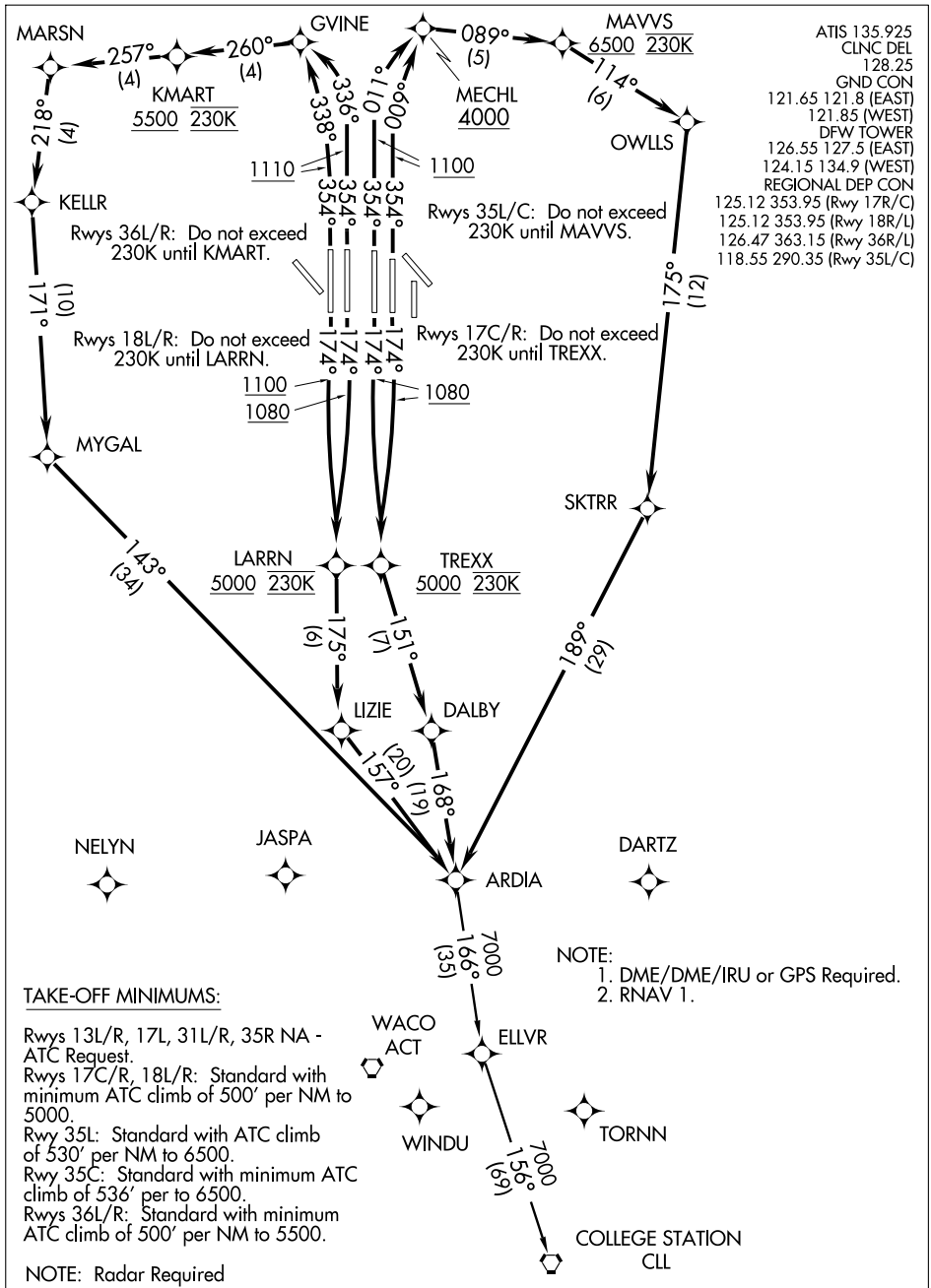
. . . . on (transition). Maintain 10,000', expect filed altitude ten minutes after departure.

MC ALESTER TRANSITION (AKUNA3.MLC): For aircraft overflying the MLC VORTAC or intercepting J105.

SC-2, 08 APR 2010 to 06 MAY 2010

ARDIA THREE DEPARTURE (RNAV)

DALLAS-FORT WORTH INTL (DFW)
DALLAS-FORT WORTH, TEXAS



ATIS 135.925
CLNC DEL 128.25
GND CON 121.65 121.8 (EAST) 121.85 (WEST)
DFW TOWER 126.55 127.5 (EAST) 124.15 134.9 (WEST)
REGIONAL DEP CON 125.12 353.95 (Rwy 17R/C) 125.12 353.95 (Rwy 18R/L) 126.47 363.15 (Rwy 36R/L) 118.55 290.35 (Rwy 35L/C)

NOTE:
1. DME/DME/IRU or GPS Required.
2. RNAV 1.

TAKE-OFF MINIMUMS:

Rwys 13L/R, 17L, 31L/R, 35R NA - ATC Request.
Rwys 17C/R, 18L/R: Standard with minimum ATC climb of 500' per NM to 5000.
Rwy 35L: Standard with ATC climb of 530' per NM to 6500.
Rwy 35C: Standard with minimum ATC climb of 536' per to 6500.
Rwys 36L/R: Standard with minimum ATC climb of 500' per NM to 5500.

NOTE: Radar Required
NOTE: For Turbo Jets only.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale

SC-2, 08 APR 2010 to 06 MAY 2010

ARDIA THREE DEPARTURE (RNAV)

DEPARTURE ROUTE DESCRIPTION

PROPS

File and expect KEENE or TRI-GATE DP.

JETS

TAKE-OFF RUNWAY 17C: Climb via 174° heading to 1080, then right turn direct TREXX, cross TREXX at or above 5000, then via depicted route to ARDIA. Thence . . . .

TAKE-OFF RUNWAY 17R: Climb via 174° heading to 1080, then left turn direct TREXX, cross TREXX at or above 5000, then via depicted route to ARDIA. Thence . . . .

TAKE-OFF RUNWAY 18L: Climb via 174° heading to 1080, then right turn direct LARRN, cross LARRN at or above 5000, then via depicted route to ARDIA. Thence . . . .

TAKE-OFF RUNWAY 18R: Climb via 174° heading to 1100, then left turn direct LARRN cross LARRN at or above 5000, then via depicted route to ARDIA. Thence . . . .

TAKE-OFF RUNWAY 35C: Climb via 354° heading to at or above 1100, then via 009° course to MECHL, cross MECHL at or above 4000, then via 089° track to MAVVS. Cross MAVVS at or above 6500, then via depicted route to ARDIA. Thence . . . .

TAKE-OFF RUNWAY 35L: Climb via 354° heading to at or above 1100, then via 011° course to MECHL, cross MECHL at or above 4000, then via 089° track to MAVVS. Cross MAVVS at or above 6500, then via depicted route to ARDIA. Thence . . . .

TAKE-OFF RUNWAY 36L: Climb via 354° heading to at or above 1110, then via 338° course to GVINE, then via 260° track to KMART. Cross KMART at or above 5500, then via depicted route to ARDIA. Thence . . . .

TAKE-OFF RUNWAY 36R: Climb via 354° heading to at or above 1110, then via 336° course to GVINE, then via 260° track to KMART. Cross KMART at or above 5500, then via depicted route to ARDIA, Thence . . . .

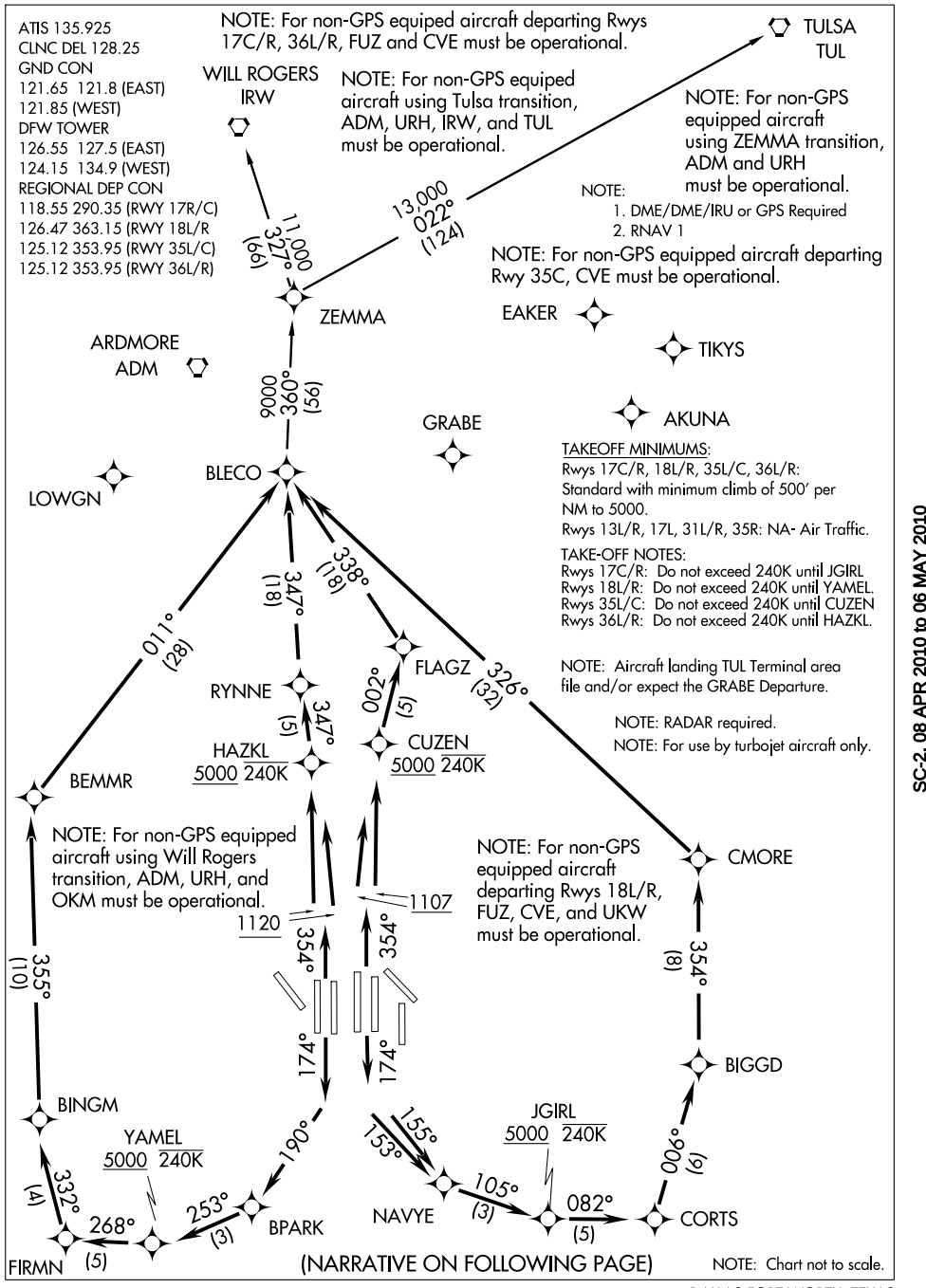
. . . . via (transition). Maintain 10,000. Expect filed altitude within 10 minutes after departure.

COLLEGE STATION TRANSITION (ARDIA3.CLL): (For turbojet aircraft inbound to West Houston terminal area airports.)

ELLVR TRANSITION (ARDIA3.ELLVR): (For turbojet aircraft inbound to Houston Hobby, EFD, GLS, and LBX.

SC-2, 08 APR 2010 to 06 MAY 2010

BLECO THREE DEPARTURE (RNAV)



SC-2, 08 APR 2010 to 06 MAY 2010

DEPARTURE ROUTE DESCRIPTION

PROPS

FILE AND EXPECT JACKY OR TRI-GATE DEPARTURE PROCEDURE.

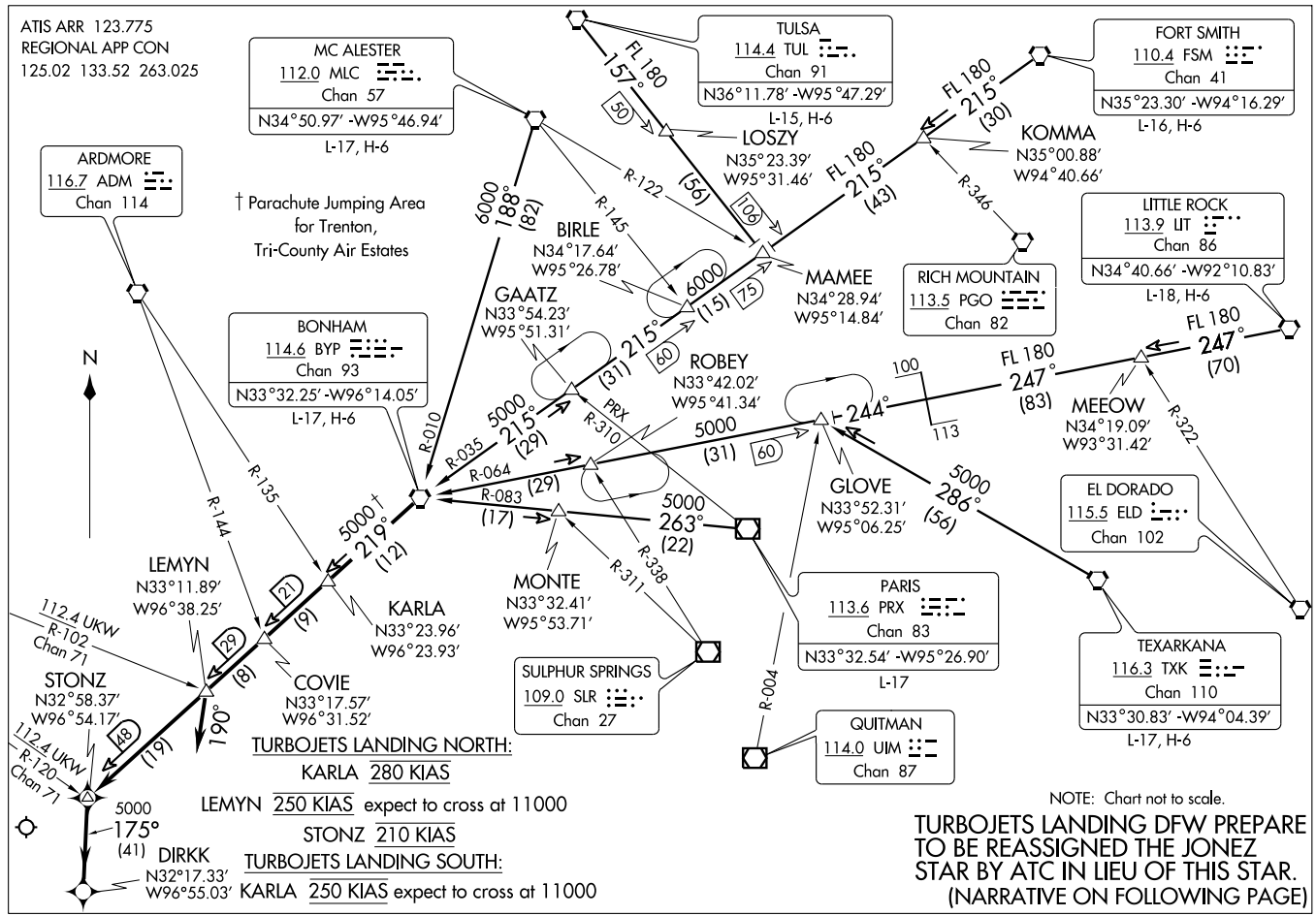
JETS

TAKE-OFF RUNWAY 17C: Climb heading 174° to intercept course 155° to NAVYE, then on track 105° to JGIRL, cross JGIRL at or above 5000, then on depicted route to BLECO. Thence . . . .
TAKE-OFF RUNWAY 17R: Climb heading 174° to intercept course 153° to NAVYE, then on track 105° to JGIRL, cross JGIRL at or above 5000, then on depicted route to BLECO. Thence . . . .
TAKE-OFF RUNWAY 18L: Climb heading 174° to intercept course 190° to BPARK, then on track 253° to YAMEL, cross YAMEL at or above 5000, then on depicted route to BLECO. Thence . . . .
TAKE-OFF RUNWAY 18R: Climb heading 174° to intercept course 190° to BPARK, then on track 253° to YAMEL, cross YAMEL at or above 5000, then on depicted route to BLECO. Thence . . . .
TAKE-OFF RUNWAY 35C: Climb heading 354° to 1107, then direct CUZEN, cross CUZEN at or above 5000, then on depicted route to BLECO. Thence . . . .
TAKE-OFF RUNWAY 35L: Climb heading 354° to 1107, then direct CUZEN, cross CUZEN at or above 5000, then on depicted route to BLECO. Thence . . . .
TAKE-OFF RUNWAY 36L: Climb heading 354° to 1120, then direct HAZKL, cross HAZKL at or above 5000, then on depicted route to BLECO. Thence . . . .
TAKE-OFF RUNWAY 36R: Climb heading 354° to 1120, then direct HAZKL, cross HAZKL at or above 5000, then on depicted route to BLECO. Thence . . . .

. . . . on (transition). Maintain 10,000', expect filed altitude ten minutes after departure.

TULSA TRANSITION (BLECO3.TUL): (For all aircraft overflying the TUL VORTAC).
WILL ROGERS TRANSITION (BLECO3.IRW): (For all aircraft inbound to Oklahoma City area or overflying the IRW VORTAC).
ZEMMA TRANSITION (BLECO3.ZEMMA): (ATC assigned).

SC-2, 08 APR 2010 to 06 MAY 2010



BONHAM FIVE ARRIVAL (BYP.BYP5)

07298

ST-6039 (FAA)

DALLAS-FORT WORTH INTL

DALLAS-FORT WORTH, TEXAS

ARRIVAL DESCRIPTION

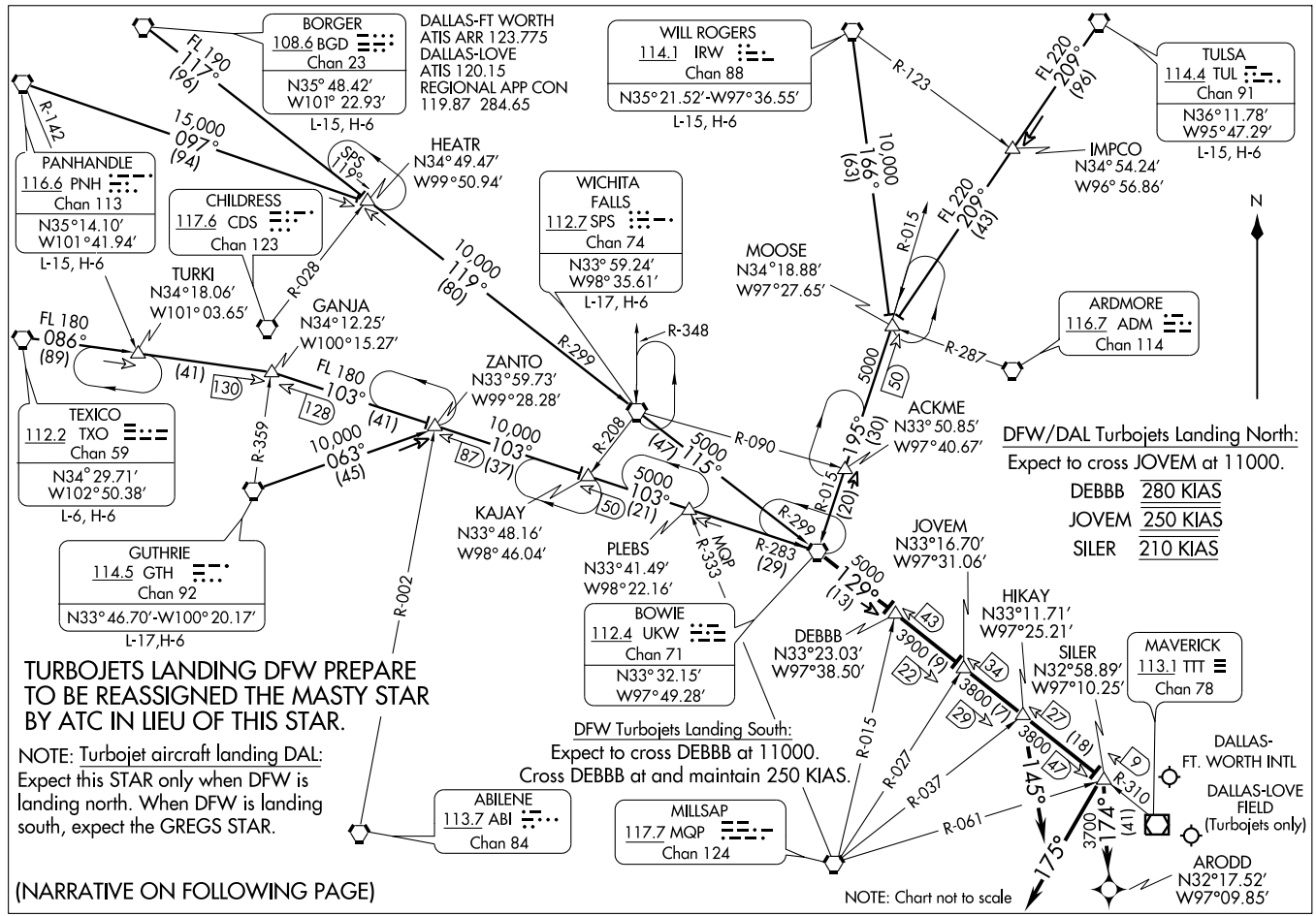
FORT SMITH TRANSITION (FSM.BYP5): From over FSM VORTAC via FSM R-215 to MAMEE INT, then via BYP R-035 to BYP VORTAC. Thence. . . .
LITTLE ROCK TRANSITION (LIT.BYP5): From over LIT VORTAC via LIT R-247 and BYP R-064 to GLOVE INT, then via BYP R-064 to BYP VORTAC. Thence. . . .
MC ALESTER TRANSITION (MLC.BYP5): From over MLC VORTAC via MLC R-188 and BYP R-010 to BYP VORTAC. Thence. . . .
PARIS TRANSITION (PRX.BYP5): From over PRX VOR/DME via PRX R-263 and BYP R-083 to BYP VORTAC. Thence. . . .
TEXARKANA TRANSITION (TXK.BYP5): From over TXK VORTAC via TXK R-286 to GLOVE INT, then via BYP R-064 to BYP VORTAC. Thence. . . .
TULSA TRANSITION (TUL.BYP5): From over TUL VORTAC via TUL R-157 to MAMEE INT, then via BYP R-035 to BYP VORTAC. Thence. . . .

. . . . ALL AIRCRAFT: From over BYP VORTAC via BYP R-219, thence. . . .

ALL AIRCRAFT LANDING SOUTH: To LEMYN, Expect vectors to final approach course.
JETS LANDING NORTH: FOR /E, /F, /G, and /R (RNP-2.0) EQUIPPED AIRCRAFT: From over STONZ INT direct DIRKK WP, expect vector to final approach course prior to DIRKK WP. If not received by DIRKK WP fly present heading. All others to STONZ depart STONZ heading 175° for vector to final approach course.
PROPS LANDING NORTH: Depart LEMYN INT heading 190°. Expect vectors to final approach course.

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BOWIE ONE ARRIVAL (UKW.UKW1) 10098



ST-6039 (FAA)

DALLAS-FORT WORTH, TEXAS

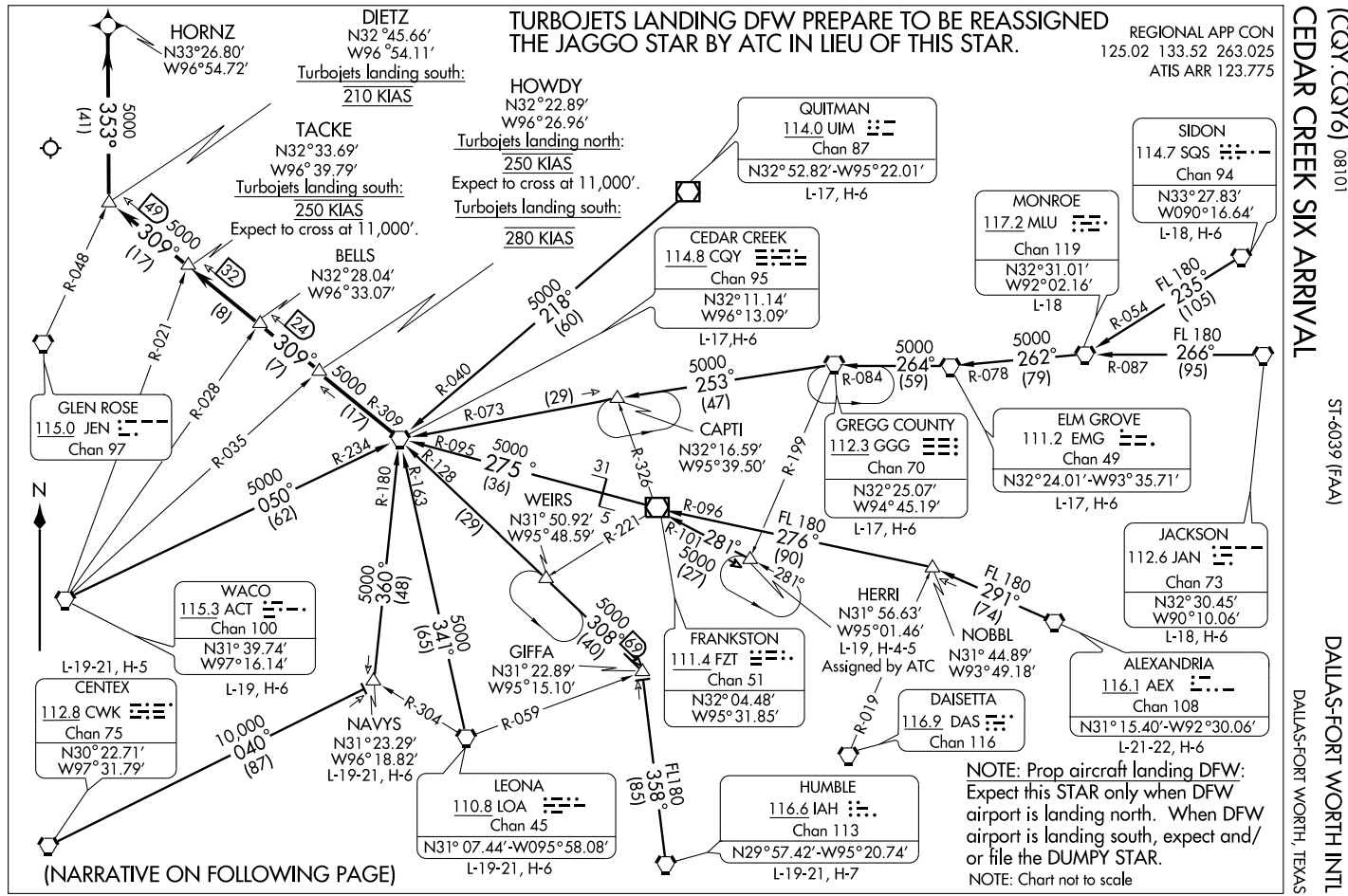
ARRIVAL ROUTE DESCRIPTION

BORGER TRANSITION (BGD.UKW1): From over BGD VORTAC via BGD R-117 to HEATR INT, then via SPS R-299 to SPS VORTAC, then via SPS R-115 and UKW R-299 to UKW VORTAC. Thence. . . .
GUTHRIE TRANSITION (GTH.UKW1): From over GTH VORTAC via GTH R-063 to ZANTO INT, then via UKW R-283 to UKW VORTAC. Thence. . . .
PANHANDLE TRANSITION (PNH.UKW1): From over PNH VORTAC via PNH R-097 to HEATR INT, then via SPS R-299 to SPS VORTAC, then via SPS R-115 and UKW R-299 to UKW VORTAC. Thence. . . .
TEXICO TRANSITION (TXO.UKW1): From over TXO VORTAC via TXO R-086 to GANJA INT, then via UKW R-283 to UKW VORTAC. Thence. . . .
TULSA TRANSITION (TUL.UKW1): From over TUL VORTAC via TUL R-209 to MOOSE INT, then via UKW R-015 to UKW VORTAC. Thence. . . .
WICHITA FALLS TRANSITION (SPS.UKW1): From over SPS VORTAC via SPS R-115 and UKW R-299 to UKW VORTAC. Thence. . . .
WILL ROGERS TRANSITION (IRW.UKW1): From over IRW VORTAC via IRW R-166 to MOOSE INT, then via UKW R-015 to UKW VORTAC. Thence. . . .

. . . . ALL AIRCRAFT: From over UKW VORTAC via UKW R-129 and TTT R-310. Thence. . . .

. . . . ALL AIRCRAFT LANDING SOUTH: To HIKAY INT, expect vectors to final approach course.
. . . . RNAV CAPABLE JETS LANDING NORTH: From over SILER INT direct ARODD WP, expect vectors to final approach course prior to ARODD WP. If not received by ARODD WP fly present heading. DME/DME/IRU or GPS required. Pilots of RNP capable aircraft use RNP 2.0. Type B.
. . . . PROPS LANDING NORTH: To HIKAY INT, depart HIKAY INT heading 145° for vector to final approach course.
. . . . ALL OTHERS: To SILER INT depart SILER INT heading 175° for vector to final approach course.

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CEDAR CREEK SIX ARRIVAL (CQY.CQY6) 08101
DALLAS-FORT WORTH INTL
DALLAS-FORT WORTH, TEXAS
ST-6039 (FAA)
TURBOJETS LANDING DFW PREPARE TO BE REASSIGNED THE JAGGO STAR BY ATC IN LIEU OF THIS STAR.
REGIONAL APP CON
125.02 133.52 263.025
ATIS ARR 123.775
HORNZ
N33°26.80′
W96°54.72′
DIETZ
N32°45.66′
W96°54.11′
Turbojets landing south:
210 KIAS
HOWDY
N32°22.89′
W96°26.96′
Turbojets landing north:
250 KIAS
Expect to cross at 11,000′.
Turbojets landing south:
280 KIAS
TACKE
N32°33.69′
W96°39.79′
Turbojets landing south:
250 KIAS
Expect to cross at 11,000′.
BELLS
N32°28.04′
W96°33.07′
QUITMAN
114.0 UIM
Chan 87
N32°52.82′-W95°22.01′
L-17, H-6
CEDAR CREEK
114.8 CQY
Chan 95
N32°11.14′
W96°13.09′
L-17,H-6
MONROE
117.2 MLU
Chan 119
N32°31.01′
W92°02.16′
L-18
SIDON
114.7 SQS
Chan 94
N33°27.83′
W090°16.64′
L-18, H-6
GLEN ROSE
115.0 JEN
Chan 97
CAPTI
N32°16.59′
W95°39.50′
GREGG COUNTY
112.3 GGG
Chan 70
N32°25.07′
W94°45.19′
L-17, H-6
ELM GROVE
111.2 EMG
Chan 49
N32°24.01′-W93°35.71′
L-17, H-6
JACKSON
112.6 JAN
Chan 73
N32°30.45′
W90°10.06′
L-18, H-6
WEIRS
N31°50.92′
W95°48.59′
WACO
115.3 ACT
Chan 100
N31°39.74′
W97°16.14′
L-19, H-6
L-19-21, H-5
CENTEX
112.8 CWK
Chan 75
N30°22.71′
W97°31.79′
GIFFA
N31°22.89′
W95°15.10′
FRANKSTON
111.4 FZT
Chan 51
N32°04.48′
W95°31.85′
HERRI
N31°56.63′
W95°01.46′
L-19, H-4-5
Assigned by ATC
NOBBL
N31°44.89′
W93°49.18′
ALEXANDRIA
116.1 AEX
Chan 108
N31°15.40′-W92°30.06′
L-21-22, H-6
DAISETTA
116.9 DAS
Chan 116
NAVYS
N31°23.29′
W96°18.82′
L-19-21, H-6
LEONA
110.8 LOA
Chan 45
N31° 07.44′-W095°58.08′
L-19-21, H-6
HUMBLE
116.6 IAH
Chan 113
N29°57.42′-W95°20.74′
L-19-21, H-7
NOTE: Prop aircraft landing DFW: Expect this STAR only when DFW airport is landing north. When DFW airport is landing south, expect and/or file the DUMPY STAR.
NOTE: Chart not to scale
(NARRATIVE ON FOLLOWING PAGE)
N
353° (41) 5000
309° (17) 5000
309° (7)
5000 R-309 (17)
5000 218° (60)
5000 253° (47)
5000 264° (59)
5000 262° (79)
FL 180 235° (105)
FL 180 266° (95)
5000 050° (62)
5000 275° (36)
FL 180 276° (90)
5000 281° (27)
FL 180 291° (74)
5000 360° (48)
5000 341° (65)
5000 308° (40)
10,000 040° (87)
FL180 358° (85)
R-048
R-021
R-028
R-035
R-040
R-073
R-084
R-078
R-087
R-054
R-234
R-095
R-128
R-163
R-180
R-199
R-326
R-096
R-101
R-221
R-304
R-059
R-019
(29)
(8)
31
5

ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.CQY6): From over AEX VORTAC via AEX R-291 to NOBBL INT, then via FZT R-096 to FZT VOR/DME, then via FZT R-275 and CQY R-095 to CQY VORTAC. Thence . . . .

CENTEX TRANSITION (CWK.CQY6): From over CWK VORTAC via CWK R-040 to NAVYS INT, then via CQY R-180 to CQY VORTAC. Thence . . . .

ELM GROVE TRANSITION (EMG.CQY6): From over EMG VORTAC via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to CQY VORTAC. Thence . . . .

GREGG COUNTY TRANSITION (GGG.CQY6): From over GGG VORTAC via GGG R-253 and CQY R-073 to CQY VORTAC. Thence . . . .

HERRI TRANSITION (HERRI.CQY6): (Assigned by ATC) From over HERRI INT via FZT R-101 to FZT VOR/DME, then via FZT R-275 and CQY R-095 to CQY VORTAC. Thence . . . .

HUMBLE TRANSITION (IAH.CQY6): From over IAH VORTAC via IAH R-355 to GIFFA INT, then via CQY R-128 to CQY VORTAC. Thence . . . .

JACKSON TRANSITION (JAN.CQY6): From over JAN VORTAC via JAN R-266 and MLU R-087 to MLU VORTAC, then via MLU R-262 and EMG R-078 to EMG VORTAC, then via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to CQY VORTAC. Thence . . . .

LEONA TRANSITION (LOA.CQY6): From over LOA VORTAC via LOA R-341 and CQY R-163 to CQY VORTAC. Thence. . . .

MONROE TRANSITION (MLU.CQY6): From over MLU VORTAC via MLU R-262 and EMG R-078 to EMG VORTAC, then via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to CQY VORTAC. Thence . . . .

NAVYS TRANSITION (NAVYS.CQY6): From over NAVYS INT via CQY R-180 to CQY VORTAC. Thence . . . .

QUITMAN TRANSITION (UIM.CQY6): From over UIM VOR/DME via UIM R-218 and CQY R-040 to CQY VORTAC. Thence . . . .

SIDON TRANSITION (SQS.CQY6): From over SQS VORTAC via SQS R-235 and MLU R-054 to MLU VORTAC, then via MLU R-262 and EMG R-078 to EMG VORTAC, then via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to CQY VORTAC. Thence . . . .

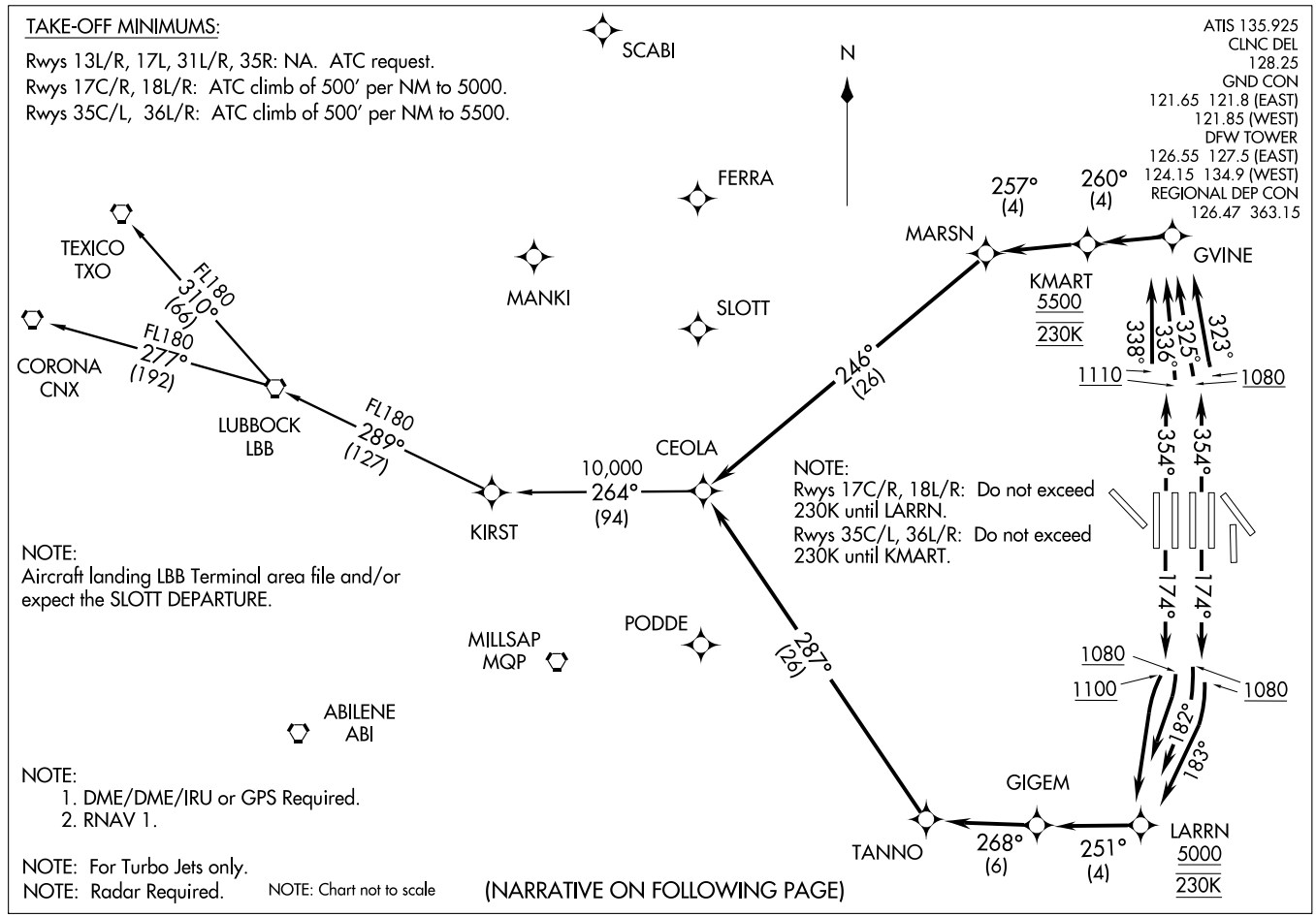
WACO TRANSITION (ACT.CQY6): From over ACT VORTAC via ACT R-050 and CQY R-234 to CQY VORTAC. Thence . . . .

. . . .ALL AIRCRAFT: From over CQY VORTAC via CQY R-309, thence:

JETS LANDING SOUTH: FOR /E, /F, /G, and /R (RNP-2.0) EQUIPPED AIRCRAFT: From over DIETZ INT direct HORNZ WP, expect vector to final approach course prior to HORNZ WP. If not received by HORNZ WP fly present heading. All others to DIETZ INT depart DIETZ INT heading 350° for vector to final approach course.

ALL AIRCRAFT LANDING NORTH: To TACKE INT, expect vectors to final approach course.

SC-2, 08 APR 2010 to 06 MAY 2010



(CEOLA4.CEOLA) 08045

CEOLA FOUR DEPARTURE (RNAV)

SL-6039 (FAA)

DALLAS-FORT WORTH INTL (DFW)

DALLAS-FORT WORTH, TEXAS

CEOLA FOUR DEPARTURE (RNAV)

DEPARTURE ROUTE DESCRIPTION

PROPS

FILE AND EXPECT KINGDOM OR COYOTE DEPARTURE

JETS

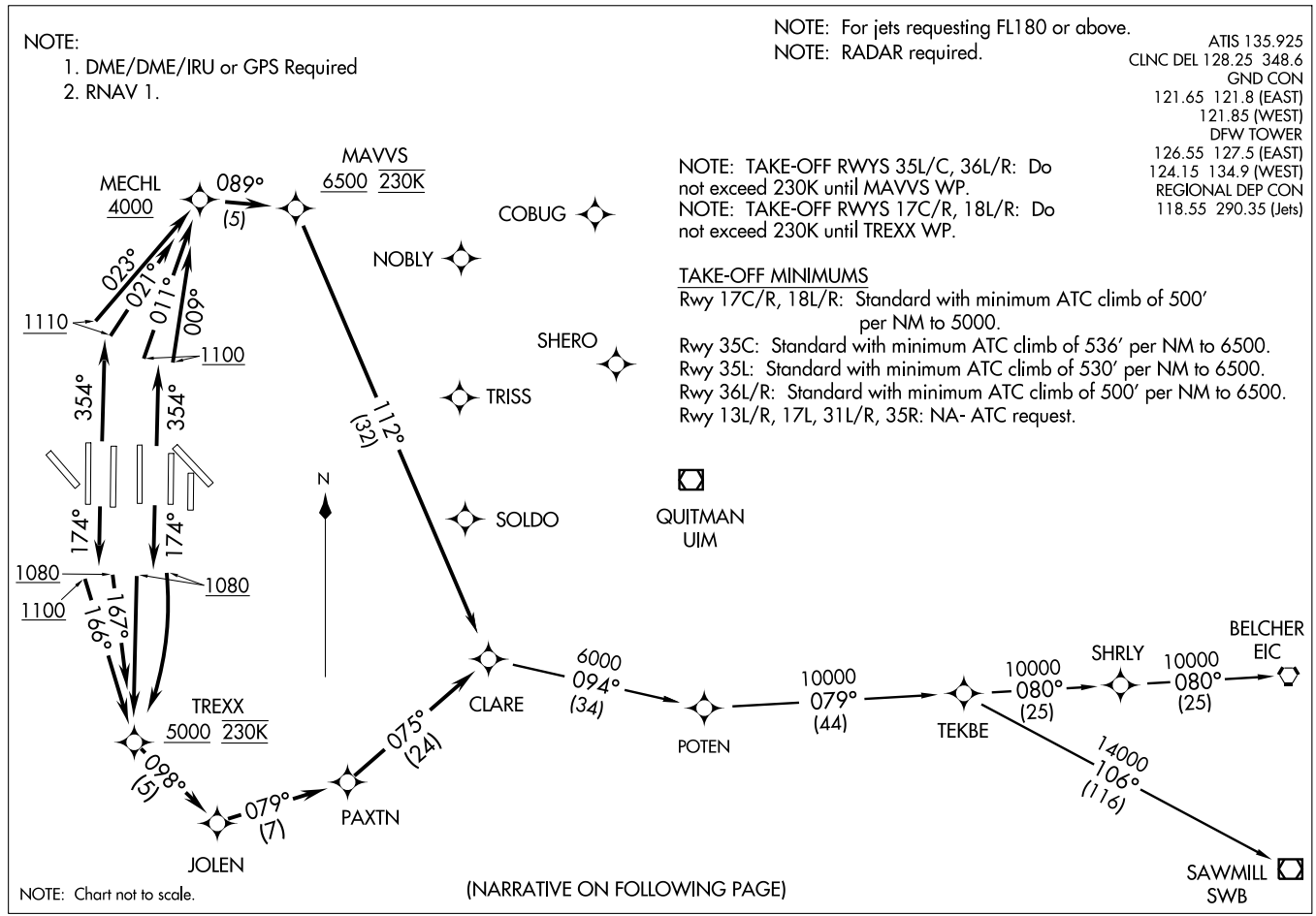
TAKE-OFF RUNWAY 17C: Climb via 174° heading to at or above 1080, then via 183° course to LARRN, cross LARRN at or above 5000, then via depicted route to CEOLA. Thence. . . .
TAKE-OFF RUNWAY 17R: Climb via 174° heading to at or above 1080, then via 182° course to LARRN, cross LARNN at or above 5000, then via depicted route to CEOLA. Thence. . . .
TAKE-OFF RUNWAY 18L: Climb via 174° heading to at or above1080, then right turn direct LARRN, cross LARRN at or above 5000, then via depicted route to CEOLA. Thence. . . .
TAKE-OFF RUNWAY 18R: Climb via 174° heading to at or above 1100, then left turn direct LARRN, cross LARRN at or above 5000, then via depicted route to CEOLA. Thence. . . .
TAKE-OFF RUNWAY 35C: Climb via 354° heading to at or above 1080, then via 323° course to GVINE, then via 260° track to KMART, cross KMART at or above 5500, then via depicted route to CEOLA. Thence. . . .
TAKE-OFF RUNWAY 35L: Climb via 354° heading to at or above 1080, then via 325° course to GVINE, then via 260° track to KMART, cross KMART at or above 5500, then via depicted route to CEOLA. Thence. . . .
TAKE-OFF RUNWAY 36L: Climb via 354° heading to at or above 1110, then via 338° course to GVINE, then via 260° track to KMART, cross KMART at or above 5500, then via depicted route to CEOLA. Thence. . . .
TAKE-OFF RUNWAY 36R: Climb via 354° heading to at or above 1110, then via 336° course to GVINE, then via 260° track to KMART, cross KMART at or above 5500, then via depicted route to CEOLA. Thence. . . .
. . . . via (transition). Maintain 10,000 feet, expect filed altitude within ten minutes after departure.

CORONA TRANSITION (CEOLA4.CNX)

LUBBOCK TRANSITION (CEOLA4.LBB)

TEXICO TRANSITION (CEOLA4.TXO)

SC-2, 08 APR 2010 to 06 MAY 2010


NOTE:
1. DME/DME/IRU or GPS Required
2. RNAV 1.
NOTE: For jets requesting FL180 or above.
NOTE: RADAR required.
ATIS 135.925
CLNC DEL 128.25 348.6
GND CON
121.65 121.8 (EAST)
121.85 (WEST)
DFW TOWER
126.55 127.5 (EAST)
124.15 134.9 (WEST)
REGIONAL DEP CON
118.55 290.35 (Jets)
(CLARE2.CLARE) 08045
CLARE TWO DEPARTURE (RNAV)
SL-6039 (FAA)
DALLAS-FORT WORTH INTL (DFW)
DALLAS-FORT WORTH, TEXAS
NOTE: TAKE-OFF RWYS 35L/C, 36L/R: Do not exceed 230K until MAVVS WP.
NOTE: TAKE-OFF RWYS 17C/R, 18L/R: Do not exceed 230K until TREXX WP.
TAKE-OFF MINIMUMS
Rwy 17C/R, 18L/R: Standard with minimum ATC climb of 500' per NM to 5000.
Rwy 35C: Standard with minimum ATC climb of 536' per NM to 6500.
Rwy 35L: Standard with minimum ATC climb of 530' per NM to 6500.
Rwy 36L/R: Standard with minimum ATC climb of 500' per NM to 6500.
Rwy 13L/R, 17L, 31L/R, 35R: NA- ATC request.
MECHL
4000
089°
(5)
MAVVS
6500 230K
COBUG
NOBLY
SHERO
TRISS
SOLDO
QUITMAN
UIM
112°
(32)
023°
021°
011°
009°
1110
1100
354°
354°
174°
174°
1080
1100
1080
167°
166°
TREXX
5000 230K
098°
(5)
079°
(7)
PAXTN
075°
(24)
CLARE
6000
094°
(34)
POTEN
10000
079°
(44)
TEKBE
10000
080°
(25)
SHRLY
10000
080°
(25)
BELCHER
EIC
14000
106°
(116)
SAWMILL
SWB
JOLEN
N
NOTE: Chart not to scale.
(NARRATIVE ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION

PROPS

FILE AND EXPECT WYLIE OR HUBBARD DEPARTURE

JETS

Jets requesting 17000 and below expect GARLAND DEPARTURE

TAKE-OFF RUNWAY 17C: Climb via 174° heading to 1080, then right turn direct TREXX WP, cross TREXX WP at or above 5000, then via depicted route to CLARE WP. Thence....

TAKE-OFF RUNWAY 17R: Climb via 174° heading to 1080, then direct TREXX WP, cross TREXX WP at or above 5000, then via depicted route to CLARE WP. Thence....

TAKE-OFF RUNWAY 18L: Climb via 174° heading to at or above 1080, then via 167° course to TREXX, cross TREXX WP at or above 5000, then via depicted route to CLARE WP. Thence....

TAKE-OFF RUNWAY 18R: Climb via 174° heading to at or above 1100, then via 166° course to TREXX WP, cross TREXX WP at or above 5000, then via depicted route to CLARE WP. Thence....

TAKE-OFF RUNWAY 35C: Climb via 354° heading to at or above 1100, then via 009° course to MECHL WP, cross MECHL WP at or above 4000, then via 089° track to MAVVS WP, cross MAVVS WP at or above 6500, then via depicted route to CLARE WP. Thence....

TAKE-OFF RUNWAY 35L: Climb via 354° heading to at or above 1100, then via 011° course to MECHL WP, cross MECHL WP at or above 4000, then via 089° track to MAVVS WP, cross MAVVS WP at or above 6500, then via depicted route to CLARE WP. Thence....

TAKE-OFF RUNWAY 36L: Climb via 354° heading to at or above 1110, then via 023° course to MECHL WP, cross MECHL WP at or above 4000, then via 089° track to MAVVS WP, cross MAVVS WP at or above 6500, then via depicted route to CLARE WP. Thence....

TAKE-OFF RUNWAY 36R: Climb via 354° heading to at or above 1110, then via 021° course to MECHL WP, cross MECHL WP at or above 4000, then via 089° track to MAVVS WP, cross MAVVS at or above 6500, then via depicted route to CLARE WP. Thence....

....via (TRANSITION). Maintain 10000. Expect filed altitude within 10 minutes after departure.

BELCHER TRANSITION (CLARE2.EIC): For aircraft inbound to JAN and MLU TERMINAL AREAS only.

SAWMILL TRANSITION (CLARE2.SWB)

SC-2, 08 APR 2010 to 06 MAY 2010

LOC/DME I-LWN	APP CRS	Rwy Idg	9301
109.5	133°	TDZE	591
Chan 32		Apt Elev	607

CONVERGING ILS RWY 13R

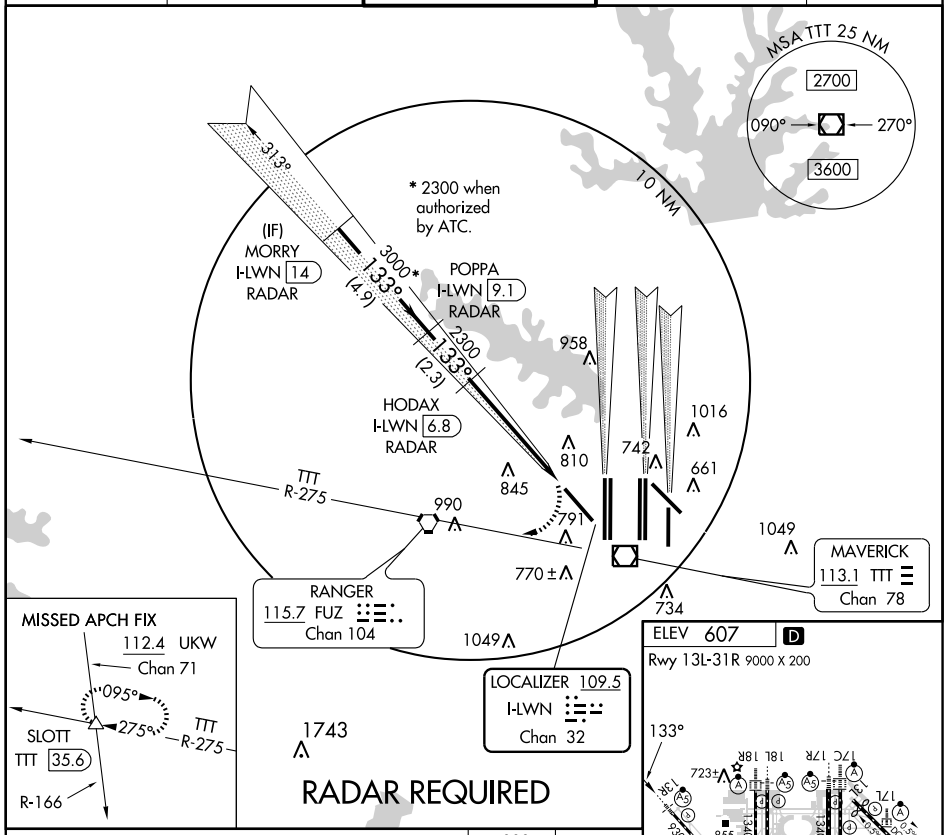
DALLAS-FORT WORTH INTL (DFW)

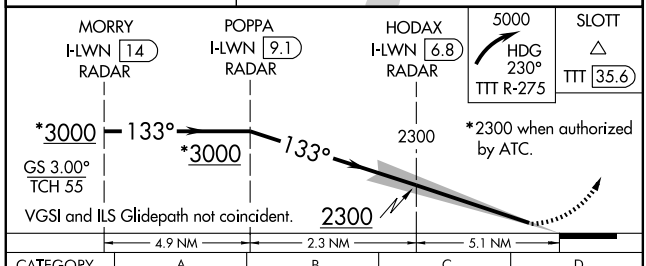
Simultaneous converging approach authorized with Converging ILS Rwy 18L/R and Converging ILS Rwy 17C/R. Inoperative table does not apply.

MALSR

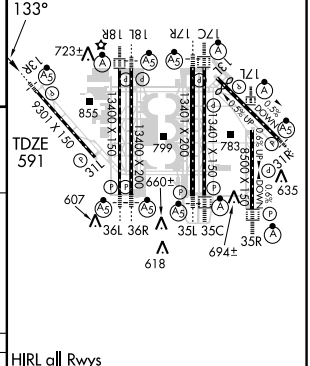
MISSED APPROACH: Climbing right turn to 5000 via heading 230° and TTT R-275 to SLOTT Int/TTT 35.6 DME and hold.

ATIS	REGIONAL APP CON	DFW TOWER	GND CON	CLNC DEL
ARR 123.775	118.1 133.15	126.55 127.5 EAST	121.65 121.8 EAST	128.25
DEP 135.925		124.15 134.9 WEST	121.85 WEST	





CATEGORY	A	B	C	D
S-ILS 13R	1351-2¾ 760 (800-2¾)		1391-2¾ 800 (800-2¾)	NA



HIRL all Rwys
REIL Rwys 13L and 31L
TDZ/CL all Rwys except 13L, 17C and 31L

SC-2, 08 APR 2010 to 06 MAY 2010

DALLAS-FORT WORTH, TEXAS

AL-6039 (FAA)

CONVERGING ILS RWY 17C

DALLAS-FORT WORTH INTL (DFW)

LOC/DME I-FLQ	APP CRS	Rwy 17C ldg	13401
110.3	174°	TDZE	562
Chan 40		Apt Elev	607

DME or RADAR required. Simultaneous approach authorized with Rwy 13 R, 18L/R.

ALSF-2

MISSED APPROACH: Climb to 1300 then climbing left turn to 5000 via TTT VOR/DME R-128 to BELLS INT 34.5 DME and hold.

ATIS	REGIONAL APP CON	DFW TOWER	GND CON	CLNC DEL
ARR 123.775	127.075	126.55 127.5 EAST	121.65 121.8 EAST	128.25
DEP 135.925		124.15 134.9 WEST	121.85 WEST	

RADAR REQUIRED

* When assigned by ATC, intercept glidepath at 3000 or 5000.

(IF) BOSSI I-FLQ 19.2 RADAR

354°

*5000 174° (3.2)

PENNY I-FLQ 16.1 RADAR

*3000 174° (6.3)

ZINGG I-FLQ 9.8 RADAR

2300 174° (2.2)

OM JIFFY INT I-FLQ 7.6 RADAR

10 NM

1548

958

1016

810

845

855

742

661

990

791

770±

734

1049

COWBOY 116.2 CVE Chan 109

LOCALIZER 110.3 I-FLQ Chan 40

MAVERICK 113.1 TTT Chan 78

R-139

R-128

TTT

MSA TTT 25 NM

2700

090° 270°

3600

ALTERNATE MISSED APCH FIX

116.2 CVE Chan 109 R-139

BELLS CVE 31

139° 319°

114.8 CQY Chan 95 R-309

115.3 ACT Chan 100 R-028

MISSED APCH FIX

113.1 TTT Chan 78 R-128

BELLS TTT 34.5

128° 308°

114.8 CQY Chan 95 R-309

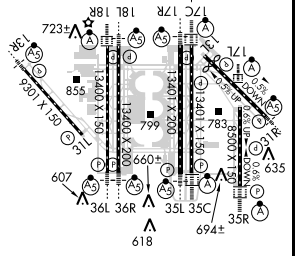
115.3 ACT Chan 100 R-028

ELEV 607 D

Rwy 13L-31R 9000 X 150

174°

TDZE 562



HIRL all Rwys

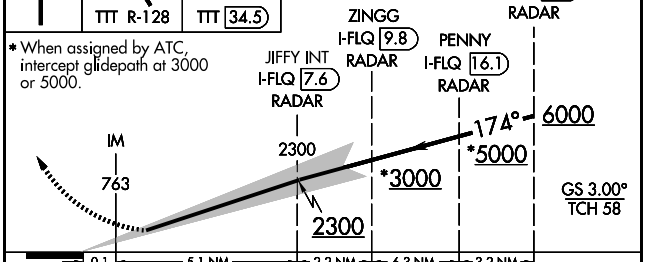
REIL Rwys 13L and 31L

TDZ/CL all Rwys except 13L, 17C and 31L

1300	5000	BELLS
	TTT R-128	TTT 34.5

VGSI and ILS glidepath not coincident.

* When assigned by ATC, intercept glidepath at 3000 or 5000.



CATEGORY	A	B	C	D
S-ILS 17C	762/18 200 (200-½)			

SC-2, 08 APR 2010 to 06 MAY 2010

LOC/DME I-JHZ	APP CRS	Rwy Idg	13401
111.35	174°	TDZE	567
Chan 50 (Y)		Apt Elev	607

CONVERGING ILS RWY 17R

DALLAS-FORT WORTH INTL (DFW)

DME or RADAR required. Simultaneous approach authorized with Rwy 13R, 18L/R.

MALSR

MISSED APPROACH: Climb to 1000 then climbing left turn to 5000 via TTT VOR/DME R-128 to BELLS INT/TTT 34.5 DME and hold.

ATIS	REGIONAL APP CON	DFW TOWER	GND CON	CLNC DEL
ARR 123.775	127.075	126.55 127.5 EAST	121.65 121.8 EAST	128.25
DEP 135.925		124.15 134.9 WEST	121.85 WEST	

ALTERNATE MISSED APCH FIX

116.2 CVE Chan 109 R-139 139° 319° BELLS CVE 31

(IF) NETTS I-JHZ 19.2 RADAR

R-354 174° (3.2) *5000

GARZA I-JHZ 16.1 RADAR

174° (6.3) *3000

YALTA I-JHZ 9.8 RADAR

2200 174° (2.5)

BBAKR INT I-JHZ 7.3 RADAR

10 NM

958 1016 810 742 661 845 990 791 770± 734 1049 1049

R-043

RANGER 115.7 FUZ Chan 104

COWBOY 116.2 CVE Chan 109

MAVERICK 113.1 TTT Chan 78

LOCALIZER 111.35 I-JHZ Chan 50 (Y)

R-128

*When assigned by ATC intercept glidepath at 3000 or 5000.

1548

MSA TTT 25 NM

2700

090° 270°

3600

MISSED APCH FIX

R-128 128° BELLS TTT 34.5 308° 113.1 TTT Chan 78

RADAR REQUIRED

ELEV 607 D

Rwy 13L-31R 9000 X 200

174° TDZE 567

18R 18L 17R 17C 17L 13R 31L 31C 31R

723± 855 799 783 660± 607 618 694± 635

13400 X 150 13400 X 200 13401 X 150 8500 X 150 9301 X 150

36L 36R 35L 35C 35R

HIRL all Rwys

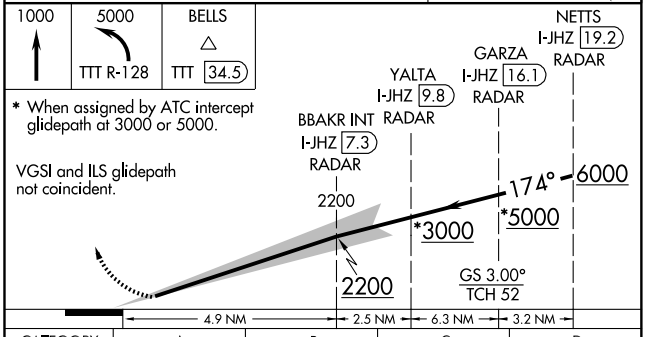
REIL Rwys 13L and 31L

TDZ/CL all Rwys except 13L, 17C and 31L

1000	5000	BELLS
	TTT R-128	TTT 34.5

*When assigned by ATC intercept glidepath at 3000 or 5000.

VGSI and ILS glidepath not coincident.



CATEGORY	A	B	C	D
S-ILS 17R	767/18	200 (200-½)		

SC-2, 08 APR 2010 to 06 MAY 2010

DALLAS-FORT WORTH, TEXAS

AL-6039 (FAA)

LOC/DME I-CIX	APP CRS	Rwy Idg	13400
110.55	174°	TDZE	602
Chan 42 (Y)		Apt Elev	607

CONVERGING ILS RWY 18L

DALLAS-FORT WORTH INTL (DFW)

Simultaneous approach authorized with Rwy 13R, 17C/R. DME or RADAR required.

MALSR

MISSED APPROACH: Climb to 5000 then left turn via heading 170° and TTT VOR/DME R-176 to JASPA INT/TTT 35 DME and hold.

ATIS	REGIONAL APP CON	DFW TOWER	GND CON	CLNC DEL
ARR 123.775 DEP 135.925	118.425	126.55 127.5 EAST 124.15 134.9 WEST	121.65 121.8 EAST 121.85 WEST	128.25

RADAR REQUIRED

(IF) GRUCH I-CIX 16.7 RADAR

354°

*3000 174° (3.2)

* When assigned by ATC, intercept glidepath at 3000.

ALIGN I-CIX 13.5 RADAR

*3000 174° (6.3)

10 NM

ALTERNATE MISSED APCH FIX

180° 090°

115.0 JEN Chan 97

R-074 JASPA CVE 37.1 TTT R-176

CVE R-186

MISSED APCH FIX

176° 356°

115.0 JEN Chan 97

R-074 JASPA TTT 35 TTT R-176

CVE R-186

2300 (2.3)

UDALL I-CIX 7.2 RADAR

HASTY I-CIX 4.9 RADAR

958 810 845 990 791 770± 1016 742 661 1049 734

MSA TTT 25 NM

2700

090° 270°

3600

LOCALIZER 110.55 I-CIX Chan 42 (Y)

MAVERICK 113.1 TTT Chan 78

1743

ELEV 607 D

Rwy 13L-31R 9000 X 200

174° TDZE 602

723± 855 660± 799 783 607 618 694± 635

13L 31R 18L 36R 13C 31C 17L 35L 17R 35C 18R

13400 X 150 13400 X 200 13401 X 150 8300 X 150 0.5% UP 0.5% DOWN

5000	HDG 170° TTT R-176	JASPA TTT 35

VGSI and ILS glidepath not coincident.

UDALL I-CIX 7.2 RADAR

ALIGN I-CIX 13.5 RADAR

GRUCH I-CIX 16.7 RADAR

HASTY I-CIX 4.9 RADAR

2300 174° 4000 3000* 3000* 2300

* When assigned by ATC, intercept glidepath at 3000.

GS 3.00° TCH 55

5.1 NM 2.3 NM 6.3 NM 3.2 NM

CATEGORY	A	B	C	D
S-ILS 18L	802/18	200 (200-½)		

HIRL all Rwys

REIL Rwys 13L and 31L

TDZ/CL all Rwys except 13L, 17C and 31L

SC-2, 08 APR 2010 to 06 MAY 2010

CONVERGING ILS RWY 18R

DALLAS-FORT WORTH INTL (DFW)

LOC/DME I-VYN	APP CRS	Rwy Idg	13400
111.9	174°	TDZE	607
Chan 56		Apt Elev	607

Simultaneous approach authorized with Rwy 13R, 17R and 17C. DME or RADAR required.

ALSF-2

MISSED APPROACH: Climb to 1100 then climb to 5000 via heading 170° and TTT VOR/DME R-176 to JASPA Int/TTT 35 DME and hold.

ATIS	REGIONAL APP CON	DFW TOWER	GND CON	CLNC DEL
ARR 123.775	118.425	126.55 127.5 EAST	121.65 121.8 EAST	128.25
DEP 135.925		124.15 134.9 WEST	121.85 WEST	

ALTERNATE MISSED APCH FIX

115.0 JEN Chan 97 — 090° 186° — R-074 — JASPA INT CVE 37.1 — CVE R-186 — TTT R-176

* When assigned by ATC, intercept glidepath at 3000.

354° (IF) ICKEL I-VYN 19.2 RADAR

*3000 174° (3.2)

YOHAN I-VYN 16.1 RADAR

*3000 174° (6.3)

1140

MSA TTT 25 NM: 2700 (090° – 270°) 3600

10 NM

RADAR REQUIRED

LEGRE I-VYN 9.8 RADAR

2400 (2.1)

NETEE INT I-VYN 7.7 RADAR

958

RANGER 115.7 FUZ Chan 104

COWBOY 116.2 CVE Chan 109

R-036 845 810 742 1016 661 IM 990 791 1049 734 770± 1049

LOCALIZER 111.9 I-VYN Chan 56

MAVERICK 113.1 TTT Chan 78

R-176

MISSED APCH FIX

115.0 JEN Chan 97 — 356° 176° — R-074 — JASPA INT TTT 35 — CVE R-186 — TTT R-176

1100 | 5000 HDG 170° TTT R-176 | JASPA TTT 35

VGSI and ILS glidepath not coincident.

ICKEL I-VYN 19.2 RADAR

LEGRE I-VYN 9.8 RADAR

YOHAN I-VYN 16.1 RADAR

NETEE INT I-VYN 7.7 RADAR

IM 2400 174° 3000* 3000* 174° 4000

2400

* When assigned by ATC, intercept glidepath at 3000.

GS 3.00° TCH 59

0.1 — 5.3 NM — 2.1 NM — 6.3 NM — 3.2 NM

CATEGORY	A	B	C	D
S-ILS 18R	807/18 200 (200-½)			

ELEV 607 D

Rwy 13L-31R 9000 X 200

TDZE 607

174°

723± 855 799 783 660± 607 694± 618 635

13400 X 200 | 13401 X 150 | 13400 X 150 | 9301 X 150 | 8500 X 150

36L 36R 35L 35C 35R 18L 18R 17C 17R 17L 13R 31L

HIRL all Rwys

REIL Rwys 13L and 31L

TDZ/CL all Rwys except 13L, 17C and 31L

SC-2, 08 APR 2010 to 06 MAY 2010

LOC/DME I-RRA	APP CRS	Rwy Idg	8375
110.9	309°	TDZE	523
Chan 46		Apt Elev	607

CONVERGING ILS RWY 31R

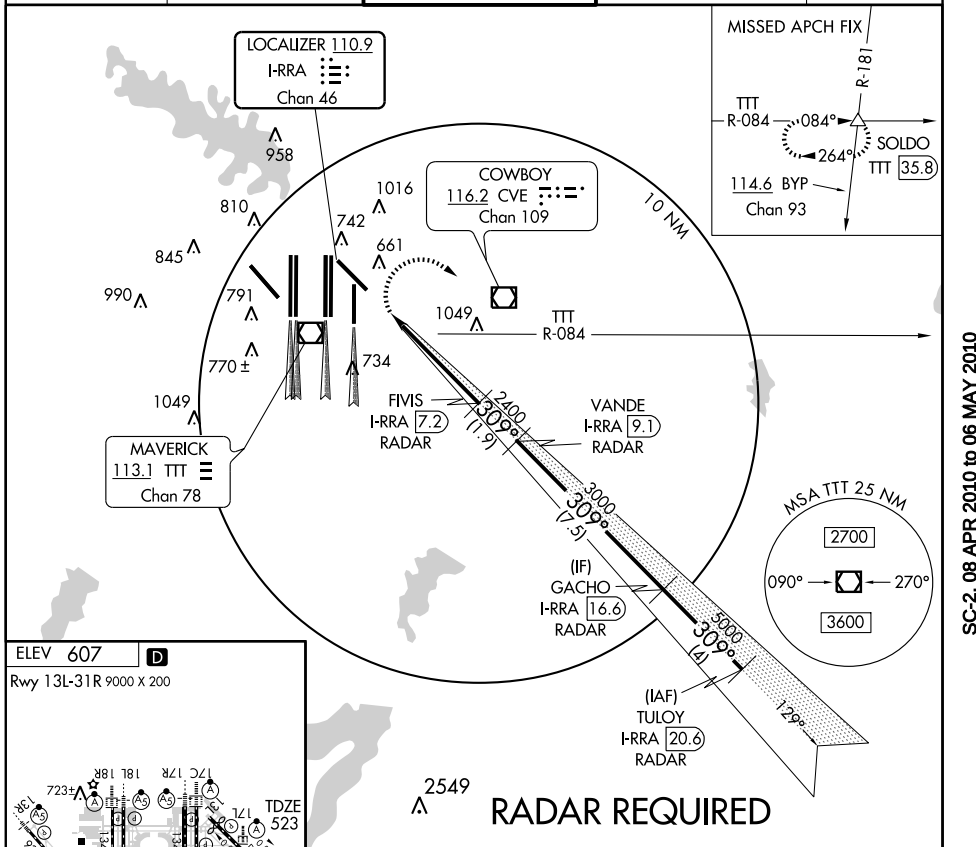
DALLAS-FORT WORTH INTL (DFW)

T NA Simultaneous Converging approach authorized with Converging ILS Rwy 35L/C and Converging ILS Rwy 36L/R. Inoperative table does not apply.

MALSR

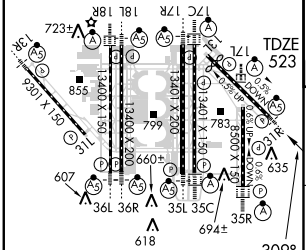
MISSED APPROACH: Climbing right turn to 5000 via heading 125° and TTT R-084 to SOLDO Int/TTT 35.8 DME and hold.

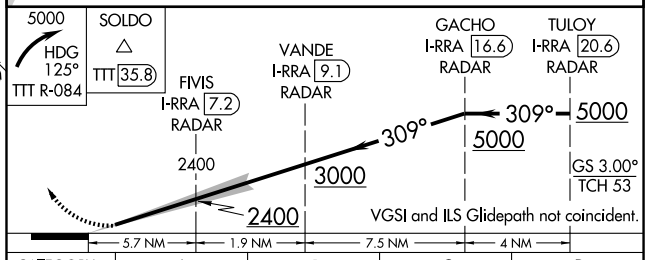
ATIS	REGIONAL APP CON	DFW TOWER	GND CON	CLNC DEL
ARR 123.775	125.2 135.5	126.55 127.5 EAST	121.65 121.8 EAST	128.25
DEP 135.925		124.15 134.9 WEST	121.85 WEST	



ELEV 607 D

Rwy 13L-31R 9000 X 200





HIRL all Rwys
REIL Rwys 13L and 31L
TDZ/CL all Rwys except 13L, 17C and 31L

CATEGORY	A	B	C	D
S-ILS 31R	1463-3	940 (900-3)	1498-3 975 (900-3)	NA

SC-2, 08 APR 2010 to 06 MAY 2010

DALLAS-FORT WORTH, TEXAS

AL-6039 (FAA)

LOC/DME I-PKQ	APP CRS	Rwy 35C ldg	13401
110.3	354°	TDZE	563
Chan 40		Apt Elev	607

CONVERGING ILS RWY 35C

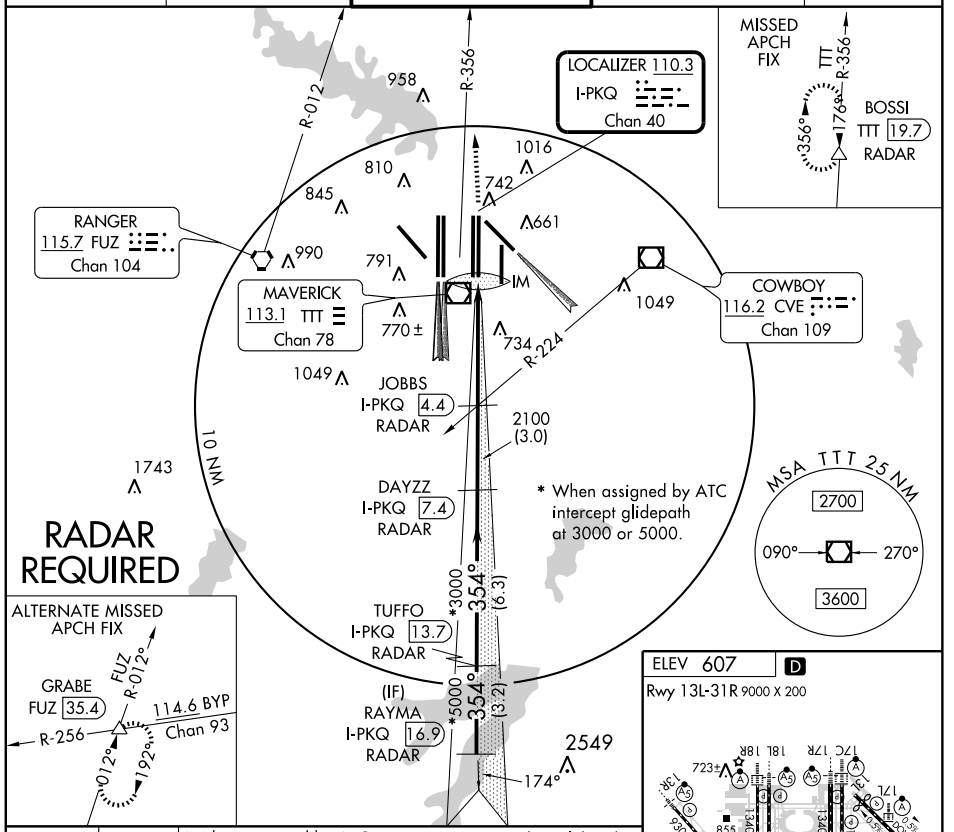
DALLAS-FORT WORTH INTL (DFW)

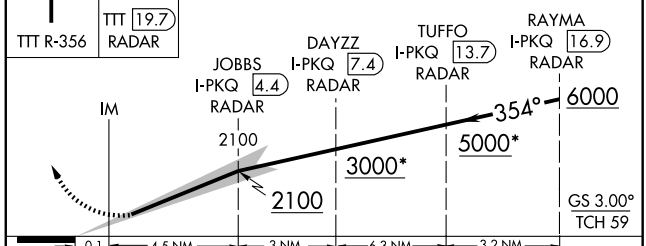
Simultaneous approach authorized with Rwy 31R, 36L/R.

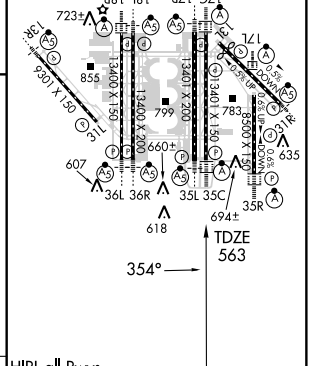
ALSF-2

MISSED APPROACH: Climb to 4000 via TTT R-356 to BOSSI/TTT 19.7 DME/RADAR and hold.

ATIS	REGIONAL APP CON	DFW TOWER	GND CON	CLNC DEL
ARR 123.775	127.075	126.55 127.5 EAST	121.65 121.8 EAST	128.25
DEP 135.925		124.15 134.9 WEST	121.85 WEST	







CATEGORY	A	B	C	D
S-ILS 35C	763/18	200 (200-½)		

HIRL all Rwys
REIL Rwys 13L and 31L
TDZ/CL all Rwys except 13L, 17C and 31L

SC-2, 08 APR 2010 to 06 MAY 2010

LOC/DME I-UWX	APP CRS	Rwy Idg 13401
111.35	354°	TDZE 564
Chan 50 (Y)		Apt Elev 607

CONVERGING ILS RWY 35L

DALLAS-FORT WORTH INTL (DFW)

DME or RADAR required. Simultaneous approach authorized with Rwy 31R, 36L/R.

MALSR

MISSED APPROACH: Climb to 4000 via TTT VOR/DME R-356 to BOSSI/TTT 19.7 DME/RADAR and hold.

ATIS	REGIONAL APP CON	DFW TOWER	GND CON	CLNC DEL
ARR 123.775 DEP 135.925	127.075	126.55 127.5 EAST 124.15 134.9 WEST	121.65 121.8 EAST 121.85 WEST	128.25

RADAR REQUIRED

MISSED APCH FIX: TTT R-356, 356°–176°, BOSSI TTT 19.7 RADAR

ALTERNATE MISSED APCH FIX: GRABE FUZ 35.4, 012°–192°, FUZ R-012

LOCALIZER 111.35 I-UWX Chan 50 (Y)

MAVERICK 113.1 TTT Chan 78

RANGER 115.7 FUZ Chan 104

TTT R-356

10 NM

R-122

R-174

BEGGO INT I-UWX 5.1 RADAR

DALLN I-UWX 7.4 RADAR

CORMN I-UWX 13.7 RADAR

TANDE I-UWX 16.9 RADAR

(IF)

2300 354° (2.4)

*3000 (6.3)

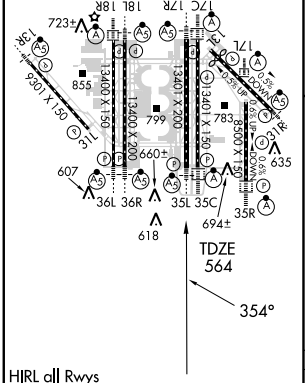
5000 (3.2)

* When assigned by ATC, intercept glidepath at 3000'.

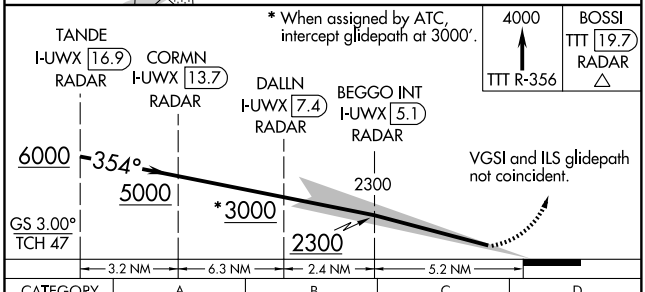
MSA TTT 25 NM: 2700, 090°–270°, 3600

ELEV 607 D

Rwy 13L-31R 9000 X 200



HIRL all Rwys
REIL Rwys 13L and 31L
TDZ/CL all Rwys except 13L, 17C and 31L



CATEGORY	A	B	C	D
S-ILS 35L	764/18		200 (200-½)	

SC-2, 08 APR 2010 to 06 MAY 2010

LOC/DME I-BXN	APP CRS	Rwy 36L ldg	13400
111.9	354°	TDZE	588
Chan 56		Apt Elev	607

CONVERGING ILS RWY 36L

DALLAS-FORT WORTH INTL (DFW)

Simultaneous approach authorized with Rwy 31R, 35L/C. DME or RADAR required.

MALSR

MISSED APPROACH: Climb to 1100, then climbing left turn to 5000 via heading 285° and TTT VOR/DME R-306 to KAGLE Int/TTT 34.4 DME and hold.

ATIS	REGIONAL APP CON	DFW TOWER	GND CON	CLNC DEL
ARR 123.775	118.425	126.55 127.5 EAST	121.65 121.8 EAST	128.25
DEP 135.925		124.15 134.9 WEST	121.85 WEST	

RADAR REQUIRED

MISSED APCH FIX TTT R-306

CVE R-298 126° 306° R-027 117.7 MQP Chan 124 KAGLE TTT 34.4

LOCALIZER 111.9 I-BXN Chan 56

COWBOY 116.2 CVE Chan 109

MAVERICK 113.1 TTT Chan 78

BOBIN I-BXN 5 RADAR

CHAAR I-BXN 7.4 RADAR

HUTEN I-BXN 13.7 RADAR

ALLIN (IF) I-BXN 16.9 RADAR

MSA TTT 25 NM 2700 090° 270° 3600

10 NM

*3000 354° (6.3)

*3000 354° (3.2)

174°

2300 (2.5)

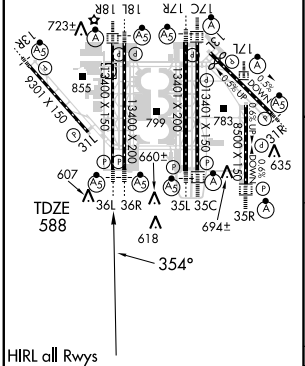
1743 845 810 1016 742 661 990 791 770± 734 1049 1049 2549 2449

* When assigned by ATC, intercept glidepath at 3000.

ALTERNATE MISSED APCH FIX TTT R-306 CVE R-298 118° 298° R-027 117.7 MQP Chan 124 KAGLE CVE 39

ELEV 607 D

Rwy 13L-31R 9000 X 200



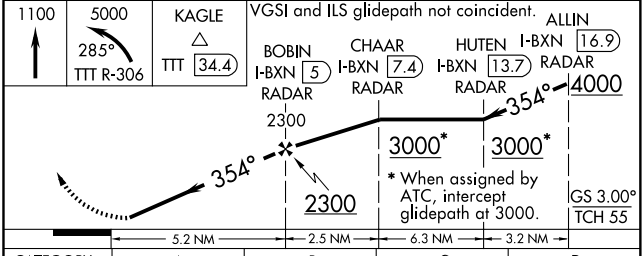
HIRL all Rwys

REIL Rwys 13L and 31L

TDZ/CL all Rwys except 13L, 17C and 31L

1100 5000 285° TTT R-306 KAGLE TTT 34.4

VGSI and ILS glidepath not coincident.



CATEGORY	A	B	C	D
S-ILS 36L	788/18 200 (200-½)			

SC-2, 08 APR 2010 to 06 MAY 2010

LOC/DME I-FJN	APP CRS	Rwy Idg 13400
110.55	354°	TDZE 581
Chan 42 (Y)		Apt Elev 607

CONVERGING ILS RWY 36R

DALLAS-FORT WORTH INTL (DFW)

T DME or RADAR required. Simultaneous approach authorized with Rwy 31R, 35L/C.

MALSR

MISSED APPROACH: Climb to 1000 then climbing left turn to 5000 via heading 295° and TTT VOR/DME R-306 to KAGLE INT/TTT 34.4 DME and hold.

ATIS	REGIONAL APP CON	DFW TOWER	GND CON	CLNC DEL
ARR 123.775 DEP 135.925	118.425	126.55 127.5 EAST 124.15 134.9 WEST	121.65 121.8 EAST 121.85 WEST	128.25

MISSED APCH FIX KAGLE
TTT 34.4
CVE R-298
126°
306°
MQP R-027
TTT R-306

LOCALIZER 110.55
I-FJN
Chan 42 (Y)

ALTERNATE MISSED APCH FIX KAGLE
CVE 39
CVE R-298
118°
298°
MQP R-027
TTT R-306

958
810
845
R-306
1016
742
661
R-298
990
791
770±
734
1049
R-027

MILLSAP
117.7 MQP
Chan 124

COWBOY
116.2 CVE
Chan 109

MAVERICK
113.1 TTT
Chan 78

10 NM

RADAR REQUIRED

1049
1743

BASIN
I-FJN 7.6
RADAR

2300
354° (2.4)

TUTOO
I-FJN 10
RADAR

*When assigned by ATC, intercept glidepath at 3000'.

*3000
(6.3)

354°

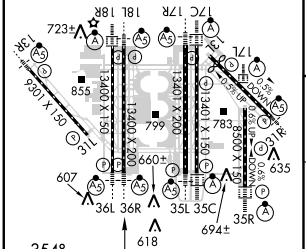
KICKA
I-FJN 16.3
RADAR

*3000
354° (3.2)

(IF)
SLOCO
I-FJN 19.5
RADAR
2549
2449
174°

MSA TTT 25 NM
2700
090° 270°
3600

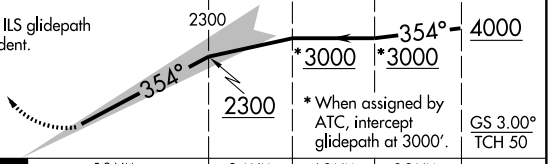
ELEV 607 D
Rwy 13L-31R 9000 X 200



HIRL all Rwys
REIL Rwys 13L and 31L
TDZ/CL all Rwys except 13L, 17C and 31L

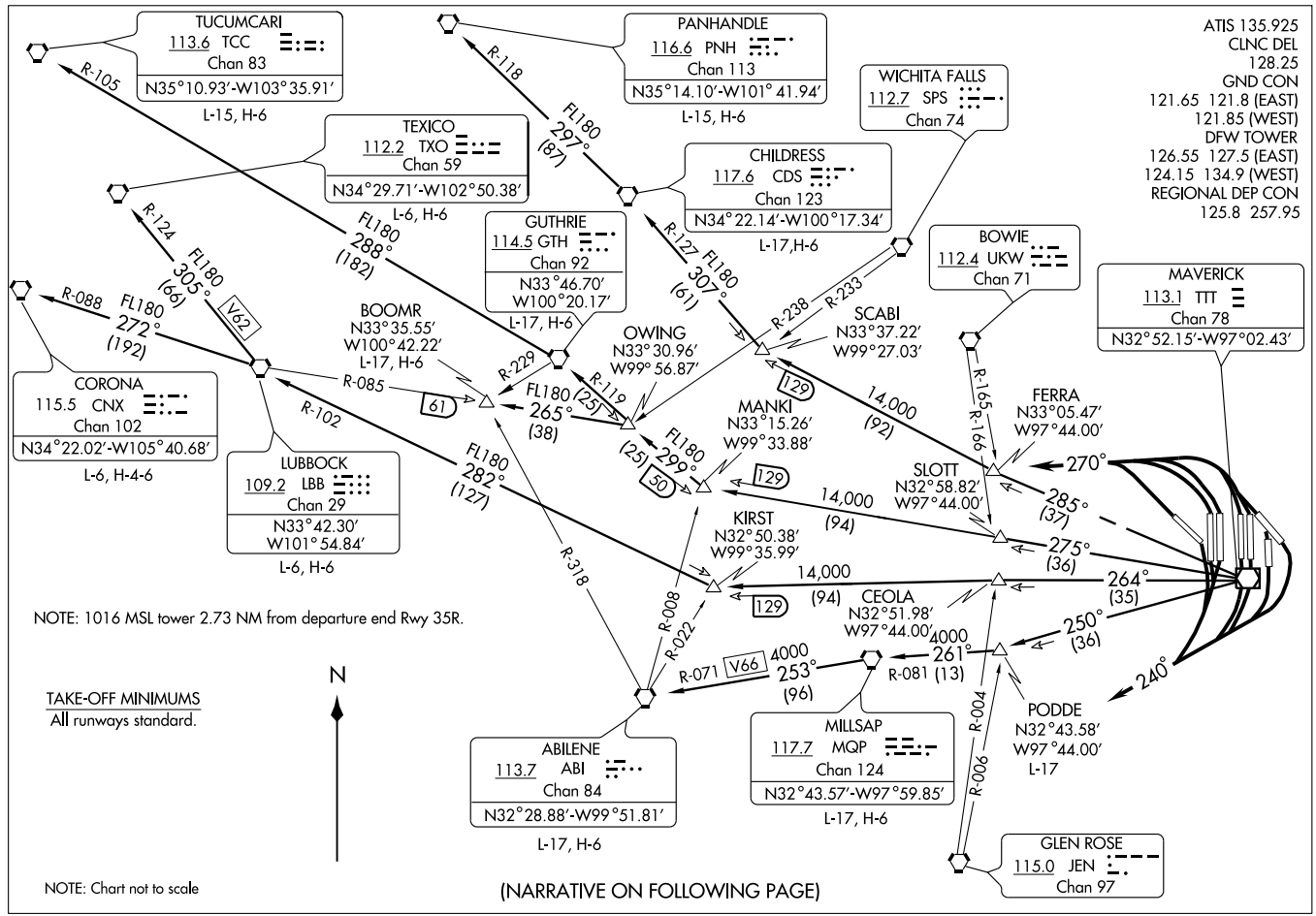
1000	5000	KAGLE
	HDG 295° TTT R-306	TTT 34.4 △

VGSI and ILS glidepath not coincident.



CATEGORY	A	B	C	D
S-ILS 36R	781/18		200 (200-½)	

SC-2, 08 APR 2010 to 06 MAY 2010



(CYUIE5.111) 08269

COYOTE FIVE DEPARTURE

SL-6039 (FAA)

DALLAS-FORT WORTH INTL (DFW)

DALLAS-FORT WORTH, TEXAS

DEPARTURE ROUTE DESCRIPTION

JETS

Expect the WORTH DEPARTURE

PROPS

TAKE-OFF RUNWAYS 13L/R, 17L/C/R, 18L/R: Fly heading 240°, expect vector to appropriate route. Thence . . . .
TAKE-OFF RUNWAYS 31L/R, 35L/C/R, 36L/R: Fly heading 270°, expect vector to appropriate route. Thence....
. . . . Maintain 2,000 feet and expect filed altitude 10 minutes after departure.
ABILENE TRANSITION (CYOTE5.ABI): From over TTT VOR/DME via TTT R-250 to PODDE INT, then via MQP R-081 to MQP VORTAC, then via MQP R-253 and ABI R-071 to ABI VORTAC.
PANHANDLE TRANSITION (CYOTE5.PNH): From over TTT VOR/DME via TTT R-285 to SCABI INT, then via CDS R-127 to CDS VORTAC, then via CDS R-297 and PNH R-118 to PNH VORTAC.
BOOMR TRANSITION (CYOTE5.BOOMR): (For aircraft inbound to Lubbock Terminal area.) From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to OWING INT, then via LBB R-085 to BOOMR INT.
CHILDRESS TRANSITION (CYOTE5.CDS): From over TTT VOR/DME via TTT R-285 to SCABI INT, then via CDS R-127 to CDS VORTAC.
CORONA TRANSITION (CYOTE5.CNX): From over TTT VOR/DME via TTT R-264 to KIRST INT, then via LBB R-102 to LBB VORTAC, then via LBB R-272 and CNX R-088 to CNX VORTAC.
GUTHRIE TRANSITION (CYOTE5.GTH): From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to GTH VORTAC.
LUBBOCK TRANSITION (CYOTE5.LBB): From over TTT VOR/DME via TTT R-264 to KIRST INT, the via LBB R-102 to LBB VORTAC.
MILLSAP TRANSITION (CYOTE5.MQP): From over TTT VOR/DME via TTT R-250 to PODDE INT, then via MQP R-081 to MQP VORTAC
PODDE TRANSITION (CYOTE5.PODDE): (ATC assigned.) From over TTT VOR/DME via TTT R-250 to PODDE INT.
TEXICO TRANSITION (CYOTE5.TXO): From over TTT VOR/DME via TTT R-264 to KIRST INT, then via LBB R-102 to LBB VORTAC, then via LBB R-305 and TXO R-124 to TXO VORTAC.
TUCUMCARI TRANSITION (CYOTE5.TCC): From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to GTH VORTAC, then via GTH R-288 and TCC R-105 to TCC VORTAC.

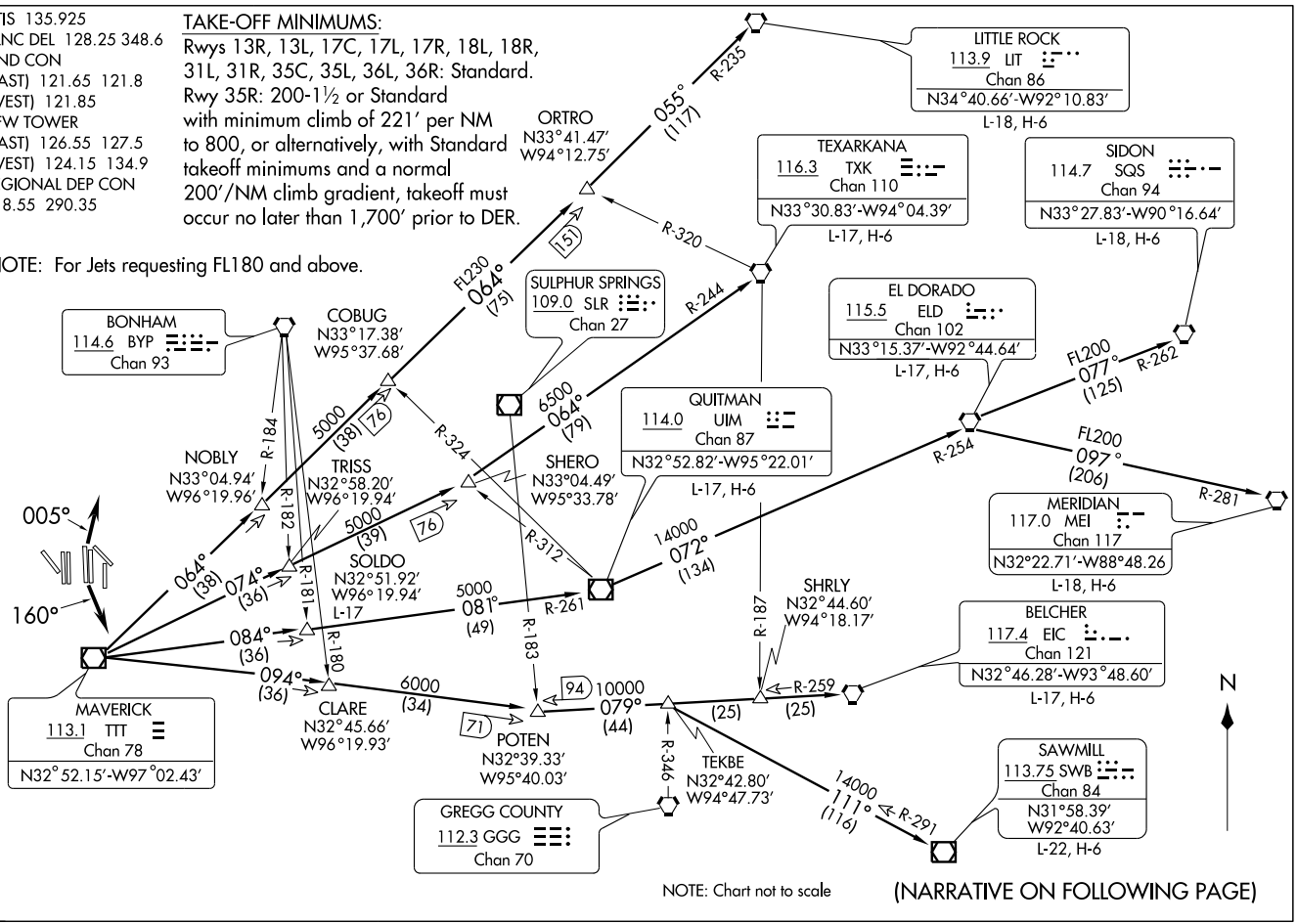
SC-2, 08 APR 2010 to 06 MAY 2010

DALLAS NINE DEPARTURE

ATIS 135.925
CLNC DEL 128.25 348.6
GND CON
(EAST) 121.65 121.8
(WEST) 121.85
DFW TOWER
(EAST) 126.55 127.5
(WEST) 124.15 134.9
REGIONAL DEP CON
118.55 290.35

TAKE-OFF MINIMUMS:
Rwys 13R, 13L, 17C, 17L, 17R, 18L, 18R, 31L, 31R, 35C, 35L, 36L, 36R: Standard.
Rwy 35R: 200-1½ or Standard with minimum climb of 221′ per NM to 800, or alternatively, with Standard takeoff minimums and a normal 200′/NM climb gradient, takeoff must occur no later than 1,700′ prior to DER.

NOTE: For Jets requesting FL180 and above.



NOTE: Chart not to scale

(NARRATIVE ON FOLLOWING PAGE)

DALLAS NINE DEPARTURE

DEPARTURE ROUTE DESCRIPTION

PROPS

Expect WYLIE or HUBBARD DEPARTURE.

JETS

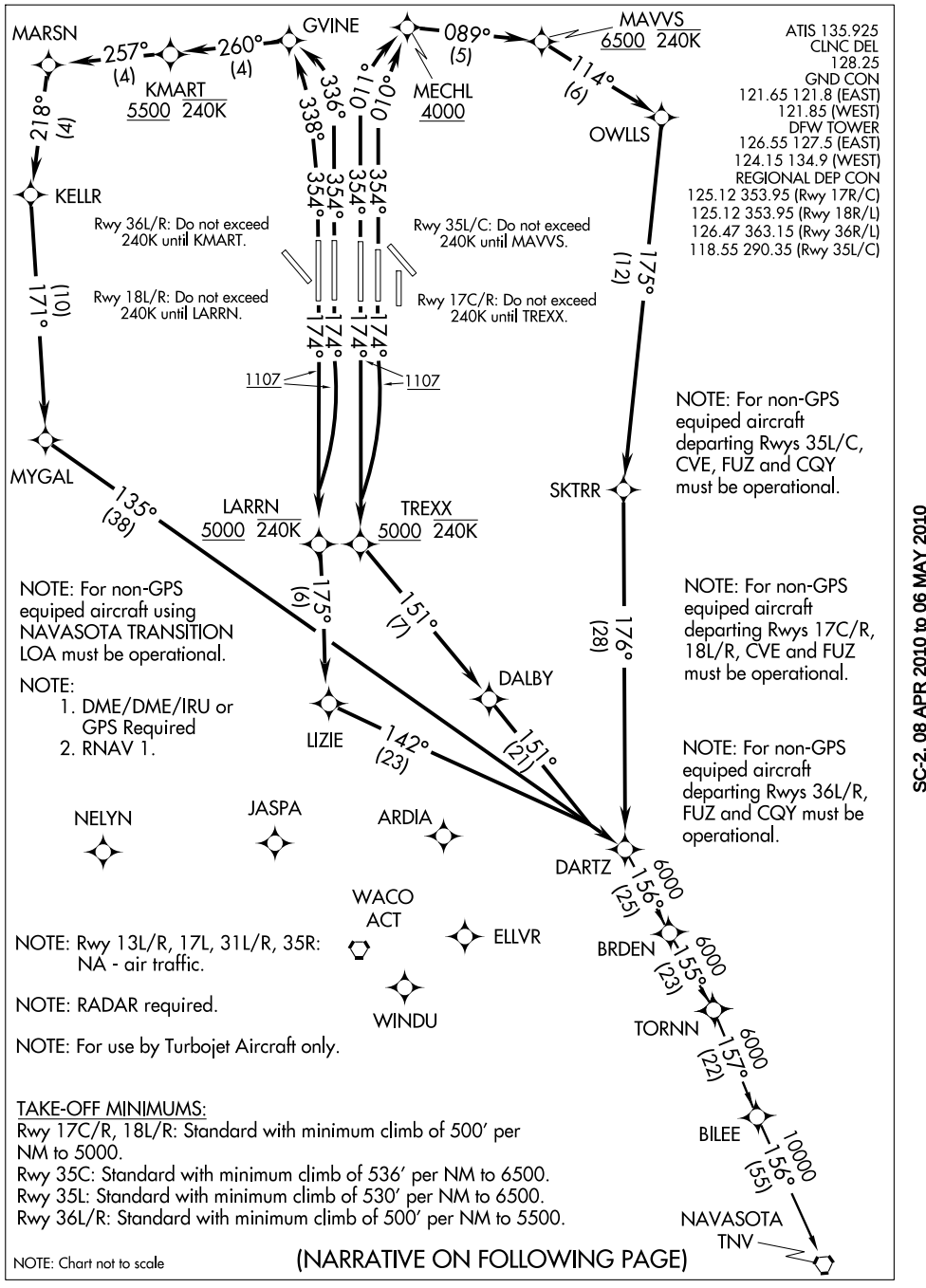
Jets requesting 17,000 and below expect GARLAND Departure. Unless otherwise advised, maintain 10,000 feet and expect filed altitude 10 minutes after departure. Maintain 240 KIAS until leaving 5,000 ft.

TAKE-OFF RUNWAYS 13L/R, 31L/R, 17L, 35R, 18L/R, 36L/R: Climb via assigned heading and altitude, expect vector to appropriate route.
TAKE-OFF RUNWAYS 17C/R: Climb via heading 160°, expect vector to appropriate route.
TAKE-OFF RUNWAYS 35L/C: Climb via heading 005°, expect vector to appropriate route.

BELCHER TRANSITION (DALL9.EIC): (For aircraft inbound to the JAN, MLU and SHV terminal areas only.) From over TTT VOR/DME via TTT R-094 to POTEN INT, then via EIC R-259 to EIC VORTAC.
EL DORADO TRANSITION (DALL9.ELD): (For aircraft inbound to Memphis Terminal area. Aircraft should file and/or expect appropriate STAR.) From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC.
LITTLE ROCK TRANSITION (DALL9.LIT): From over TTT VOR/DME via TTT R-064 to ORTRO INT, then via LIT R-235 to LIT VORTAC.
MERIDIAN TRANSITION (DALL9.MEI): (For aircraft inbound to the Atlanta Terminal area.) From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC, then via ELD R-097 and MEI R-281 to MEI VORTAC.
QUITMAN TRANSITION (DALL9.UIM): (For aircraft inbound to Shreveport Terminal area.) From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME.
SAWMILL TRANSITION (DALL9.SWB): From over TTT VOR/DME via TTT R-094 to POTEN INT, then via EIC R-259 to TEKBE INT, then via SWB R-291 to SWB VOR/DME.
SIDON TRANSITION (DALL9.SQS): From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC, then via ELD R-077 and SQS R-262 to SQS VORTAC.
SOLDO TRANSITION (DALL9.SOLDO): From over TTT VOR/DME via TTT R-084 to SOLDO INT.
TEXARKANA TRANSITION (DALL9.TXK): From over TTT VOR/DME via TTT R-074 to SHERO INT, then via TXK R-244 to TXK VORTAC.

TAKE-OFF OBSTACLES:
Rwy 31L: Multiple trees, 928' to 2034' from DER, 724' to 873' left of centerline, up to 32' AGL/654' MSL.
Rwy 35R: Multiple Buildings beginning 5443' from DER, 202' right of centerline, up to 173' AGL/714'MSL.

DARTZ THREE DEPARTURE (RNAV)



TAKE-OFF MINIMUMS:

Rwy 17C/R, 18L/R: Standard with minimum climb of 500' per NM to 5000.
Rwy 35C: Standard with minimum climb of 536' per NM to 6500.
Rwy 35L: Standard with minimum climb of 530' per NM to 6500.
Rwy 36L/R: Standard with minimum climb of 500' per NM to 5500.

NOTE: Chart not to scale

(NARRATIVE ON FOLLOWING PAGE)

SC-2, 08 APR 2010 to 06 MAY 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 17C: Climb heading 174° to 1107, then direct TREXX, cross TREXX at or above 5000, then on depicted route to DARTZ, Thence . . . .
TAKE-OFF RUNWAY 17R: Climb heading 174° to 1107, then direct TREXX, cross TREXX at or above 5000, then on depicted route to DARTZ, Thence . . . .
TAKE-OFF RUNWAY 18L: Climb heading 174° to 1107, then direct LARRN, cross LARRN at or above 5000, then on depicted route to DARTZ, Thence . . . .
TAKE-OFF RUNWAY 18R: Climb heading 174° to 1107, then direct LARRN, cross LARRN at or above 5000, then on depicted route to DARTZ, Thence . . . .
TAKE-OFF RUNWAY 35C: Climb heading 354° to intercept course 010° to MECHL, cross MECHL at or above 4000, then on track 089° to MAVVS, cross MAVVS at or above 6500, then on depicted route to DARTZ, Thence . . . .
TAKE-OFF RUNWAY 35L: Climb heading 354° to intercept course 011° to MECHL, cross MECHL at or above 4000, then on track 089° to MAVVS, cross MAVVS at or above 6500, then via depicted route to DARTZ, Thence . . . .
TAKE-OFF RUNWAY 36L: Climb heading 354° to intercept course 338° to GVINE, then on track 260° to KMART, cross KMART at or above 5500, then on depicted route to DARTZ, Thence . . . .
TAKE-OFF RUNWAY 36R: Climb heading 354° to intercept course 336° to GVINE, then on track 260° to KMART, cross KMART at or above 5500, then on depicted route to DARTZ, Thence . . . .

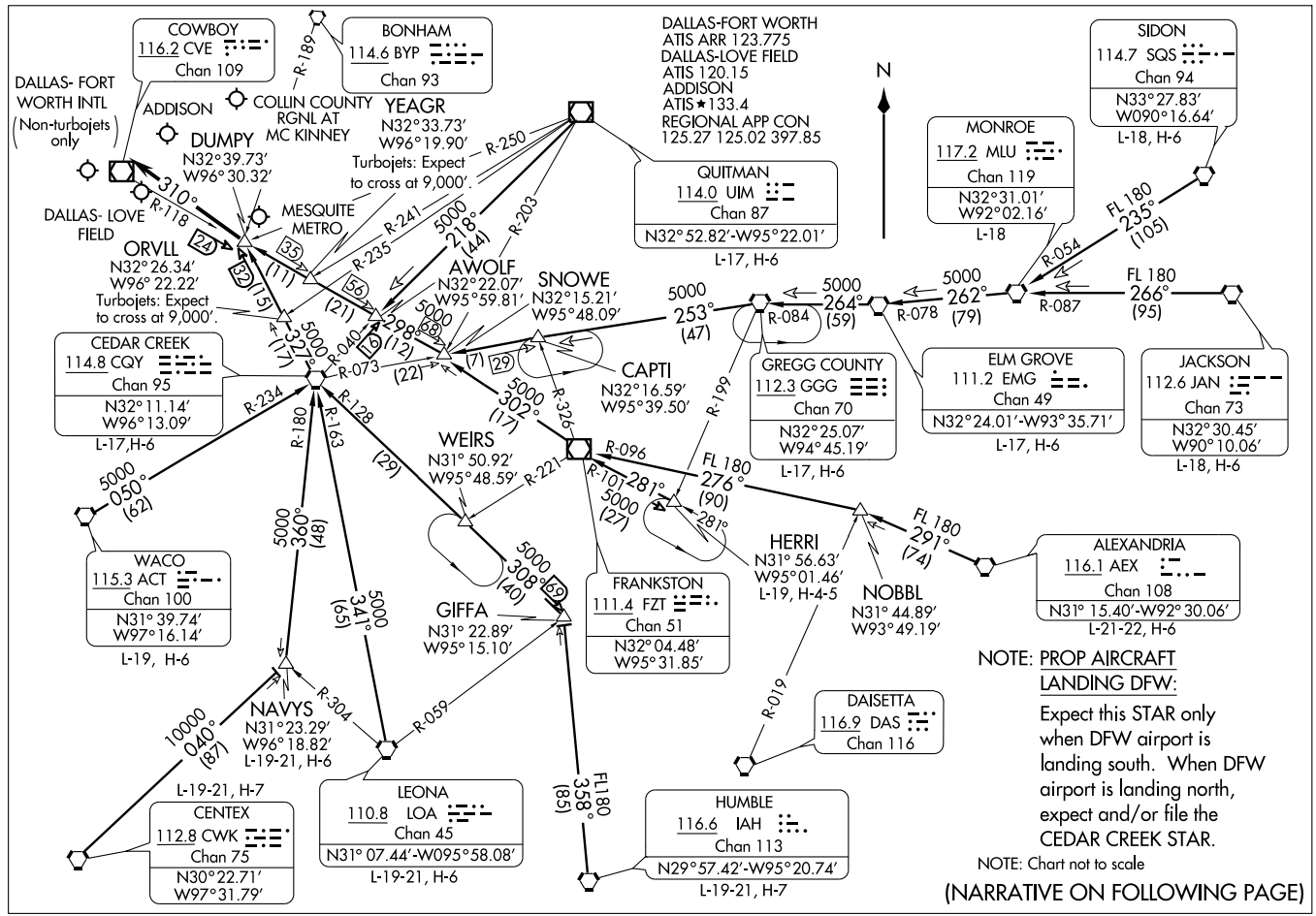
. . . . via (transition). Maintain 10,000. Expect filed altitude within 10 minutes after departure.

TORNN TRANSITION (DARTZ3.TORNN): (For aircraft landing Lafayette, Lake Charles or Beaumont/Port Arthur airports)

BILEE TRANSITION (DARTZ3.BILEE): (For aircraft overflying the Bilee intersection, thence on the appropriate STAR to George Bush Intercontinental or Eastern Houston terminal airports.)

NAVASOTA TRANSITION (DARTZ3.TNV)

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DUMPY THREE ARRIVAL
(DUMPY.DUMPY3) 09351
ST-6039 (FAA)
DALLAS-FT. WORTH, TEXAS
COWBOY
116.2 CVE
Chan 109
BONHAM
114.6 BYP
Chan 93
DALLAS-FORT WORTH
ATIS ARR 123.775
DALLAS-LOVE FIELD
ATIS 120.15
ADDISON
ATIS ★133.4
REGIONAL APP CON
125.27 125.02 397.85
N
SIDON
114.7 SQS
Chan 94
N33°27.83′
W090°16.64′
L-18, H-6
DALLAS- FORT
WORTH INTL
(Non-turbojets
only)
ADDISON
COLLIN COUNTY
RGNL AT
MC KINNEY
YEAGR
N32°33.73′
W96°19.90′
DUMPY
N32°39.73′
W96°30.32′
Turbojets: Expect
to cross at 9,000′.
QUITMAN
114.0 UIM
Chan 87
N32°52.82′-W95°22.01′
L-17, H-6
MONROE
117.2 MLU
Chan 119
N32°31.01′
W92°02.16′
L-18
DALLAS- LOVE
FIELD
MESQUITE
METRO
ORVLL
N32°26.34′
W96° 22.22′
Turbojets: Expect
to cross at 9,000′.
AWOLF
N32°22.07′
W95°59.81′
SNOWE
N32°15.21′
W95°48.09′
CEDAR CREEK
114.8 CQY
Chan 95
N32°11.14′
W96°13.09′
L-17,H-6
CAPTI
N32°16.59′
W95°39.50′
GREGG COUNTY
112.3 GGG
Chan 70
N32°25.07′
W94°45.19′
L-17, H-6
ELM GROVE
111.2 EMG
Chan 49
N32°24.01′-W93° 35.71′
L-17, H-6
JACKSON
112.6 JAN
Chan 73
N32°30.45′
W90°10.06′
L-18, H-6
WEIRS
N31° 50.92′
W95°48.59′
HERRI
N31° 56.63′
W95°01.46′
L-19, H-4-5
NOBBL
N31° 44.89′
W93°49.19′
ALEXANDRIA
116.1 AEX
Chan 108
N31° 15.40′-W92° 30.06′
L-21-22, H-6
WACO
115.3 ACT
Chan 100
N31° 39.74′
W97° 16.14′
L-19, H-6
FRANKSTON
111.4 FZT
Chan 51
N32° 04.48′
W95° 31.85′
GIFFA
N31° 22.89′
W95° 15.10′
NAVYS
N31° 23.29′
W96° 18.82′
L-19-21, H-6
L-19-21, H-7
DAISETTA
116.9 DAS
Chan 116
CENTEX
112.8 CWK
Chan 75
N30° 22.71′
W97° 31.79′
LEONA
110.8 LOA
Chan 45
N31° 07.44′-W095° 58.08′
L-19-21, H-6
HUMBLE
116.6 IAH
Chan 113
N29° 57.42′-W95° 20.74′
L-19-21, H-7
NOTE: PROP AIRCRAFT
LANDING DFW:
Expect this STAR only
when DFW airport is
landing south. When DFW
airport is landing north,
expect and/or file the
CEDAR CREEK STAR.
NOTE: Chart not to scale
(NARRATIVE ON FOLLOWING PAGE)

DUMPY THREE ARRIVAL

ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.DUMPY3): From over AEX VORTAC via AEX R-291 to NOBBL INT, then via FZT R-096 to FZT VOR/DME, then via FZT R-302 to SNOWE INT, then via CVE R-118 to DUMPY INT. Thence . . . .

CEDAR CREEK TRANSITION (CQY.DUMPY3): From over CQY VORTAC via CQY R-327 to DUMPY INT. Thence....

CENTEX TRANSITION (CWK.DUMPY3): From over CWK VORTAC via CWK R-040 to NAVYS INT, then via CQY R-180 to CQY VORTAC , then via CQY R-327 to DUMPY INT. Thence . . . .

ELM GROVE TRANSITION (EMG.DUMPY3): From over EMG VORTAC via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to SNOWE INT, then via CVE R-118 to DUMPY INT. Thence . . . .

GREGG COUNTY TRANSITION (GGG.DUMPY3): From over GGG VORTAC via GGG R-253 and CQY R-073 to SNOWE INT, then via CVE R-118 to DUMPY INT. Thence . . . .

HERRI TRANSITION (HERRI.DUMPY3): (Assigned by ATC) From over HERRI INT via FZT R-101 to FZT VOR/DME, then via FZT R-302 to SNOWE INT, then via CVE R-118 to DUMPY INT. Thence . . . .

HUMBLE TRANSITION (IAH.DUMPY3): From over IAH VORTAC via IAH R-358 to GIFFA INT, then via CQY R-128 to CQY VORTAC, then via CQY R-327 to DUMPY INT. Thence . . . .

JACKSON TRANSITION (JAN.DUMPY3): From over JAN VORTAC via JAN R-266 and MLU R-087 to MLU VORTAC, then via MLU R-262 and EMG R-078 to EMG VORTAC, then via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to SNOWE INT, then via CVE R-118 to DUMPY INT. Thence . . . .

LEONA TRANSITION (LOA.DUMPY3): From over LOA VORTAC via LOA R-341 and CQY R-163 to CQY VORTAC, then via CQY R-327 to DUMPY INT.

MONROE TRANSITION (MLU.DUMPY3): From over MLU VORTAC via MLU R-262 and EMG R-078 to EMG VORTAC, then via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to SNOWE INT, then via CVE R-118 to DUMPY INT. Thence . . . .

NAVYS TRANSITION (NAVYS.DUMPY3): From over NAVYS INT via CQY R-180 to CQY VORTAC, then via CQY R-327 to DUMPY INT. Thence . . . .

QUITMAN TRANSITION (UIM.DUMPY3): From over UIM VOR/DME via UIM R-218 and CQY R-040 to AWOLF INT, then via CVE R-118 to DUMPY INT. Thence . . . .

SIDON TRANSITION (SQS.DUMPY3): From over SQS VORTAC via SQS R-235 and MLU R-054 to MLU VORTAC, then via MLU R-262 and EMG R-078 to EMG VORTAC, then via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to SNOWE INT, then via CVE R-118 to DUMPY INT. Thence . . . .

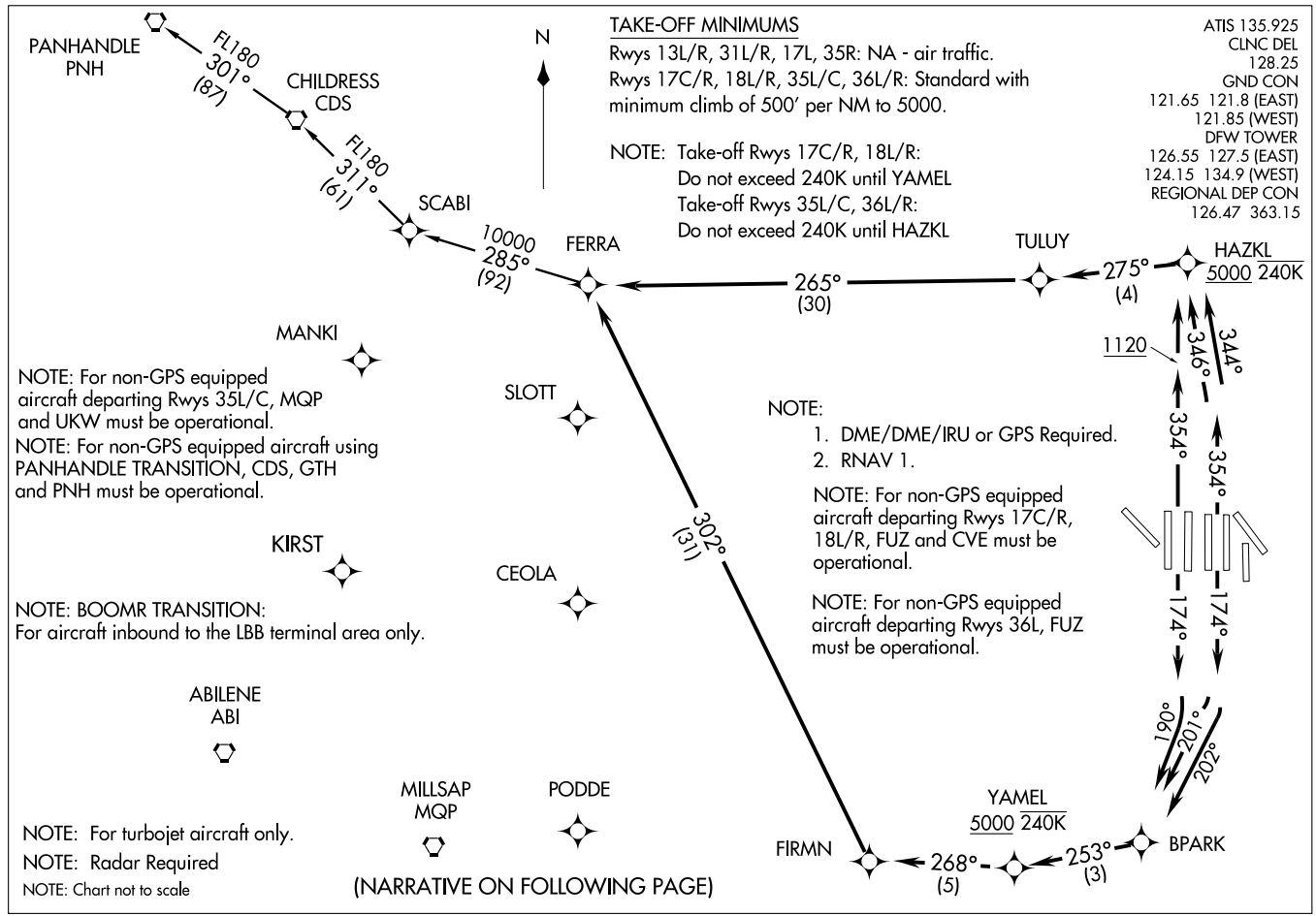
WACO TRANSITION (ACT.DUMPY3): From over ACT VORTAC via ACT R-050 and CQY R-234 to CQY VORTAC, then via CQY R-327 to DUMPY INT. Thence . . . .

. . . . From over DUMPY INT.

LANDING SOUTH: Depart DUMPY INT heading 310° for vectors to final approach course.

LANDING NORTH: Expect vectors to final approach course.

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FERRA THREE DEPARTURE (RNAV)

(FERRA3.FERRA) 10098

SL-6039 (FAA)

DALLAS-FORT WORTH INTL (DFW)

DALLAS-FORT WORTH, TEXAS

DEPARTURE ROUTE DESCRIPTION

PROPS

FILE AND EXPECT KINGDOM OR COYOTE DEPARTURE PROCEDURE

JETS

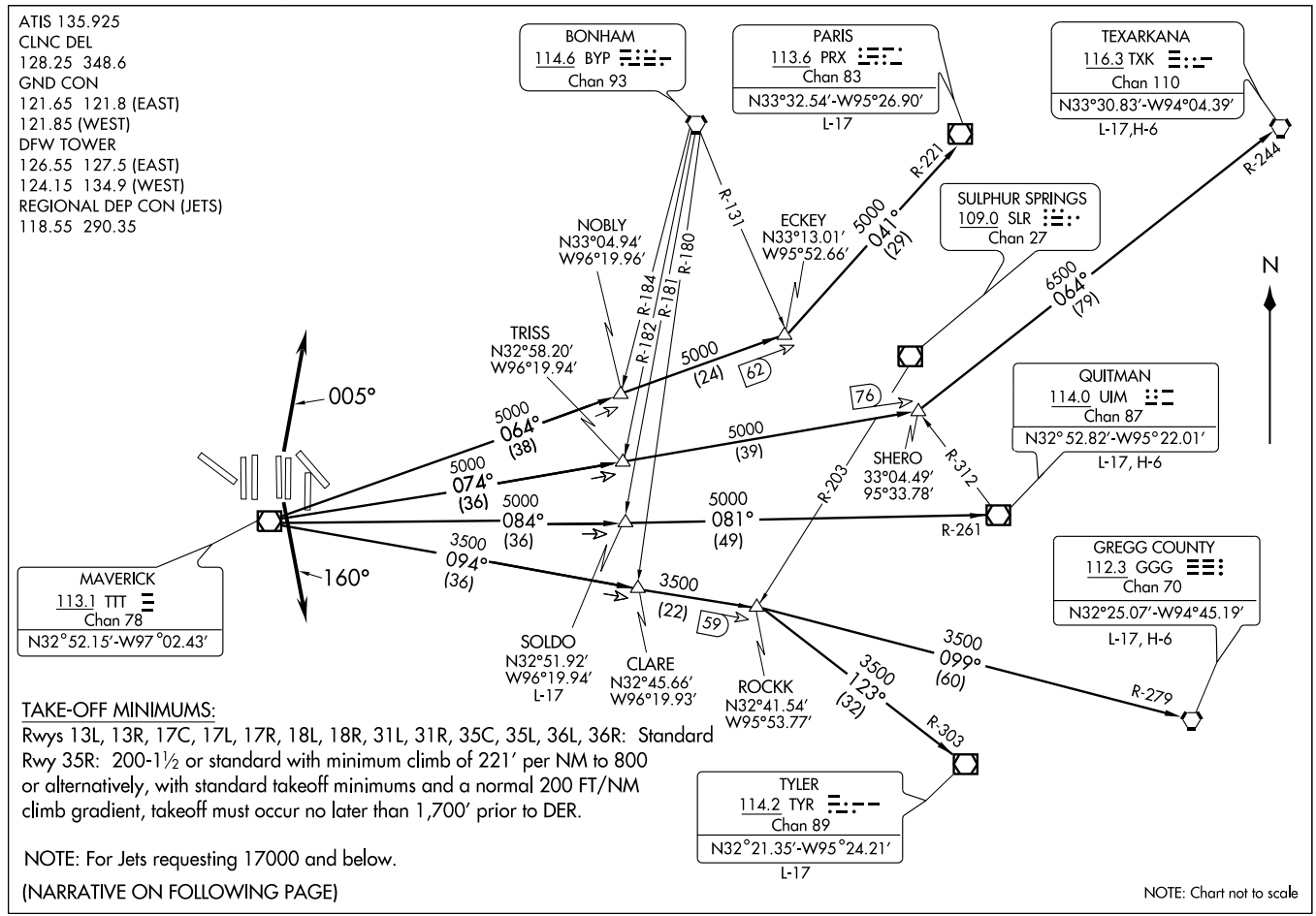
TAKE-OFF RUNWAY 17C: Climb heading 174° to intercept course 202° to BPARK, then on track 253° to YAMEL, cross YAMEL at or above 5000, then on depicted route to FERRA. Thence . . . .
TAKE-OFF RUNWAY 17R: Climb heading 174° to intercept course 201° to BPARK, then on track 253° to YAMEL, cross YAMEL at or above 5000, then on depicted route to FERRA. Thence . . . .
TAKE-OFF RUNWAY 18L: Climb heading 174° to intercept course 190° to BPARK, then on track 253° to YAMEL, cross YAMEL at or above 5000, then on depicted route to FERRA. Thence . . . .
TAKE-OFF RUNWAY 18R: Climb heading 174° to intercept course 190° to BPARK, then on track 253° to YAMEL, cross YAMEL at or above 5000, then on depicted route to FERRA. Thence . . . .
TAKE-OFF RUNWAY 35C: Climb heading 354° to intercept course 344° to HAZKL, cross HAZKL at or above 5000, then on depicted route to FERRA. Thence . . . .
TAKE-OFF RUNWAY 35L: Climb heading 354° to intercept course 346° to HAZKL, cross HAZKL at or above 5000, then on depicted route to FERRA. Thence . . . .
TAKE-OFF RUNWAY 36L: Climb heading 354° to 1120, then direct HAZKL, cross HAZKL at or above 5000, then on depicted route to FERRA. Thence . . . .
TAKE-OFF RUNWAY 36R: Climb heading 354° to 1120, then direct HAZKL, cross HAZKL at or above 5000, then on depicted route to FERRA. Thence . . . .

. . . . on (transition). Maintain 10,000 feet, expect filed altitude ten minutes after departure.

CHILDRESS TRANSITION (FERRA3.CDS)

PANHANDLE TRANSITION (FERRA3.PNH)

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(GARL3.TTT) 09351

GARLAND THREE DEPARTURE

SL-6039 (FAA)

DALLAS-FORT WORTH INTL (DFW)

DALLAS-FORT WORTH, TEXAS

DEPARTURE ROUTE DESCRIPTION

PROPS

Expect WYLIE or HUBBARD Departure.

JETS

UNLESS OTHERWISE ADVISED, MAINTAIN 10,000' AND
EXPECT FILED ALTITUDE 10 MINUTES AFTER DEPARTURE.
MAINTAIN 240 KIAS UNTIL LEAVING 5,000'.

TAKE-OFF RUNWAY 13L/R, 17L, 18L/R, 31L/R, 35R, 36L/R:
Fly assigned heading and altitude, expect vector to appropriate route.
TAKE-OFF RUNWAY 17C/R: Climb via heading 160°, expect vector to appropriate route.
TAKE-OFF RUNWAY 35C/L: Climb via heading 005°, expect vector to appropriate route.

LONGVIEW TRANSITION (GARL3.GGG): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via GGG R-279 to GGG VORTAC.
PARIS TRANSITION (GARL3.PRX): From over TTT VOR/DME via TTT R-064 to ECKEY INT, then via PRX R-221 to PRX VOR/DME.
QUITMAN TRANSITION (GARL3.UIM): From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME.
SOLDO TRANSITION (GARL3.SOLDO): (ATC assigned) From over TTT VOR/DME via TTT R-084 to SOLDO INT.
TEXARKANA TRANSITION (GARL3.TXK): From over TTT VOR/DME via TTT R-074 to SHERO INT, then via TXK R-244 to TXK VORTAC.
TYLER TRANSITION (GARL3.TYR): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via TYR R-303 to TYR VOR/DME.

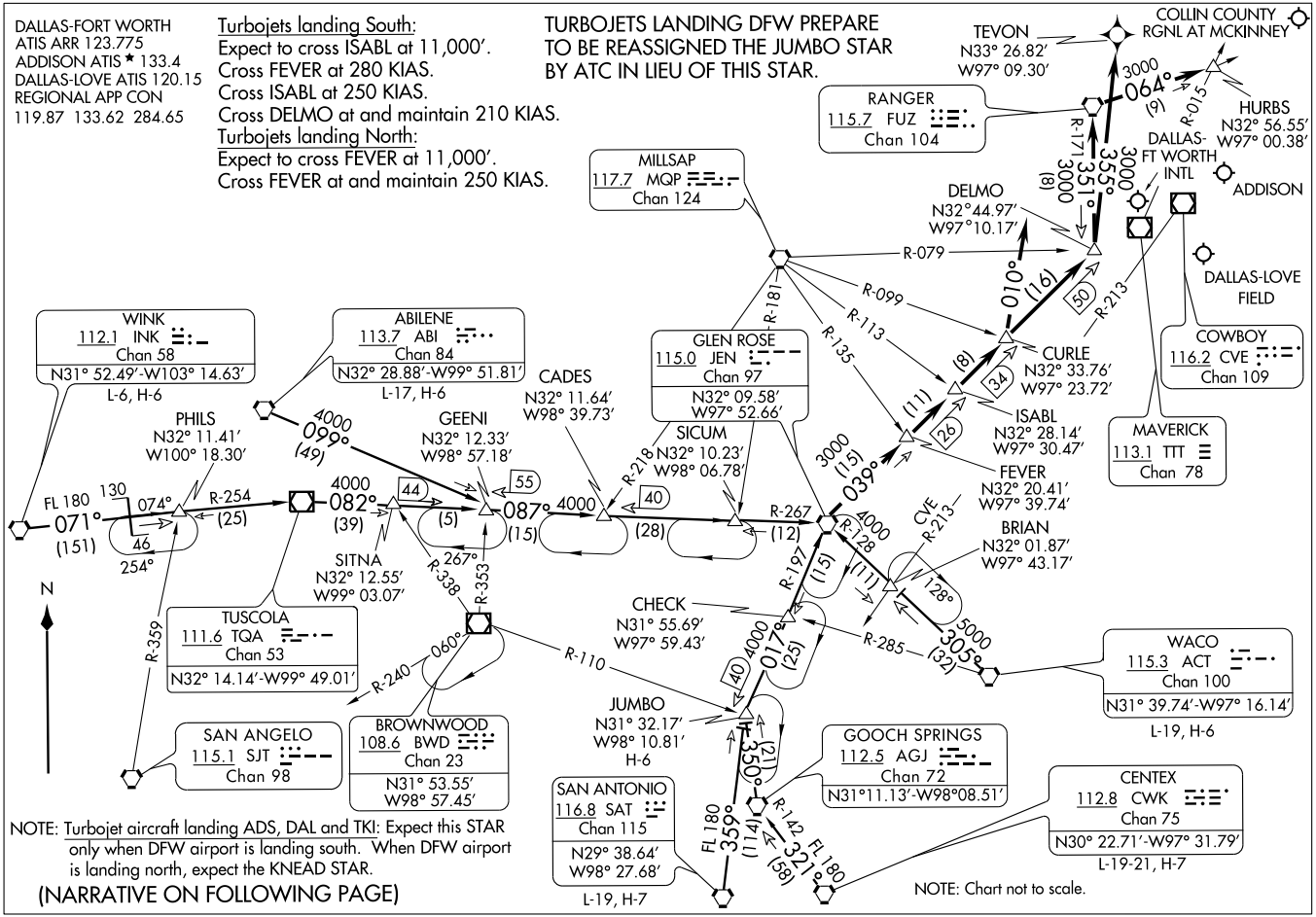
TAKE-OFF OBSTACLES:
Rwy 31L: Multiple trees, 928' to 2034' from DER, 724' to 873' left of centerline, up to 32' AGL/654' MSL.
Rwy 35R: Multiple Buildings beginning 5443' from DER, 202' right of centerline, up to 173' AGL/714'MSL.

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DALLAS-FORT WORTH
ATIS ARR 123.775
ADDISON ATIS ★ 133.4
DALLAS-LOVE ATIS 120.15
REGIONAL APP CON
119.87 133.62 284.65

Turbojets landing South:
Expect to cross ISABL at 11,000′.
Cross FEVER at 280 KIAS.
Cross ISABL at 250 KIAS.
Cross DELMO at and maintain 210 KIAS.
Turbojets landing North:
Expect to cross FEVER at 11,000′.
Cross FEVER at and maintain 250 KIAS.

TURBOJETS LANDING DFW PREPARE TO BE REASSIGNED THE JUMBO STAR BY ATC IN LIEU OF THIS STAR.



NOTE: Turbojet aircraft landing ADS, DAL and TKI: Expect this STAR only when DFW airport is landing south. When DFW airport is landing north, expect the KNEAD STAR.

(NARRATIVE ON FOLLOWING PAGE)

ARRIVAL DESCRIPTION

ABILENE TRANSITION (ABI.JEN9): From over ABI VORTAC via R-099 to GEENI INT, then via JEN R-267 to JEN VORTAC. Thence. . . .
CENTEX TRANSITION (CWK.JEN9): From over CWK VORTAC via CWK R-321 and AGJ R-142 to AGJ VORTAC, then via AGJ R-350 to JUMBO INT, then via JEN R-197 to JEN VORTAC. Thence . . . .
JUMBO TRANSITION (JUMBO.JEN9): From over JUMBO INT via JEN R-197 to JEN VORTAC. Thence . . . .
SAN ANTONIO TRANSITION (SAT.JEN9): From over SAT VORTAC via SAT R-359 to JUMBO INT, then via JEN R-197 to JEN VORTAC. Thence . . . .
WACO TRANSITION (ACT.JEN9): From over ACT VORTAC via ACT R-305 and JEN R-128 to JEN VORTAC. Thence. . . .
WINK TRANSITION (INK.JEN9): From over INK VORTAC via INK R-071 and TQA R-254 to TQA VOR/DME, then via TQA R-082 to GEENI INT, then via JEN R-267 to JEN VORTAC. Thence. . . .

. . . . ALL AIRCRAFT: From over JEN VORTAC via JEN R-039, thence . . . .

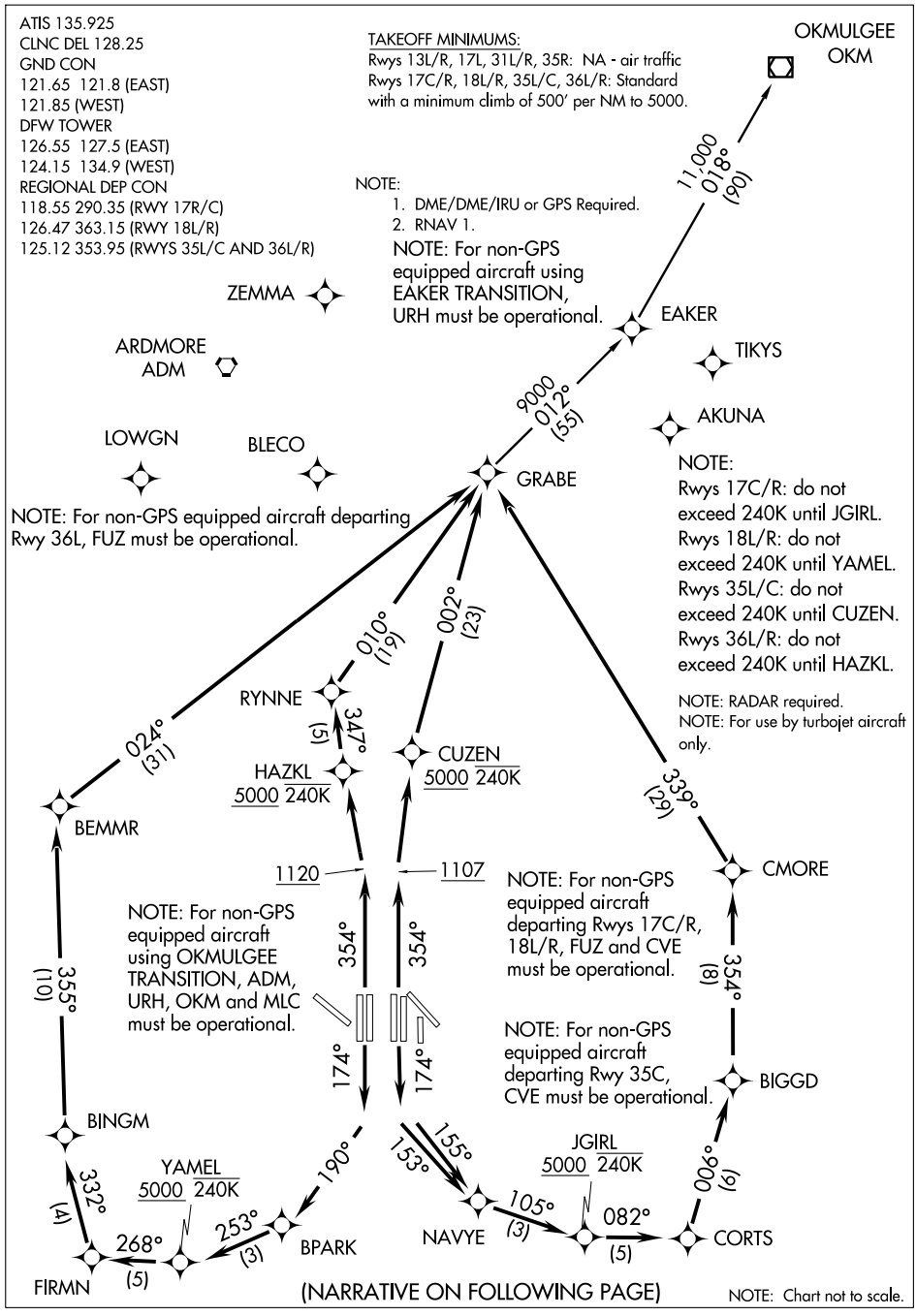
ALL AIRCRAFT LANDING NORTH: To CURLE INT, expect vectors to final approach course.

JETS LANDING SOUTH: To DELMO, depart DELMO heading 355°.
For /E, /F, /G and /R (RNP 2.0) EQUIPMENT SUFFIXED AIRCRAFT: From over DELMO WP direct TEVON WP, expect vector to final approach course prior to TEVON WP. If not received by TEVON fly present heading.
NON TURBOJETS LANDING SOUTH: To CURLE INT, depart CURLE heading 010° for vectors to final approach course.

AIRCRAFT LANDING DAL, ADS, TKI: To DELMO INT, depart DELMO via FUZ R-171 to FUZ VORTAC then FUZ R-064 to HURBS INT, expect vectors to final approach course.

SC-2, 08 APR 2010 to 06 MAY 2010

GRABE THREE DEPARTURE (RNAV)



(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

SC-2, 08 APR 2010 to 06 MAY 2010

DEPARTURE ROUTE DESCRIPTION

PROPS

FILE AND EXPECT JACKY OR TRI-GATE DEPARTURE PROCEDURE.

JETS

TAKE-OFF RUNWAY 17C: Climb heading 174° to intercept course 155° to NAVYE, then on track 105° to JGIRL, cross JGIRL at or above 5000, then on depicted route to GRABE. Thence . . . .
TAKE-OFF RUNWAY 17R: Climb heading 174° to intercept course 153° to NAVYE, then on track 105° to JGIRL, cross JGIRL at or above 5000, then on depicted route to GRABE. Thence . . . .
TAKE-OFF RUNWAY 18L: Climb heading 174° to intercept course 190° to BPARK, then on track 253° to YAMEL, cross YAMEL at or above 5000, then on depicted route to GRABE. Thence . . . .
TAKE-OFF RUNWAY 18R: Climb heading 174° to intercept course 190° to BPARK, then on track 253° to YAMEL, cross YAMEL at or above 5000, then on depicted route to GRABE. Thence . . . .
TAKE-OFF RUNWAY 35C: Climb heading 354° to 1107, then direct CUZEN, cross CUZEN at or above 5000, then on depicted route to GRABE. Thence . . . .
TAKE-OFF RUNWAY 35L: Climb heading 354° to 1107, then direct CUZEN, cross CUZEN at or above 5000, then on depicted route to GRABE. Thence . . . .
TAKE-OFF RUNWAY 36L: Climb heading 354° to 1120, then direct HAZKL, cross HAZKL at or above 5000, then on depicted route to GRABE. Thence . . . .
TAKE-OFF RUNWAY 36R: Climb heading 354° to 1120, then direct HAZKL, cross HAZKL at or above 5000, then on depicted route to GRABE. Thence . . . .

. . . . on (transition). Maintain 10,000', expect filed altitude ten minutes after departure.

EAKER TRANSITION (GRABE3.EAKER): (For aircraft inbound to the TUL Terminal Area).
OKMULGEE TRANSITION (GRABE3.OKM): (For all aircraft overflying the OKM VOR/DME proceeding via J181 to BDF to destinations in the Chicago Terminal Area and north).

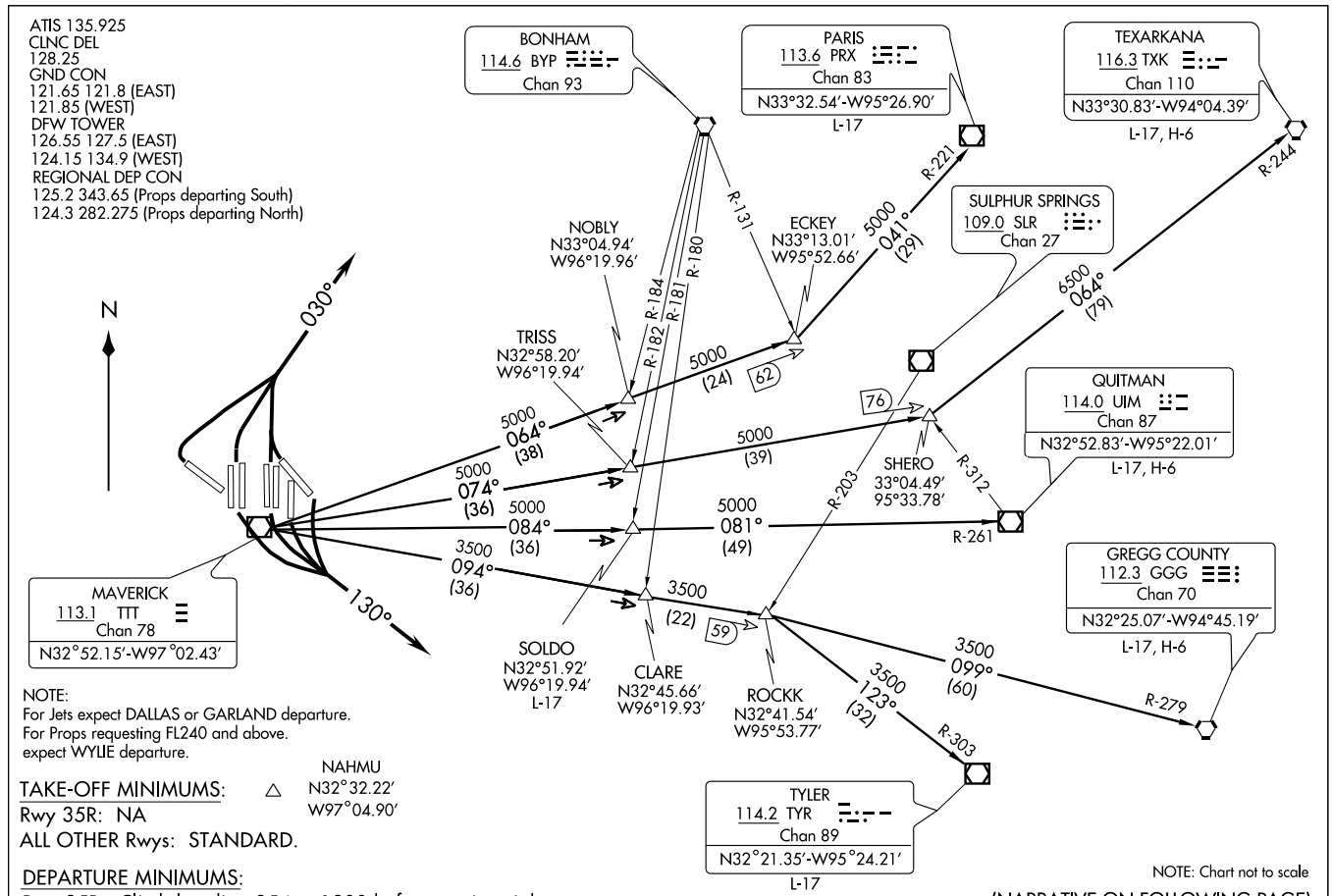
SC-2, 08 APR 2010 to 06 MAY 2010

HUBBARD SIX DEPARTURE

SL-6039 (FAA)

DALLAS-FORT WORTH INTL (DFW)

DALLAS-FORT WORTH, TEXAS



NOTE:
For Jets expect DALLAS or GARLAND departure.
For Props requesting FL240 and above.
expect WYLIE departure.

TAKE-OFF MINIMUMS:
Rwy 35R: NA
ALL OTHER Rwys: STANDARD.

DEPARTURE MINIMUMS:
Rwy 35R: Climb heading 354 to 1200 before turning right.

NOTE: Chart not to scale

(NARRATIVE ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION

JETS

Expect DALLAS or GARLAND Departure.

PROPS

Requesting FL240 and above expect WYLIE Departure.

TAKE-OFF RUNWAY 13L: Climb heading 130°, expect vector to appropriate route, Thence. . . .
TAKE-OFF RUNWAYS 13R, 17L/C/R, 18L/R: Fly heading 130°, expect vector to appropriate route, Thence. . . .
TAKE-OFF RUNWAYS 31L/R, 35L/C, 36L/R: Fly heading 030°, expect vector to appropriate route, Thence. . . .

. . . . Maintain 2000′ or as assigned by ATC, expect filed altitude 10 minutes after departure.

LONGVIEW TRANSITION (HUBB6.GGG): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via GGG R-279 to GGG VORTAC.
PARIS TRANSITION (HUBB6.PRX): From over TTT VOR/DME via TTT R-064 to ECKEY INT, then via PRX R-221 to PRX VOR/DME.
QUITMAN TRANSITION (HUBB6.UIM): From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME.
SOLDO TRANSITION (HUBB6.SOLDO): (ATC assigned.) From over TTT VOR/DME via TTT R-084 to SOLDO INT.
TEXARKANA TRANSITION (HUBB6.TXK): From over TTT VOR/DME via TTT R-074 to SHERO INT, then via TXK R-244 to TXK VORTAC.
TYLER TRANSITION (HUBB6.TYR): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via TYR R-303 to TYR VOR/DME.

TAKE-OFF OBSTACLES
Rwy 31L: Tree, 1229′ from DER, 730′ right of centerline, 28′ AGL/637′MSL.
Trmsn Pole, 3403′ from DER, 1399′ right of centerline, 86′ AGL/708′ MSL.
Multiple Trees beginning 928′ from DER, 724′ left of centerline, up to 55′ AGL/654′ MSL.

SC-2, 08 APR 2010 to 06 MAY 2010

DALLAS-FORT WORTH, TEXAS

AL-6039 (FAA)

LOC/DME	APP CRS	Rwy Idg	9301
I-LWN 109.5 Chan 32	133°	TDZE	591
		Apt Elev	607

ILS or LOC RWY 13R

DALLAS-FORT WORTH INTL (DFW)

** DME or RADAR required.

MALSR

MISSED APPROACH: Climb to 1100, then climbing right turn to 5000 via heading 230° and TTT R-275 to SLOTT Int/TTT 35.6 DME and hold.

ATIS	REGIONAL APP CON	DFW TOWER	GND CON	CLNC DEL
ARR 123.775 DEP 135.925	118.1 133.15	126.55 127.5 EAST 124.15 134.9 WEST	121.65 121.8 EAST 121.85 WEST	128.25

RADAR REQUIRED

MISSED APCH FIX

112.4 UKW Chan 71

095°

R-275

275°

R-166

113.1 TTT Chan 78

SLOTT

TTT 35.6

313°

MORRY I-LWN 14 RADAR

*2300 when assigned by ATC.

*3000

133° (4.9)

10 NM

POPPA I-LWN 9.1 RADAR

2300 (2.3)

HODAX I-LWN 6.8 RADAR

958

800

780±

810

1016

ANIME I-LWN 3.4

724

742

845

661

R-275

990

R-275 TTT

791

RANGER 115.7 FUZ Chan 104

1049

770±

734

MAVERICK 113.1 TTT Chan 78

1049

MSA TTT 25 NM

2700

090°

270°

3600

LOCALIZER 109.5 I-LWN Chan 32

1743

ELEV 607 D

Rwy 13L-31R 9000 X 200

133° 5.1 NM from FAF

723±

855

9301 X 150

13400 X 200

13400 X 200

13400 X 150

13400 X 150

799

783

660±

607

635

694±

618

TDZE 591

36L 36R 35L 35C 35R

VGSI and ILS glidepath not coincident.

1100	5000	TTT	SLOTT
	230°	R-275	△

MORRY I-LWN 14 RADAR

POPPA I-LWN 9.1 RADAR

HODAX I-LWN 6.8 RADAR

GS 3.00°

TCH 55

*3000

133°

*3000

2300

ANIME I-LWN 3.4

I-LWN 2.6

I-LWN 1.7

133°

* 2300 when assigned by ATC.

#1240

LOC only

4.9 NM | 2.3 NM | 3.4 NM | 0.8 | 0.9

CATEGORY	A	B	C	D
S-ILS 13R	791/18 200 (200-½)			
S-LOC 13R**	1240/24 649 (700-½)		1240/60 649 (700-1¼)	1240-1½ 649 (700-1½)
ANIME FIX MINIMUMS				
S-LOC 13R	960/24 369 (400-½)			960/40 369 (400-¾)

HIRL all Rwys

REIL Rwys 13L and 31L

TDZ/CL all Rwys except 13L, 17C and 31L

FAF to MAP 5.1 NM

Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

SC-2, 08 APR 2010 to 06 MAY 2010

DALLAS-FORT WORTH, TEXAS AL-6039 (FAA)

LOC/DME I-FLQ	APP CRS	Rwy 17C Idg	Rwy 17R Idg
110.3 Chan 40	174°	TDZE 562 Apt Elev 607	TDZE 567 Apt Elev 607

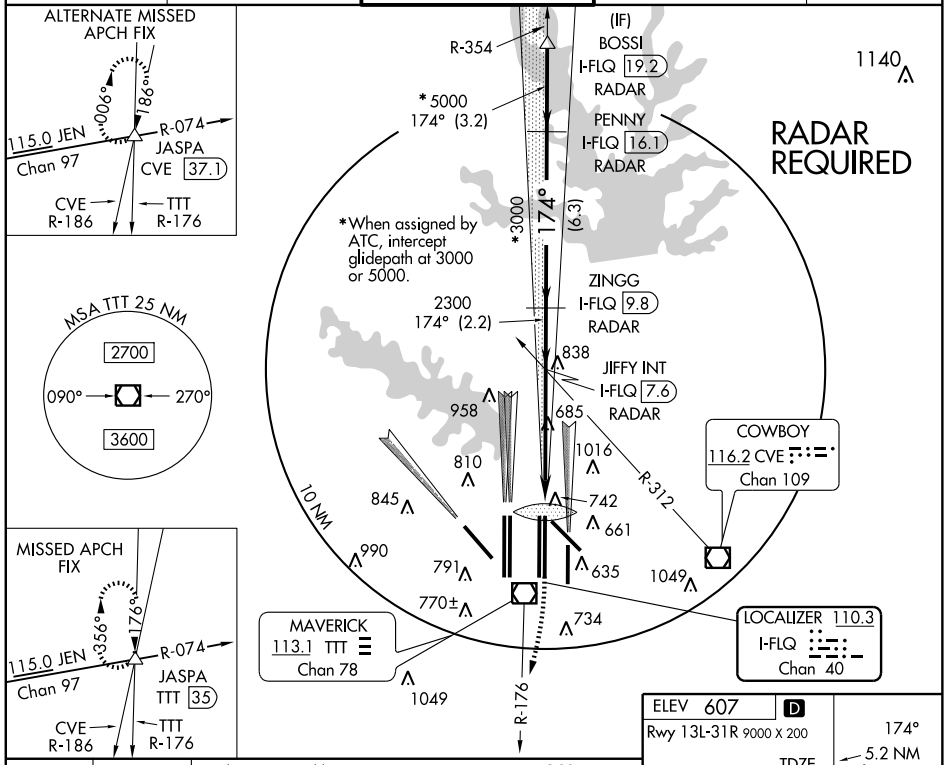
ILS or LOC RWY 17C
DALLAS-FORT WORTH INTL (DFW)

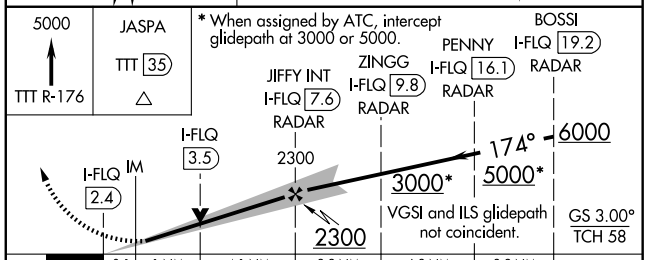
Simultaneous approach authorized with Rwy 17L, 18L/18R. Inoperative table does not apply to sidestep 17R Cats A and B. LOC procedure NA during simultaneous operations. DME or RADAR required.

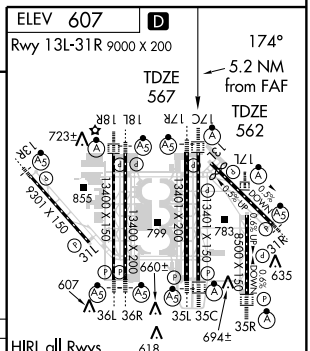
Rwy 17C ALSF-2 (A) Rwy 17R MALSR (A5)

MISSED APPROACH: Climb to 5000 via TTT VOR/DME R-176 to JASPA Int/TTT 35 DME and hold.

ATIS	REGIONAL APP CON	DFW TOWER	GND CON	CLNC DEL
ARR 123.775 DEP 135.925	127.075	126.55 127.5 EAST 124.15 134.9 WEST	121.65 121.8 EAST 121.85 WEST	128.25







FAF to MAP 5.2 NM

Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

CATEGORY	A	B	C	D
S-ILS 17C	762/18 200 (200-½)			
S-LOC 17C	1000/24 438 (500-½)		1000/40 438 (500-¾)	1000/50 438 (500-1)
SIDESTEP 17R	1140-1 573 (600-1)			1140-1½ 573 (600-1½)

SC-2, 08 APR 2010 to 06 MAY 2010

LOC/DME I-PPZ	APP CRS	Rwy Idg	8500
111.75	174°	TDZE	545
Chan 54 (Y)		Apt Elev	607

ILS or LOC RWY 17L
DALLAS-FORT WORTH INTL (DFW)

Simultaneous approach authorized with Rwy 17 C/R, 18 L/R. LOC procedure NA during simultaneous operations. DME or RADAR required.

ALSF-2

MISSED APPROACH: Climb to 1000 then climbing left turn to 5000 via heading 100° and CVE VOR/DME R-125 to BACKS Int/32 DME and hold.

ATIS	REGIONAL APP CON	DFW TOWER	GND CON	CLNC DEL
ARR 123.775	119.4	126.55 127.5 EAST	121.65 121.8 EAST	128.25
DEP 135.925		124.15 134.9 WEST	121.85 WEST	

RADAR REQUIRED

MSA TTT 25 NM
2700
090° 270°
3600

R-354°

(IF) RIVET
I-PPZ 19.5
RADAR

*5000 174° (3.2)

DRAAK
I-PPZ 16.3
RADAR

*3000 174° (6.3)

* When assigned by ATC, intercept glidepath at 3000 or 5000.

INWOD
I-PPZ 10
RADAR

2300 174° (3.1)

GBUSH INT
I-PPZ 6.9
RADAR

1548

958 1016 726 742 661 635 1049

845 R-050 810

COWBOY
116.2 CVE
Chan 109

RANGER
115.7 FUZ
Chan 104

990 791 770± 734 1049

10 NM 100° R-125

MAVERICK
113.1 TTT
Chan 78

LOCALIZER 111.75
I-PPZ
Chan 54(Y)

ALTERNATE MISSED APCH FIX
BACKS
TTT 36.8
R-116 116° 114.0 UIM Chan 87
R-241 296° 113.1 TTT Chan 78

MISSED APCH FIX
116.2 CVE Chan 109
125° 114.0 UIM Chan 87
R-241 305° R-125
BACKS
CVE 32

ELEV 607 D
Rwy 13L-31R 9000 X 200

174° 5.3 NM from FAF

TDZE 545

723± 855 799 783 607 660± 635 618 694±

HIRL all Rwys
REIL Rwys 13L and 31L
TDZ/CL all Rwys except 13L, 17C and 31L

FAF to MAP 5.3 NM					
Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

1000 5000 BACKS
HDG 100° CVE R-125 CVE 32

* When assigned by ATC, intercept glidepath at 3000 or 5000.

VGSI and ILS glidepath not coincident.

I-PPZ 1.6 IM I-PPZ 3 2300 GBUSH INT I-PPZ 6.9 RADAR INWOD I-PPZ 10 RADAR DRAAK I-PPZ 16.3 RADAR RIVET I-PPZ 19.5 RADAR

174° 5000 3000* 5000* 2300 GS 3.00° TCH 56

0.2 NM 1.2 NM 3.9 NM 3.1 NM 6.3 NM 3.2 NM

CATEGORY	A	B	C	D
S-ILS 17L	745/18 200 (200-½)			
S-LOC 17L	1040/24 495 (500-½)		1040/40 495 (500-¾)	1040/50 495 (500-1)

SC-2, 08 APR 2010 to 06 MAY 2010

DALLAS-FORT WORTH, TEXAS AL-6039 (FAA)

LOC/DME I-JHZ	APP CRS	Rwy 17R Idg	TDZE	Apt Elev	Rwy 17C Idg	TDZE	Apt Elev
111.35 Chan 50 (Y)	174°	13401	567	607	13401	562	607

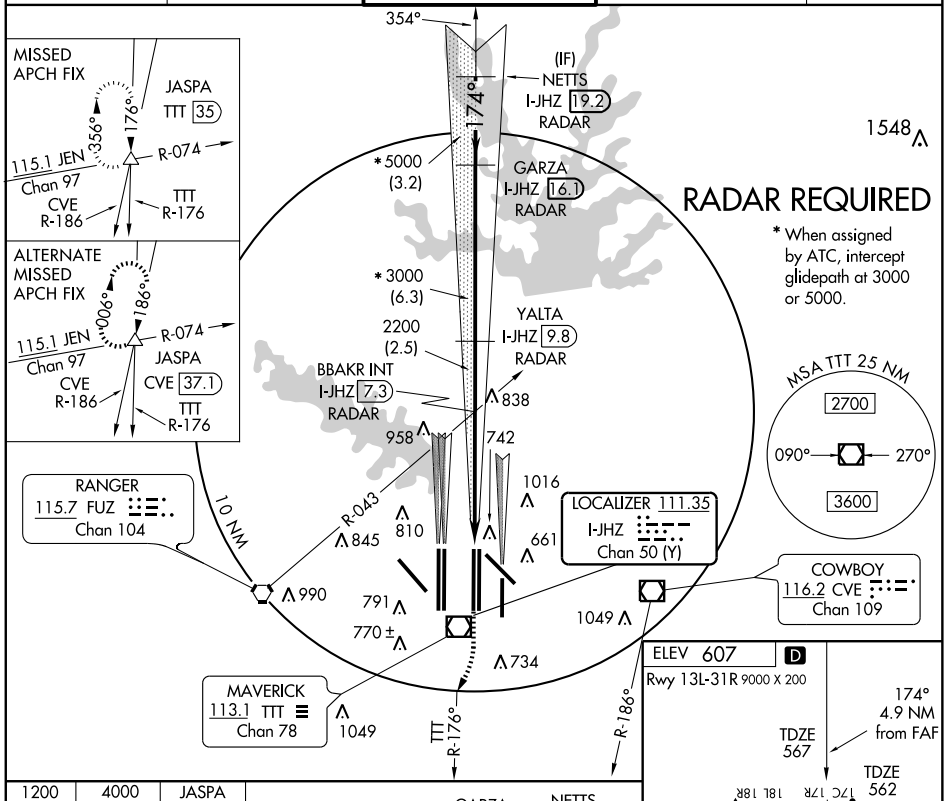
ILS or LOC RWY 17R
DALLAS-FORT WORTH INTL (DFW)

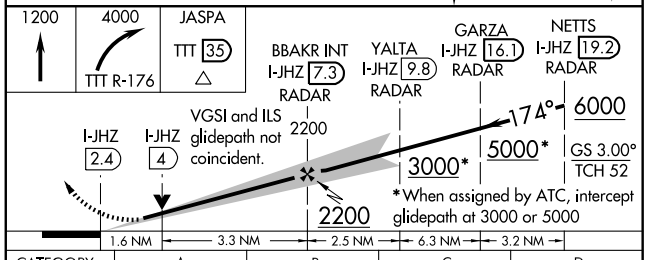
T Simultaneous approach authorized with Rwy 17L and 18L/R. Inoperative table does not apply to sidestep Rwy 17C. DME or RADAR required. LOC procedure NA during simultaneous operations.

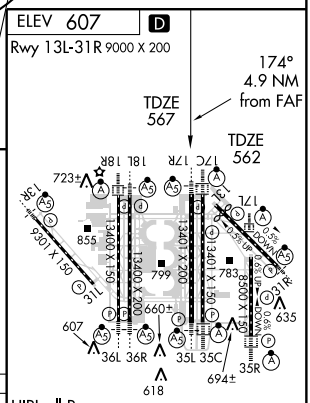
Rwy 17R MALSR (A5) Rwy 17C ALSF-2 (A)

MISSED APPROACH: Climb to 1200 then climbing right turn to 4000 via TTT R-176 to JASPA Int/TTT 35 DME and hold.

ATIS	REGIONAL APP CON	DFW TOWER	GND CON	CLNC DEL
ARR 123.775 DEP 135.925	127.075	126.55 127.5 EAST 124.15 134.9 WEST	121.65 121.8 EAST 121.85 WEST	128.25







CATEGORY	A	B	C	D
S-ILS 17R	767/18 200 (200-½)			
S-LOC 17R	1140/24 573 (600-½)		1140/50 573 (600-1)	1140/60 573 (600-1¼)
SIDESTEP 17C	1140-1 578 (600-1)		1140-1½ 578 (600-1½)	1140-2 578 (600-2)

HIRL all Rwys
REIL Rwys 13L and 31L
TDZ/CL all Rwys except 13L, 17C and 31L

FAF to MAP 4.9 NM

Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

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DALLAS-FORT WORTH, TEXAS AL-6039 (FAA)

LOC/DME I-CIX	APP CRS	Rwy 18L Idg	TDZE	Apt Elev	Rwy 18R Idg	TDZE	Apt Elev
110.55 Chan 42 (Y)	174°	13400	602	607	13400	603	607

ILS or LOC RWY 18L
DALLAS-FORT WORTH INTL (DFW)

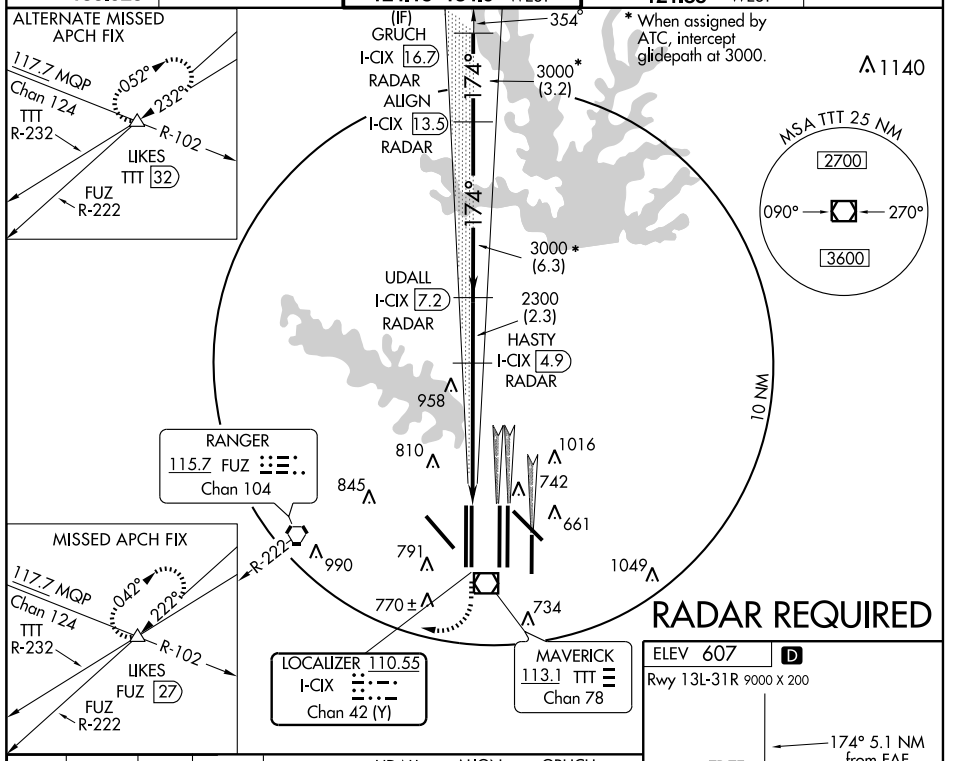
Simultaneous approach authorized with ILS Rwy 17L and 17C/R. Inoperative table does not apply to Sidestep 18R Cat A/B. DME or RADAR required. LOC procedure NA during simultaneous operations.

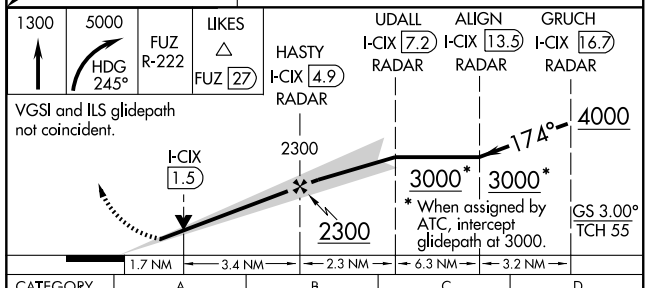
Rwy 18L MALSR (A5)

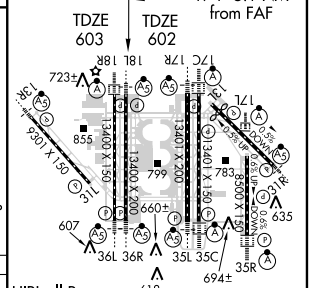
Rwy 18R ALSF-2 (A)

MISSED APPROACH: Climb to 1300, then climbing right turn to 5000 via heading 245° and FUZ R-222 to LIKES Int/FUZ 27 DME and hold.

ATIS	REGIONAL APP CON	DFW TOWER	GND CON	CLNC DEL
ARR 123.775 DEP 135.925	118.425	126.55 127.5 EAST 124.15 134.9 WEST	121.65 121.8 EAST 121.85 WEST	128.25







HIRL all Rwys
REIL Rwys 13L and 31L
TDZ/CL all Rwys except 13L, 17C and 31L

CATEGORY	A	B	C	D
S-ILS 18L	802/18		200 (200-½)	
S-LOC 18L	1220/24	618 (700-½)	1220/60 618 (700-1¼)	1220-1½ 618 (700-1½)
SIDESTEP 18R	1220-1	617 (700-1)	1220-1½ 617 (700-1½)	1220-2 617 (700-2)

FAF to MAP 5.1 NM

Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

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LOC/DME I-VYN	APP CRS	Rwy 18R ldg	13400	Rwy 18L ldg	13400
111.9 Chan 56	174°	TDZE	607	TDZE	602
		Apt Elev	607	Apt Elev	607

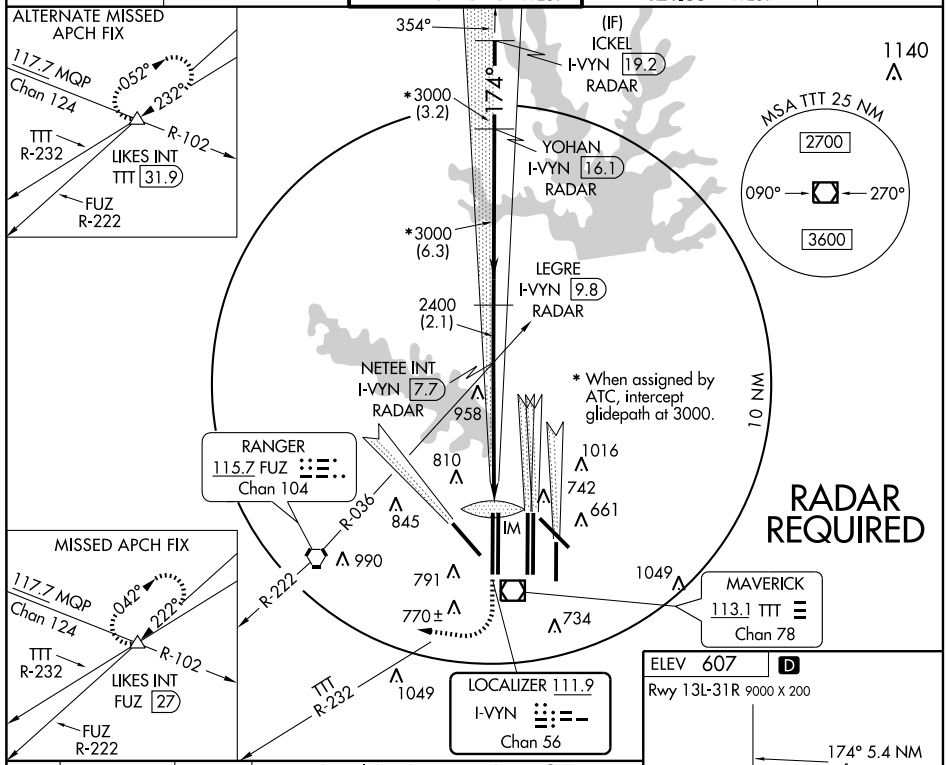
ILS or LOC RWY 18R
DALLAS-FORT WORTH INTL (DFW)

Simultaneous approaches authorized with Rwy 17R, 17L/C. Inoperative table does not apply to Sidestep 18L Cats A and B. DME or RADAR required.
LOC procedure NA during simultaneous operations.

Rwy 18R ALSF-2 (A) | Rwy 18L MALSR (A5)

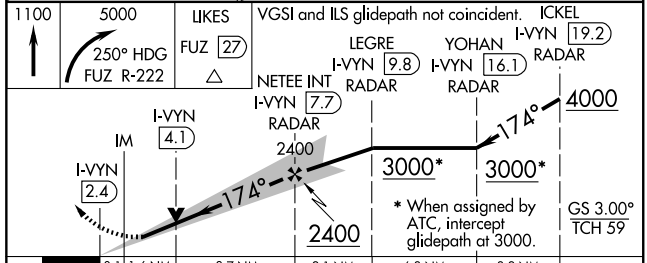
MISSED APPROACH: Climb to 1100 then climbing right turn to 5000 via heading 250° and FUZ VORTAC R-222 to LIKES INT/ 27 DME and hold.

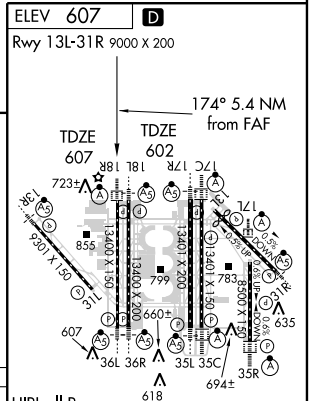
ATIS	REGIONAL APP CON	DFW TOWER	GND CON	CLNC DEL
ARR 123.775 DEP 135.925	118.425	126.55 127.5 EAST 124.15 134.9 WEST	121.65 121.8 EAST 121.85 WEST	128.25



1100	5000	LIKES
	250° HDG FUZ R-222	FUZ 27

VGSI and ILS glidepath not coincident.





CATEGORY	A	B	C	D
S-ILS 18R		807/18	200 (200-½)	
S-LOC 18R	1220/24	613 (700-½)	1220/60 613 (700-1¼)	1220-1½ 613 (700-1½)
SIDESTEP 18L	1220-1	618 (700-1)	1220-1¼ 618 (700-1¼)	1220-1½ 618 (700-1½)

FAF to MAP 5.4 NM

Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

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LOC/DME I-RRA	APP CRS	Rwy Idg	8375
110.9	309°	TDZE	523
Chan 46		Apt Elev	607

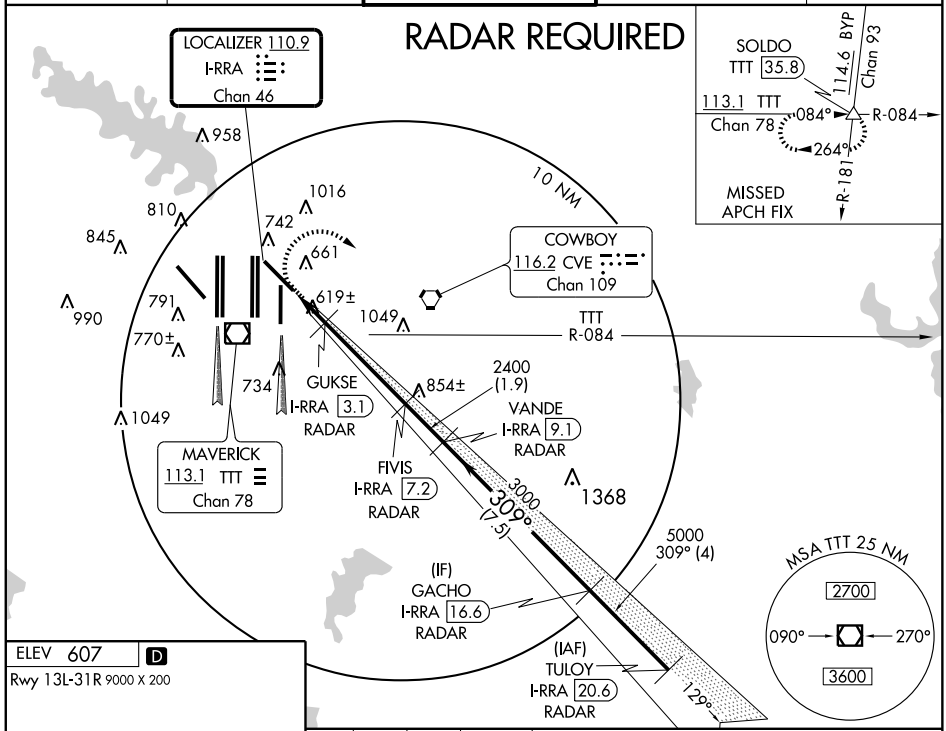
ILS or LOC RWY 31R
DALLAS-FORT WORTH INTL (DFW)

* DME or RADAR required.

MALSR

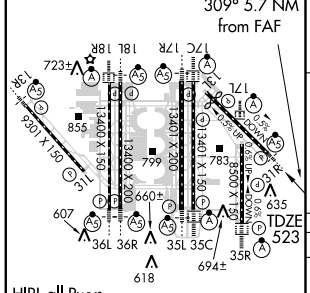
MISSED APPROACH: Climb to 1100 then climbing right turn to 5000 via heading 125° and TTT R-084 to SOLDO Int/TTT 35.8 DME and hold.

ATIS	REGIONAL APP CON	DFW TOWER	GND CON	CLNC DEL
ARR 123.775 DEP 135.925	125.2 135.3	126.55 127.5 EAST 124.15 134.9 WEST	121.65 121.8 EAST 121.85 WEST	128.25



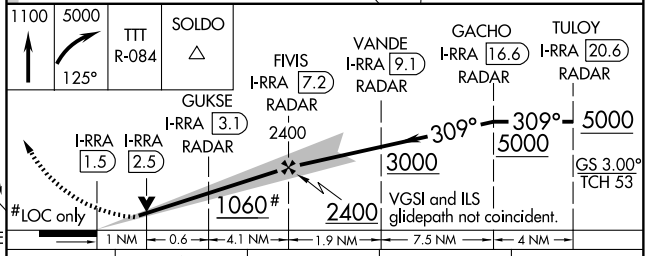
ELEV 607 D

Rwy 13L-31R 9000 X 200



HIRL all Rwys
REIL Rwys 13L and 31L
TDZ/CL all Rwys except 13L, 17C and 31L

FAF to MAP 5.7 NM					
Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54



CATEGORY	A	B	C	D
S-ILS 31R	723/18 200 (200-½)			
S-LOC 31R**	1060/24 537 (500-½)		1060/50 537 (500-1)	1060/60 537 (500-1¼)
GUKSE FIX MINIMUMS				
S-LOC 31R	880/24 357 (400-½)			880/40 357 (400-¾)

SC-2, 08 APR 2010 to 06 MAY 2010

DALLAS-FORT WORTH, TEXAS AL-6039 (FAA)

LOC/DME I-PKQ	APP CRS	Rwy 35C Idg 13401	Rwy 35L Idg 13401
110.3	354°	TDZE 563	TDZE 564
Chan 40		Apt Elev 607	Apt Elev 607

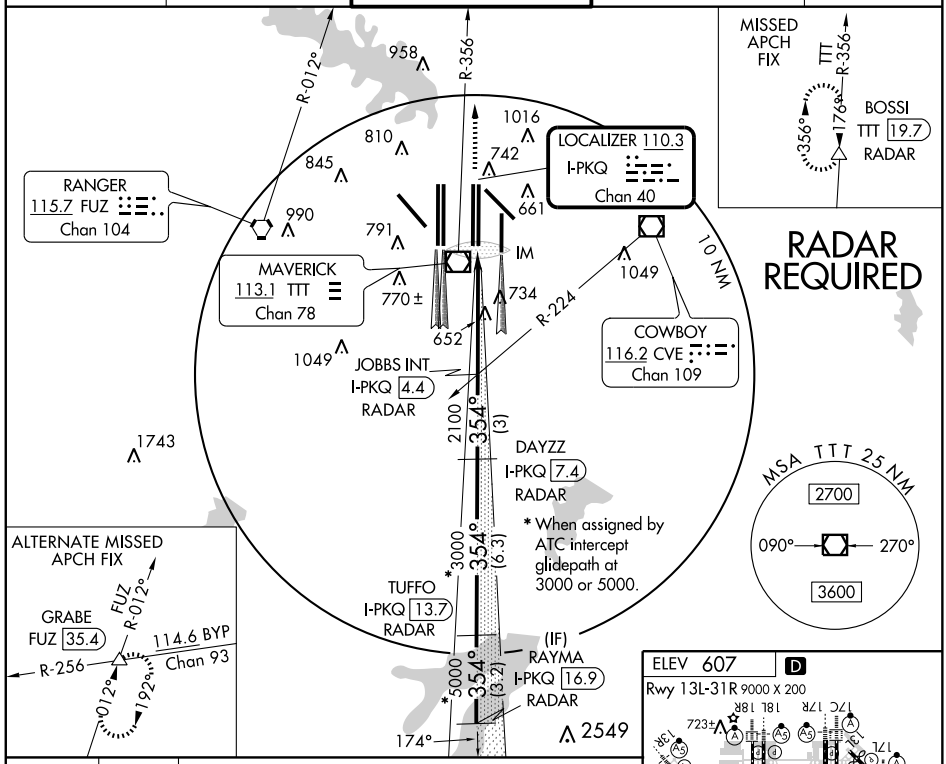
ILS or LOC RWY 35C
DALLAS-FORT WORTH INTL (DFW)

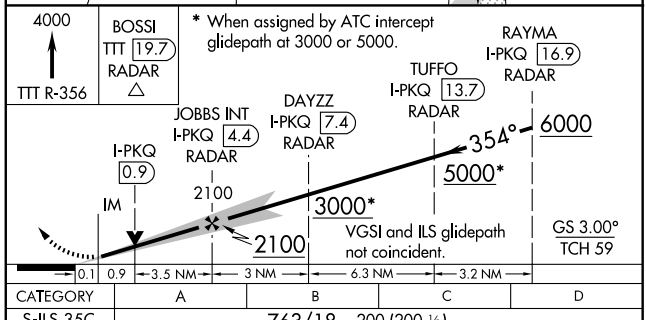
Inoperative table does not apply to Sidestep Rwy 35L Cats A and B. Simultaneous approach authorized with Rwy 35R, 36L and 36R. DME or RADAR required.
LOC procedure NA during Simultaneous operations.

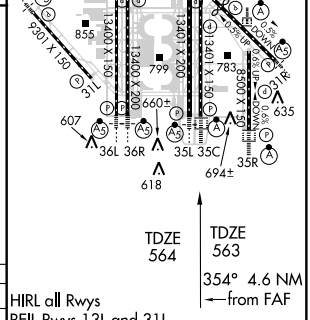
Rwy 35C ALSF-2 (A) | Rwy 35L MALSR (A5)

MISSED APPROACH: Climb to 4000 via TTT R-356 to BOSSI/TTT 19.7 DME/RADAR and hold.

ATIS	REGIONAL APP CON	DFW TOWER	GND CON	CLNC DEL
ARR 123.775	127.075	126.55 127.5 EAST	121.65 121.8 EAST	128.25
DEP 135.925		124.15 134.9 WEST	121.85 WEST	







CATEGORY	A	B	C	D
S-ILS 35C	763/18 200 (200-½)			
S-LOC 35C	960/24 397 (400-½)			960/40 397 (400-¾)
SIDESTEP 35L	960-1 396 (400-1)			960-1½ 396 (400-1½)

FAF to MAP 4.6 NM

Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32

SC-2, 08 APR 2010 to 06 MAY 2010

DALLAS-FORT WORTH, TEXAS AL-6039 (FAA)

LOC/DME I-UWX	APP CRS	Rwy 35L Idg	13401	Rwy 35C Idg	13401
111.35	354°	TDZE	564	TDZE	563
Chan 50 (Y)		Apt Elev	607	Apt Elev	607

ILS or LOC RWY 35L

DALLAS-FORT WORTH INTL (DFW)

T NA Simultaneous approach authorized with Rwy 35R, Rwy 36L/R. DME or Radar required. LOC procedure NA during simultaneous operations. Inoperative table does not apply to Sidestep 35C.

Rwy 35L MALSR (A5) | Rwy 35C ALSF-2 (A)

MISSED APPROACH: Climb to 4000 via TTT VOR/DME R-356 to BOSSI/ TTT 19.7 DME/RADAR and hold.

ATIS	REGIONAL APP CON	DFW TOWER	GND CON	CLNC DEL
ARR 123.775	127.075	126.55 127.5 EAST	121.65 121.8 EAST	128.25
DEP 135.925		124.15 134.9 WEST	121.85 WEST	

RADAR REQUIRED

MISSED APCH FIX

BOSSI TTT 19.7 RADAR

R-356° R-012° 356° 176°±

LOCALIZER 111.35 I-UWX Chan 50 (Y)

MAVERICK 113.1 TTT Chan 78

RANGER 115.7 FUZ Chan 104

BEGGO INT I-UWX 5.1 RADAR

DALLN I-UWX 7.4 RADAR

CORMN I-UWX 13.7 RADAR

TANDE I-UWX 16.9 RADAR

958 810 845 990 791 770± 640± 652 734 1016 742 661 1049 1049 1743 2300 (2.4) 3000* (6.3) 5000 (3.2) (IF) 2549 2449

R-122 R-174° 354°

10 NM

* When assigned by ATC, intercept glidepath at 3000.

MSA TTT 25 NM

2700

090° 270°

3600

ALTERNATE MISSED APCH FIX

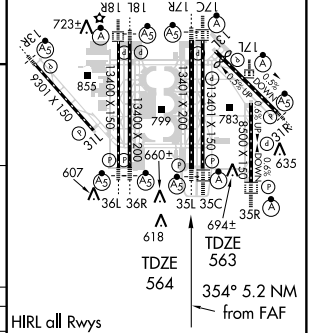
GRABE FUZ 35.4

FUZ R-012° 114.6 BYP Chan 93

R-256 012° 192°

ELEV 607 D

Rwy 13L-31R 9000 X 200

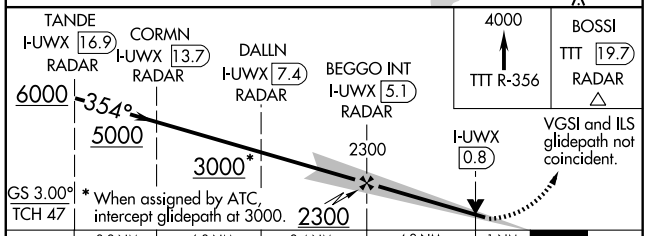


354° 5.2 NM from FAF

HIRL all Rwys

REIL Rwys 13L and 31L

TDZ/CL all Rwys except 13L, 17C and 31L



CATEGORY	A	B	C	D
S-ILS 35L	764/18 200 (200-½)			
S-LOC 35L	940/24 376 (400-½)			940/40 376 (400-¾)
SIDESTEP 35C	960-1 397 (400-1)		960-1½ 397 (400-1½)	960-2 397 (400-2)

FAF to MAP 5.2 NM

Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

SC-2, 08 APR 2010 to 06 MAY 2010

LOC/DME I-AJQ	APP CRS	Rwy Idg	8500
111.75	354°	TDZE	575
Chan 54 (Y)		Apt Elev	607

ILS or LOC RWY 35R

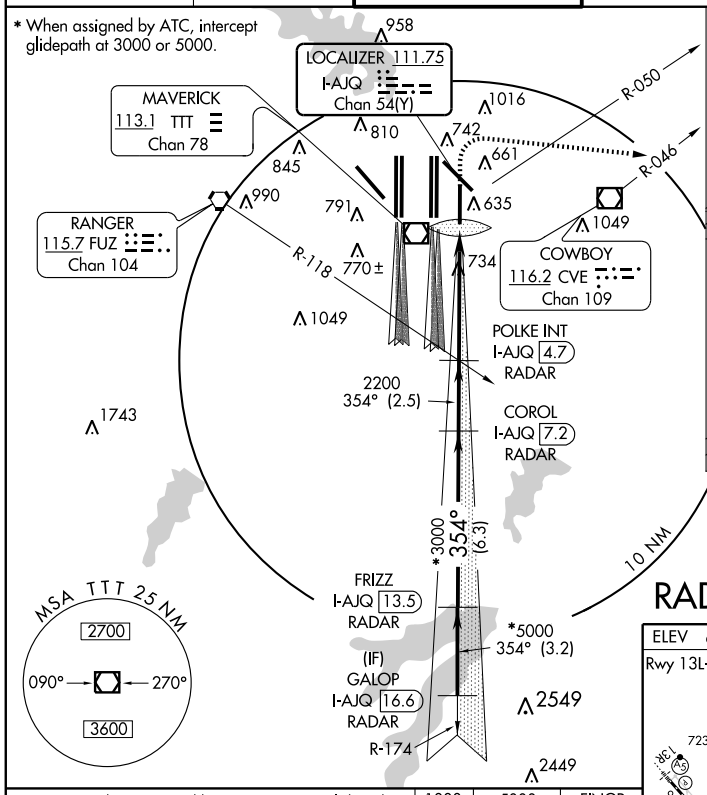
DALLAS-FORT WORTH INTL (DFW)

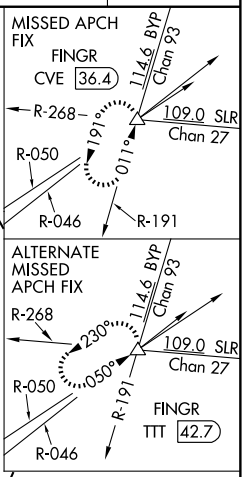
DME or RADAR required. Simultaneous approach authorized with Rwy 36L/R and Rwy 35L/C. LOC procedure NA during simultaneous operations.

ALSF-2

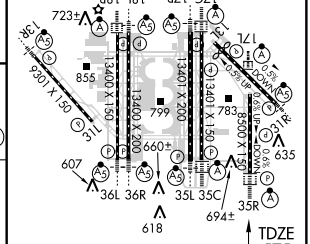
MISSED APPROACH: Climb to 1000 then climbing right turn to 5000 via heading 090° and CVE R-046 to FINGR Int/CVE 36.4 DME and hold.

ATIS	REGIONAL APP CON	DFW TOWER	GND CON	CLNC DEL
ARR 123.775	119.4	126.55 127.5 EAST	121.65 121.8 EAST	128.25
DEP 135.925		124.15 134.9 WEST	121.85 WEST	

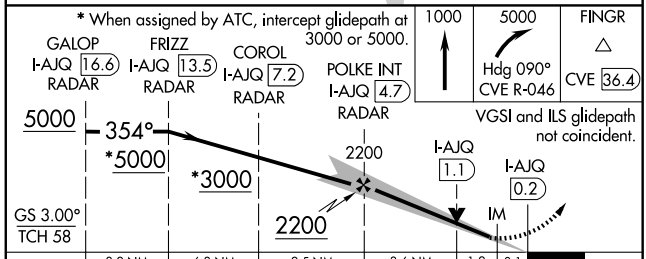




RADAR REQUIRED



HIRL all Rwys
REIL Rwys 13L and 31L
TDZ/CL all Rwys except 13L, 17C and 31L



CATEGORY	A	B	C	D
S-ILS 35R	775/18 200 (200-½)			
S-LOC 35R	1040/24 465 (500-½)		1040/40 465 (500-¾)	1040/50 465 (500-1)

FAF to MAP 4.9 NM

Knots	60	90	120	150	180
Min:Sec	4:52	3:14	2:26	1:57	1:37

SC-2, 08 APR 2010 to 06 MAY 2010

LOC/DME I-BXN	APP CRS	Rwy 36L Idg	13400	Rwy 36R Idg	13400
111.9	354°	TDZE	588	TDZE	581
Chan 56		Apt Elev	607	Apt Elev	607

ILS or LOC RWY 36L

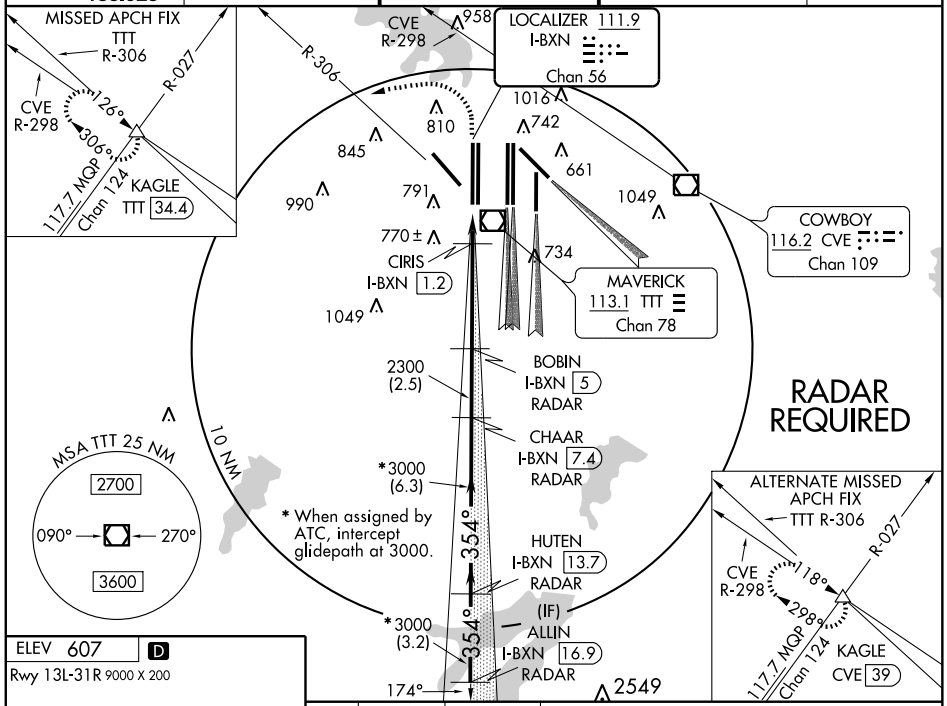
DALLAS-FORT WORTH INTL (DFW)

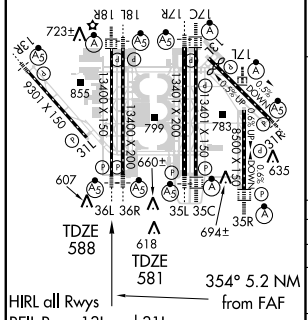
Simultaneous approach authorized with Rwy 35R/L/C. LOC procedure NA during simultaneous operations. CIRIS Fix Minimums: For inoperative MALSR, increase Cat D visibility to RVR 5000. sidestep 36R: Inoperative table does not apply to sidestep 36R Cats A and B. DME or RADAR required.

MALSR

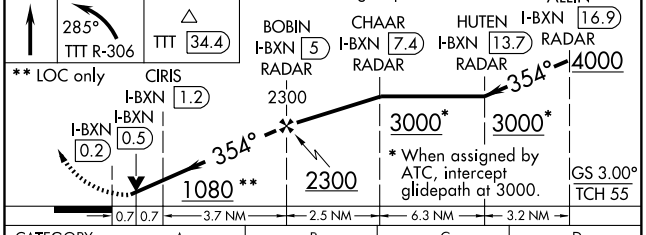
MISSED APPROACH: Climb to 1100, then climbing left turn to 5000 via heading 285° and TTT R-306 to KAGLE Int/TTT 34.4 DME and hold.

ATIS	REGIONAL APP CON	DFW TOWER	GND CON	CLNC DEL
ARR 123.775	118.425	126.55 127.5 EAST	121.65 121.8 EAST	128.25
DEP 135.925		124.15 134.9 WEST	121.85 WEST	





FAF to MAP 5.2 NM					
Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44



CATEGORY	A	B	C	D
S-ILS 36L	788/18 200 (200-½)			
S-LOC 36L	1080/24 492 (500-½)		1080/40 492 (500-¾)	1080/50 492 (500-1)
SIDESTEP 36R	1080-1 499 (500-1)			1080-1½ 499 (500-1½)
CIRIS FIX MINIMUMS				
S-LOC 36L	880/24 292 (300-½)			880/40 292 (300-¾)

SC-2, 08 APR 2010 to 06 MAY 2010

DALLAS-FORT WORTH, TEXAS

LOC/DME I-FJN	APP CRS	Rwy 36R Idg	TDZE	Apt Elev	Rwy 36L Idg	TDZE	Apt Elev
110.55 Chan 42 (Y)	354°	13400	581	607	13400	588	607

ILS or LOC RWY 36R

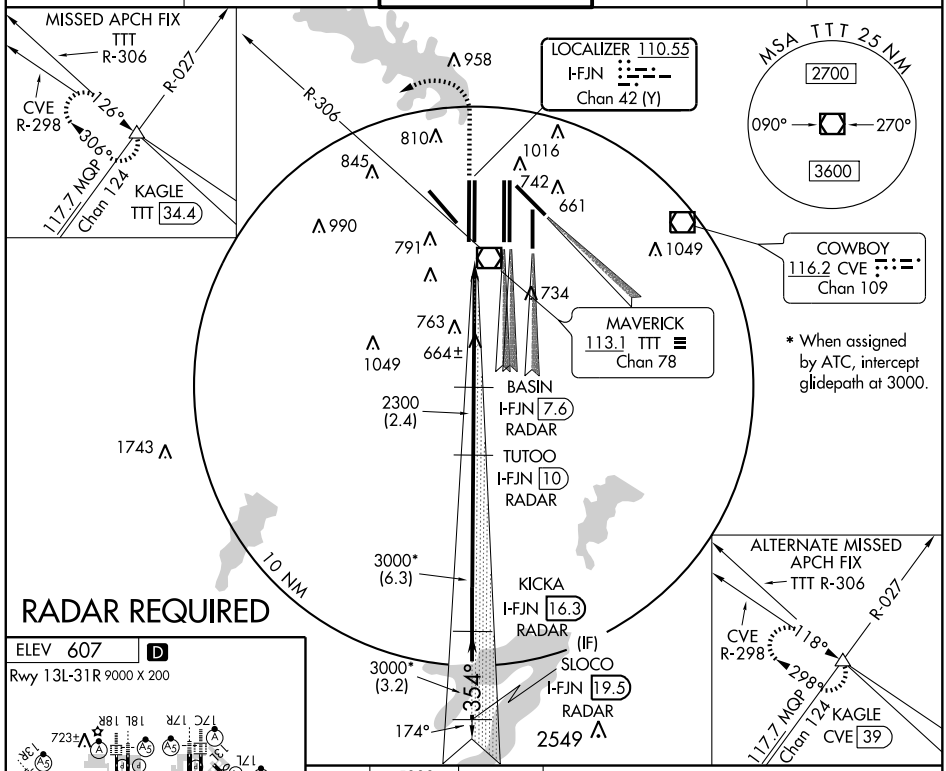
DALLAS-FORT WORTH INTL (DFW)

Simultaneous approach authorized with Rwy 35L, 35C/R. Inoperative table does not apply to Sidestep 36L. DME or RADAR required. LOC procedure NA during simultaneous operations.

Rwys 36R/L MALSR

MISSED APPROACH: Climb to 1000, then climbing left turn to 5000 via heading 295° and TTT VOR/DME R-306 to KAGLE Int/TTT 34.4 DME and hold.

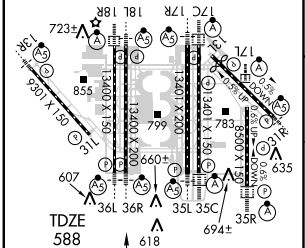
ATIS	REGIONAL APP CON	DFW TOWER	GND CON	CLNC DEL
ARR 123.775 DEP 135.925	118.425	126.55 127.5 EAST 124.15 134.9 WEST	121.65 121.8 EAST 121.85 WEST	128.25



RADAR REQUIRED

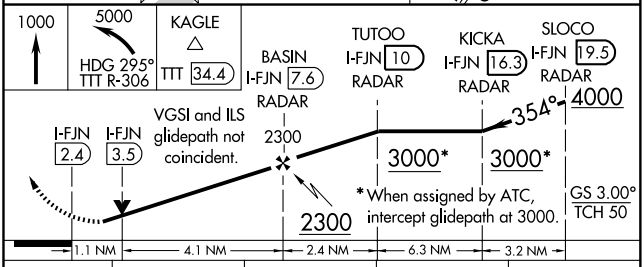
ELEV 607 D

Rwy 13L-31R 9000 X 200



HIRL all Rwys
REIL Rwys 13L and 31L
TDZ/CL all Rwys except 13L, 17C and 31L

FAF to MAP 5.2 NM					
Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44



CATEGORY	A	B	C	D
S-ILS 36R	781/18 200 (200-½)			
S-LOC 36R	980/24 399 (400-½)			980/40 399 (400-¾)
SIDESTEP 36L	1080-1 492 (500-1)		1080-1½ 492 (500-1½)	1080-2 492 (500-2)

SC-2, 08 APR 2010 to 06 MAY 2010

DALLAS-FORT WORTH, TEXAS

AL-6039 (FAA)

LOC/DME I-FLQ	APP CRS	Rwy Idg	13401
110.3	174°	TDZE	562
Chan 40		Apt Elev	607

ILS RWY 17C (CAT II)

DALLAS-FORT WORTH INTL (DFW)

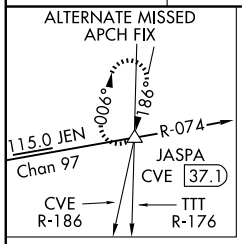
Simultaneous approach authorized with Rwy 17L, 18L/18R. Inoperative table does not apply to sidestep 17R Cats A and B. DME or RADAR required.

ALSF-2

MISSED APPROACH: Climb to 5000 via TTT VOR/DME R-176 to JASPA Int/TTT 35 DME and hold.

ATIS	REGIONAL APP CON	DFW TOWER	GND CON	CLNC DEL
ARR 123.775	127.075	126.55 127.5 EAST	121.65 121.8 EAST	128.25
DEP 135.925		124.15 134.9 WEST	121.85 WEST	

ALTERNATE MISSED APCH FIX



MSA TTT 25 NM

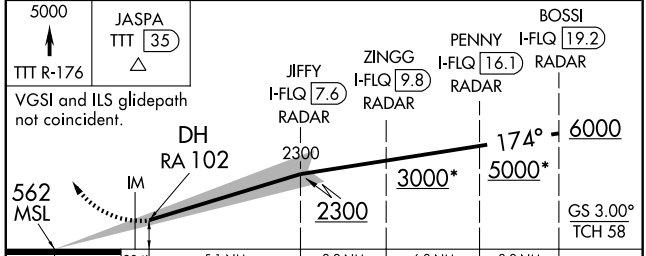
MISSED APCH FIX

5000

TTT R-176

JASPA TTT 35

VGSI and ILS glidepath not coincident.

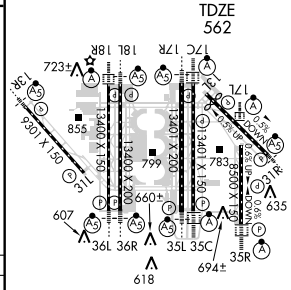


CATEGORY	A	B	C	D
S-ILS 17C	RA 102/12 100 DA 662			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

ELEV 607 D

Rwy 13L-31R 9000 X 200



HIRL all Rwys

REIL Rwys 13L and 31L

TDZ/CL all Rwys except 13L, 17C and 31L

SC-2, 08 APR 2010 to 06 MAY 2010

DALLAS-FORT WORTH, TEXAS

AL-6039 (FAA)

LOC/DME I-FLQ	APP CRS	Rwy Idg	13401
110.3	174°	TDZE	562
Chan 40		Apt Elev	607

ILS RWY 17C (CAT III)

DALLAS-FORT WORTH INTL (DFW)

Simultaneous approach authorized with Rwy 17L, 18L/18R. Inoperative table does not apply to sidestep 17R Cats A and B. DME or RADAR required.

ALSF-2

MISSED APPROACH: Climb to 5000 via TTT VOR/DME R-176 to JASPA Int/TTT 35 DME and hold.

ATIS	REGIONAL APP CON	DFW TOWER	GND CON	CLNC DEL
ARR 123.775	127.075	126.55 127.5 EAST	121.65 121.8 EAST	128.25
DEP 135.925		124.15 134.9 WEST	121.85 WEST	

ALTERNATE MISSED APCH FIX

090° 186° R-074

115.0 JEN Chan 97

JASPA CVE 37.1

CVE R-186 TTT R-176

MSA TTT 25 NM

2700

090° 270°

3600

MISSED APCH FIX

356° 176° R-074

115.0 JEN Chan 97

JASPA TTT 35

CVE R-186 TTT R-176

(IF)

BOSSI I-FLQ 19.2 RADAR

R-354

* 5000 174° (3.2)

PENNY I-FLQ 16.1 RADAR

1140

RADAR REQUIRED

* When assigned by ATC, intercept glidepath at 3000 or 5000.

* 3000 174° (6.3)

ZINGG I-FLQ 9.8 RADAR

2300 174° (2.2)

838

JIFFY INT I-FLQ 7.6 RADAR

958 685

COWBOY 116.2 CVE Chan 109

1016 R-312

810 845 742 661 990 791 770± 734 1049

10 NM

MAVERICK 113.1 TTT Chan 78

1049

LOCALIZER 110.3 I-FLQ Chan 40

R-176

5000 TTT R-176

JASPA TTT 35

* When assigned by ATC, intercept glidepath at 3000 or 5000.

VGSI and ILS glidepath not coincident.

JIFFY I-FLQ 7.6 RADAR

ZINGG I-FLQ 9.8 RADAR

PENNY I-FLQ 16.1 RADAR

BOSSI I-FLQ 19.2 RADAR

2300 3000* 174° 5000* 6000

IM 654

562 MSL

2300

GS 3.00° TCH 58

1100′ 763′ 5.1 NM 2.2 NM 6.3 NM 3.2 NM

CATEGORY	A	B	C	D
S-ILS 17C	CAT IIIa RVR 07			
S-ILS 17C	CAT IIIb RVR 06			
S-ILS 17C	CAT IIIc NA			

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

ELEV 607 D

Rwy 13L-31R 9000 X 200

TDZE 562

723± 855 799 783 607 660± 694± 618 635

13400 X 150 9301 X 150 13400 X 200 13401 X 200 9000 X 150 9000 X 200

36L 36R 35L 35C 35R

HIRL all Rwys

REIL Rwys 13L and 31L

TDZ/CL all Rwys except 13L, 17C and 31L

SC-2, 08 APR 2010 to 06 MAY 2010

DALLAS-FORT WORTH, TEXAS

AL-6039 (FAA)

LOC/DME I-PPZ	APP CRS	Rwy Idg	8500
111.75	174°	TDZE	545
Chan 54 (Y)		Apt Elev	607

ILS RWY 17L (CAT II)

DALLAS-FORT WORTH INTL (DFW)

T Simultaneous approach authorized with Rwy 17 C/R, 18 L/R. DME or RADAR required.

ALSF-2

MISSED APPROACH: Climb to 1000 then climbing left turn to 5000 via heading 100° and CVE VOR/DME R-125 to BACKS Int/32 DME and hold.

ATIS	REGIONAL APP CON	DFW TOWER	GND CON	CLNC DEL
ARR 123.775 DEP 135.925	119.4	126.55 127.5 EAST 124.15 134.9 WEST	121.65 121.8 EAST 121.85 WEST	128.25

RADAR REQUIRED

MSA TTT 25 NM
2700
090° 270°
3600

R-354°

(IF) RIVET
I-PPZ 19.5
RADAR

5000 174° (3.2)

DRAAK
I-PPZ 16.3
RADAR

*3000 174° (6.3)

*When assigned by ATC, intercept glidepath at 3000 or 5000.

INWOD
I-PPZ 10
RADAR

2300 174° (3.1)

GBUSH INT
I-PPZ 6.9
RADAR

1548

958 1016 726 742 661 845 R-050 810 990 791 1049 770± 734 1049

COWBOY
116.2 CVE
Chan 109

RANGER
115.7 FUZ
Chan 104

10 NM

R-125

MAVERICK
113.1 TTT
Chan 78

LOCALIZER 111.75
I-PPZ
Chan 54(Y)

ALTERNATE MISSED APCH FIX

BACKS
TTT 36.8

R-116 116° 114.0 UIM Chan 87

R-241 296° 113.1 TTT Chan 78

MISSED APCH FIX

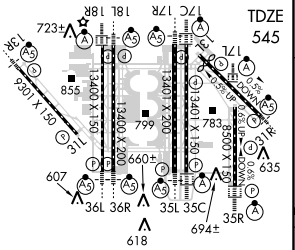
116.2 CVE Chan 109 125° 114.0 UIM Chan 87

R-241 305° R-125

BACKS
CVE 32

ELEV 607 D

Rwy 13L-31R 9000 X 200

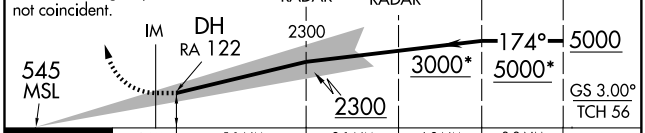


HIRL all Rwys
REIL Rwys 13L and 31L
TDZ/CL all Rwys except 13L, 17C and 31L

1000	5000	BACKS CVE 32
	HDG 100° CVE R-125	△

*When assigned by ATC, intercept glidepath at 3000 or 5000.

VGSI and ILS glidepath not coincident.



CATEGORY	A	B	C	D
S-ILS 17L	RA 122/12 100 DA 645			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SC-2, 08 APR 2010 to 06 MAY 2010

LOC/DME I-PPZ	APP CRS	Rwy Idg	8500
111.75	174°	TDZE	545
Chan 54 (Y)		Apt Elev	607

ILS RWY 17L (CAT III)
DALLAS-FORT WORTH INTL (DFW)

Simultaneous approach authorized with Rwy 17 C/R, 18 L/R. DME or RADAR required.

ALSF-2

MISSED APPROACH: Climb to 1000 then climbing left turn to 5000 via heading 100° and CVE VOR/DME R-125 to BACKS Int/32 DME and hold.

ATIS	REGIONAL APP CON	DFW TOWER	GND CON	CLNC DEL
ARR 123.775	119.4	126.55 127.5 EAST	121.65 121.8 EAST	128.25
DEP 135.925		124.15 134.9 WEST	121.85 WEST	

RADAR REQUIRED

MSA TTT 25 NM
2700
090° 270°
3600

R-354°
(IF) RIVET
I-PPZ 19.5
RADAR
174° (3.2)
5000*
DRAAK
I-PPZ 16.3
RADAR
174° (6.3)
3000*
INWOD
I-PPZ 10
RADAR
174° (3.1)
2300
GBUSH INT
I-PPZ 6.9
RADAR

1548
958
1016
726
742
661
845
R-050
810
990
791
1049
770±
734
R-125
10 NM

* When assigned by ATC, intercept glidepath at 3000 or 5000.

COWBOY
116.2 CVE
Chan 109

RANGER
115.7 FUZ
Chan 104

ALTERNATE MISSED APCH FIX
BACKS
TTT 36.8
R-116
116°
114.0 UIM
Chan 87
296°
113.1 TTT
Chan 78
R-241

MISSED APCH FIX
116.2 CVE
Chan 109
125°
114.0 UIM
Chan 87
305°
R-241
R-125
BACKS
CVE 32

ELEV 607 D
Rwy 13L-31R 9000 X 200

TDZE 545

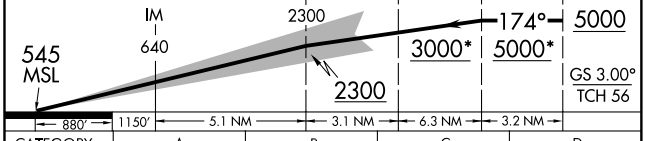
MAVERICK
113.1 TTT
Chan 78

LOCALIZER 111.75
I-PPZ
Chan 54(Y)

1000 5000
HDG 100°
CVE R-125
BACKS
CVE 32

* When assigned by ATC, intercept glidepath at 3000 or 5000.

VGSI and ILS glidepath not coincident.



CATEGORY	A	B	C	D
S-ILS 17L	CAT IIIa RVR 07			
S-ILS 17L	CAT IIIb RVR 06			
S-ILS 17L	CAT IIIc NA			

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

HIRL all Rwys
REIL Rwys 13L and 31L
TDZ/CL all Rwys except 13L, 17C and 31L

SC-2, 08 APR 2010 to 06 MAY 2010

ILS RWY 18R (CAT II)

DALLAS-FORT WORTH INTL (DFW)

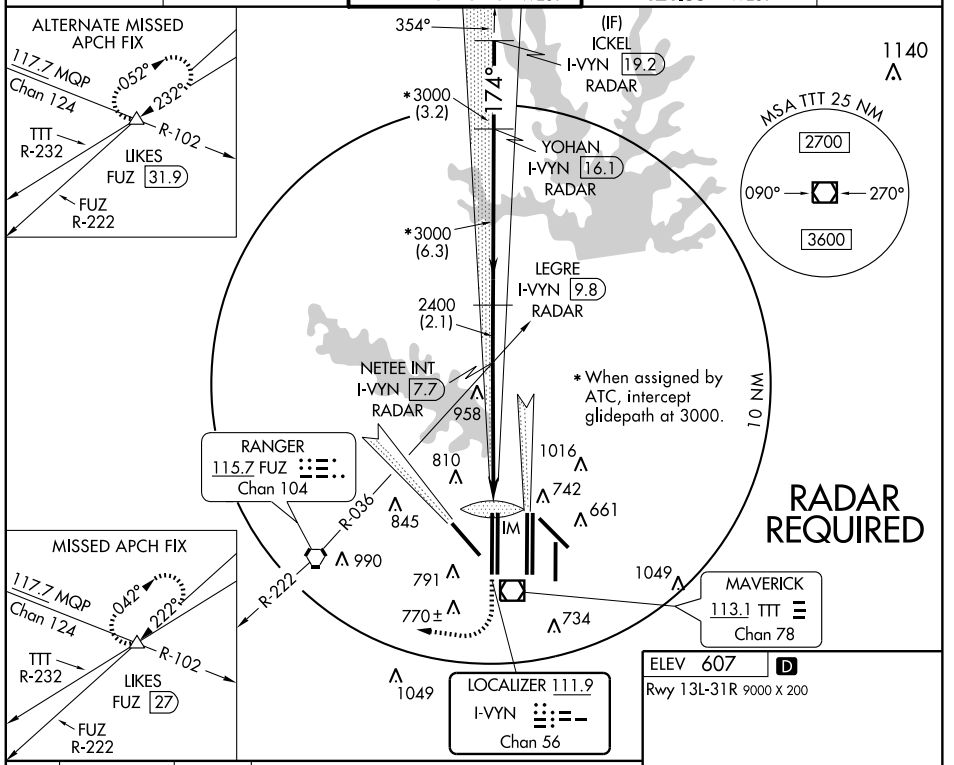
LOC/DME I-VYN	APP CRS	Rwy Idg	13400
111.9	174°	TDZE	607
Chan 56		Apt Elev	607

Simultaneous approach authorized with Rwy 17R, 17L/17C. Inoperative table does not apply to sidestep 18L Cats A and B. DME or RADAR required.

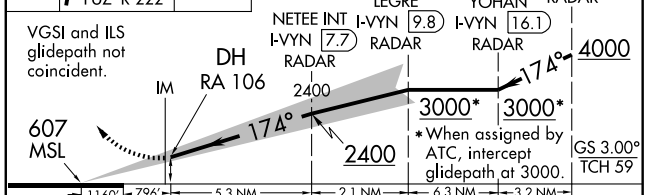
ALSF-2

MISSED APPROACH: Climb to 1100 then climbing right turn to 5000 via heading 250° and FUZ VORTAC R-222 to LIKES INT/27 DME and hold.

ATIS	REGIONAL APP CON	DFW TOWER	GND CON	CLNC DEL
ARR 123.775	118.425	126.55 127.5 EAST	121.65 121.8 EAST	128.25
DEP 135.925		124.15 134.9 WEST	121.85 WEST	



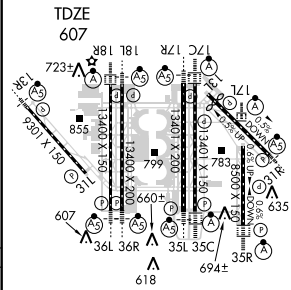
1100	5000	LIKES
	250° HDG FUZ R-222	FUZ 27



CATEGORY	A	B	C	D
S-ILS 18R	RA 106/12 100		DA 707	

ELEV 607 D

Rwy 13L-31R 9000 X 200



HIRL all Rwys
REIL Rwys 13L and 31L
TDZ/CL all Rwys except 13L, 17C and 31L

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SC-2, 08 APR 2010 to 06 MAY 2010

LOC/DME I-VYN	APP CRS	Rwy Idg	13400
111.9	174°	TDZE	607
Chan 56		Apt Elev	607

ILS RWY 18R (CAT III)

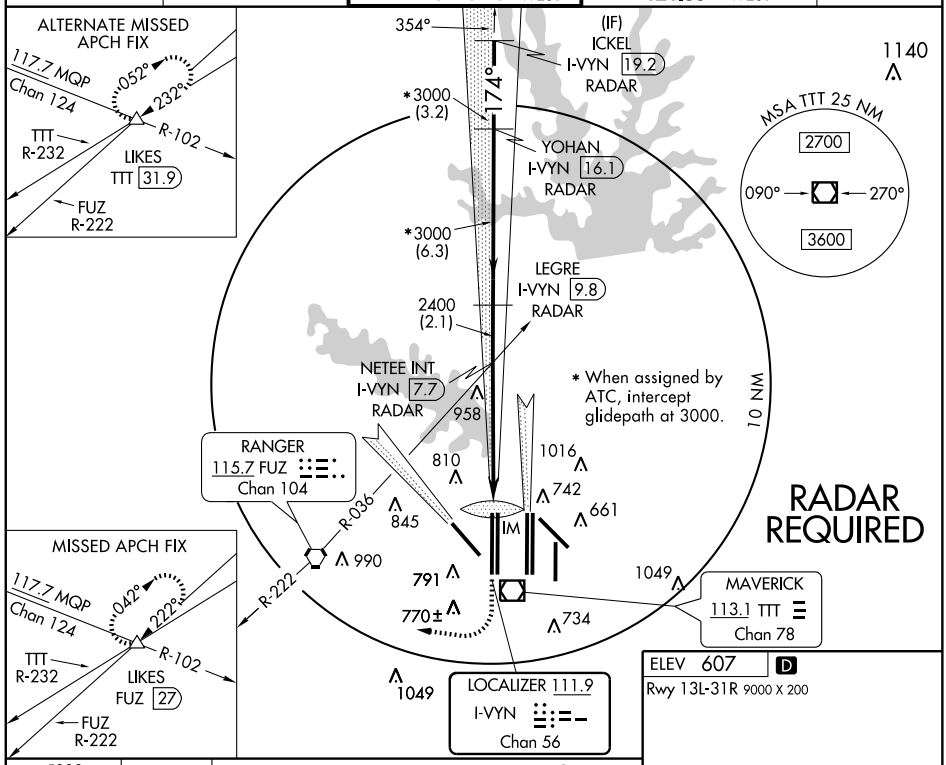
DALLAS-FORT WORTH INTL (DFW)

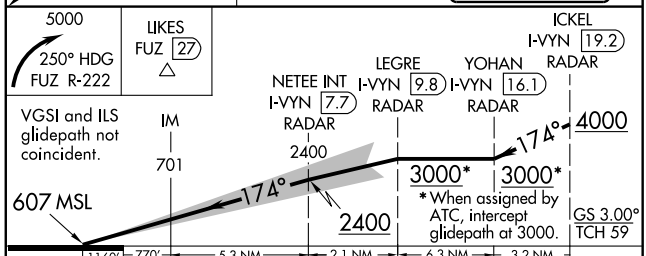
Simultaneous approach authorized with Rwy 17R, 17L/17C. Inoperative table does not apply to sidestep 18L Cats A and B. DME or RADAR required.

ALSF-2

MISSED APPROACH: Climb to 1100 then climbing right turn to 5000 via heading 250° and FUZ VORTAC R-222 to LIKES INT/ 27 DME and hold.

ATIS	REGIONAL APP CON	DFW TOWER	GND CON	CLNC DEL
ARR 123.775	118.425	126.55 127.5 EAST	121.65 121.8 EAST	128.25
DEP 135.925		124.15 134.9 WEST	121.85 WEST	



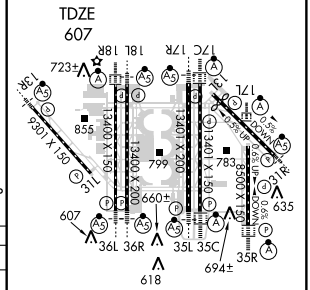


CATEGORY	A	B	C	D
S-ILS 18R	CAT IIIa RVR 07			
S-ILS 18R	CAT IIIb RVR 06			
S-ILS 18R	CAT IIIc NA			

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

ELEV 607 D

Rwy 13L-31R 9000 X 200



HIRL all Rwys
REIL Rwys 13L and 31L
TDZ/CL all Rwys except 13L, 17C and 31L

SC-2, 08 APR 2010 to 06 MAY 2010

DALLAS-FORT WORTH, TEXAS AL-6039 (FAA)

LOC/DME I-PKQ	APP CRS	Rwy Idg	13401
110.3	354°	TDZE	563
Chan 40		Apt Elev	607

ILS RWY 35C (CAT II)

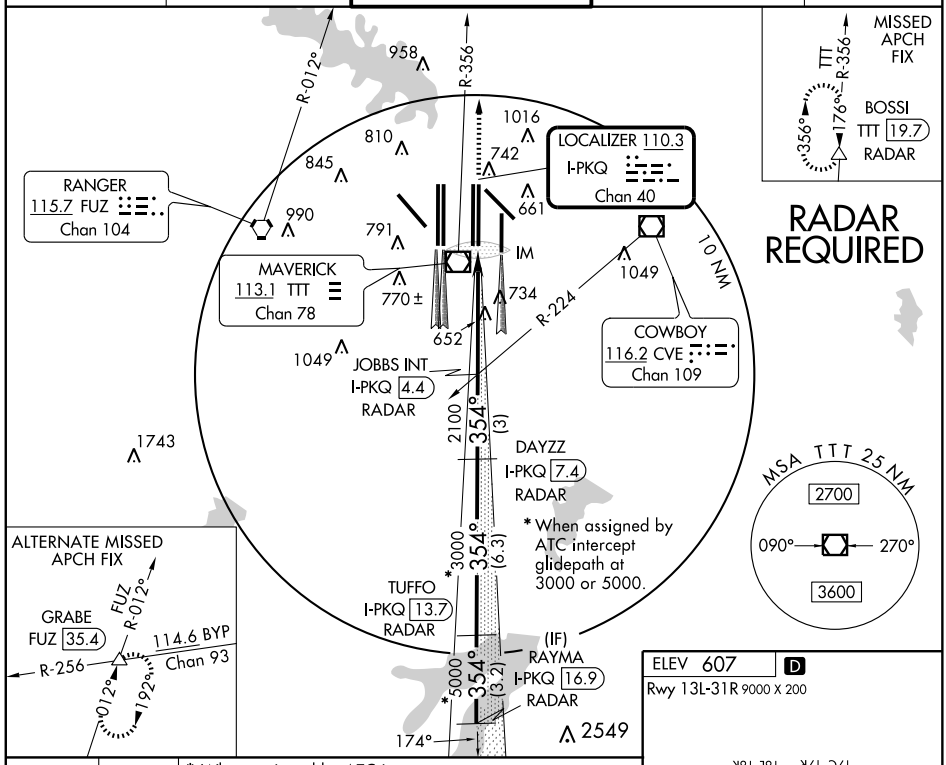
DALLAS-FORT WORTH INTL (DFW)

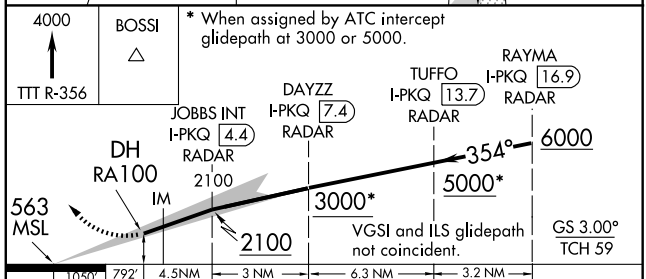
Simultaneous approach authorized with Rwy 35R, 36L and 36R. DME or RADAR required.

ALSF-2

MISSED APPROACH: Climb to 4000 via TTT R-356 to BOSSI/TTT 19.7 DME/RADAR and hold.

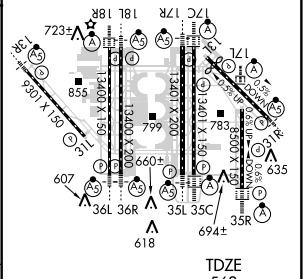
ATIS	REGIONAL APP CON	DFW TOWER	GND CON	CLNC DEL
ARR 123.775	127.075	126.55 127.5 EAST	121.65 121.8 EAST	128.25
DEP 135.925		124.15 134.9 WEST	121.85 WEST	





CATEGORY	A	B	C	D
S-ILS 35C	RA 100/12 100 DA 663			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED



HIRL all Rwys
REIL Rwys 13L and 31L
TDZ/CL all Rwys except 13L, 17C and 31L

SC-2, 08 APR 2010 to 06 MAY 2010

LOC/DME I-PKQ	APP CRS	Rwy Idg	13401
110.3	354°	TDZE	563
Chan 40		Apt Elev	607

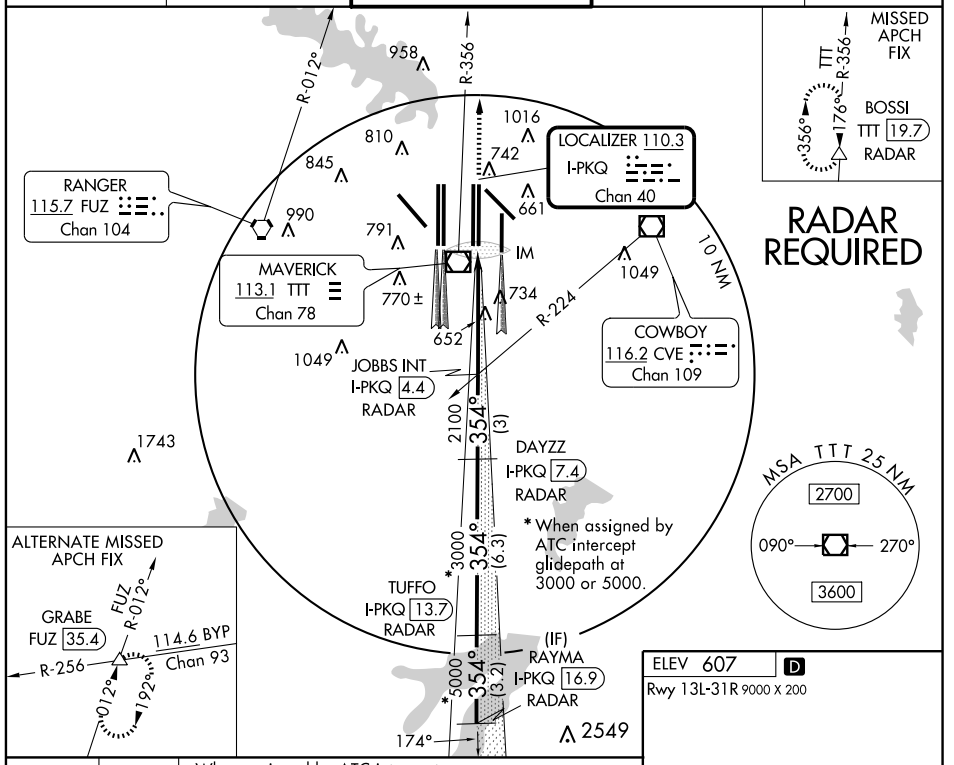
ILS RWY 35C (CAT III)
DALLAS-FORT WORTH INTL (DFW)

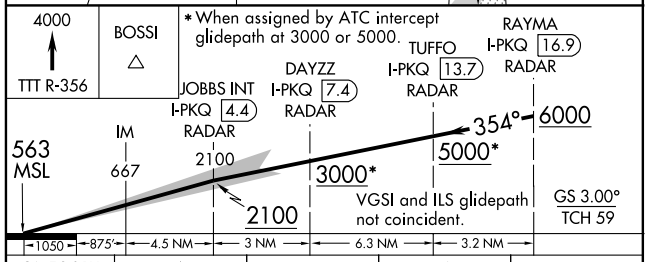
Simultaneous approach authorized with Rwy 35R, 36L and 36R. RADAR or DME required.

ALSF-2

MISSED APPROACH: Climb to 4000 via TTT R-356 to BOSSI/TTT 19.7 DME/RADAR and hold.

ATIS	REGIONAL APP CON	DFW TOWER	GND CON	CLNC DEL
ARR 123.775	127.075	126.55 127.5 EAST	121.65 121.8 EAST	128.25
DEP 135.925		124.15 134.9 WEST	121.85 WEST	



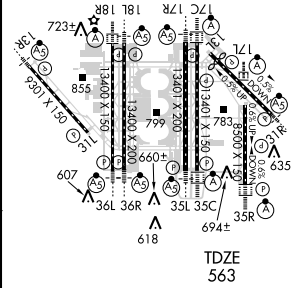


CATEGORY	A	B	C	D
S-ILS 35C	CAT IIIa RVR 07			
S-ILS 35C	CAT IIIb RVR 06			
S-ILS 35C	CAT IIIc NA			

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

ELEV 607 D

Rwy 13L-31R 9000 X 200



HIRL all Rwys
REIL Rwys 13L and 31L
TDZ/CL all Rwys except 13L, 17C and 31L

SC-2, 08 APR 2010 to 06 MAY 2010

DALLAS-FORT WORTH, TEXAS AL-6039 (FAA)

LOC/DME I-AJQ	APP CRS	Rwy Idg	8500
111.75	354°	TDZE	575
Chan 54 (Y)		Apt Elev	607

ILS RWY 35R (CATII)

DALLAS-FORT WORTH INTL (DFW)

DME or RADAR required. Simultaneous approach authorized with Rwy 36L/R and Rwy 35L/C.

ALSF-2

MISSED APPROACH: Climb to 1000 then climbing right turn to 5000 via heading 090° and CVE R-046 to FINGR Int/CVE 36.4 DME and hold.

ATIS	REGIONAL APP CON	DFW TOWER	GND CON	CLNC DEL
ARR 123.775	119.4	126.55 127.5 EAST	121.65 121.8 EAST	128.25
DEP 135.925		124.15 134.9 WEST	121.85 WEST	

* When assigned by ATC, intercept glidepath at 3000 or 5000.

LOCALIZER 111.75 I-AJQ Chan 54(Y)

MAVERICK 113.1 TTT Chan 78

RANGER 115.7 FUZ Chan 104

COWBOY 116.2 CVE Chan 109

POLKE INT I-AJQ 4.7 RADAR

COROL I-AJQ 7.2 RADAR

FRIZZ I-AJQ 13.5 RADAR

GALOP I-AJQ 16.6 RADAR

(IF)

R-050 R-046 R-118

958 1016 742 661 810 845 990 791 770± 734 1049 1049 1743 2200 354° (2.5) *3000 354° (6.3) *5000 354° (3.2) 2549

10 NM

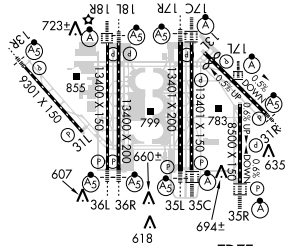
MSA TTT 25 NM
2700
090° 270°
3600

MISSED APCH FIX
FINGR
CVE 36.4
R-268 R-050 R-046 R-191
114.6 BYP Chan 93
109.0 SLR Chan 27
191° 011°

ALTERNATE MISSED APCH FIX
FINGR
TTT 42.7
R-268 R-050 R-046 R-191
114.6 BYP Chan 93
109.0 SLR Chan 27
230° 050°

RADAR REQUIRED

ELEV 607 D
Rwy 13L-31R 9000 X 200



HIRL all Rwys
REIL Rwys 13L and 31L
TDZ/CL all Rwys except 13L, 17C and 31L

*When assigned by ATC, intercept glidepath at 3000 or 5000.

GALOP I-AJQ 16.6 RADAR
FRIZZ I-AJQ 13.5 RADAR
COROL I-AJQ 7.2 RADAR
POLKE INT I-AJQ 4.7 RADAR

1000 5000 Hdg 090° CVE R-046
FINGR CVE 36.4

VGSI and ILS glidepath not coincident.

5000 354° *5000 *3000 2200 DH RA 94 IM 575 MSL
GS 3.00° TCH 58
2200

3.2 NM 6.3 NM 2.5 NM 4.7 NM 809′ 1375′

CATEGORY	A	B	C	D
S-ILS 35R	RA 94/12	100	DA 675	

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SC-2, 08 APR 2010 to 06 MAY 2010

DALLAS-FORT WORTH, TEXAS AL-6039 (FAA)

LOC/DME I-AJQ	APP CRS	Rwy Idg	8500
111.75	354°	TDZE	575
Chan 54 (Y)		Apt Elev	607

ILS RWY 35R (CATIII)

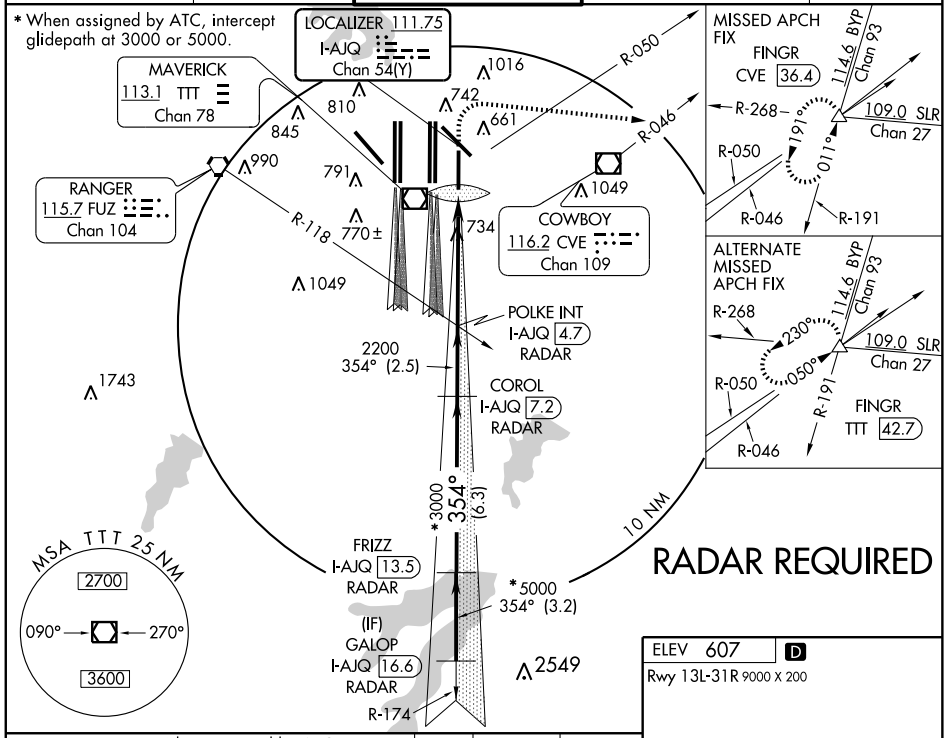
DALLAS-FORT WORTH INTL (DFW)

DME or RADAR required. Simultaneous approach authorized with Rwy 36L/R and Rwy 35L/C.

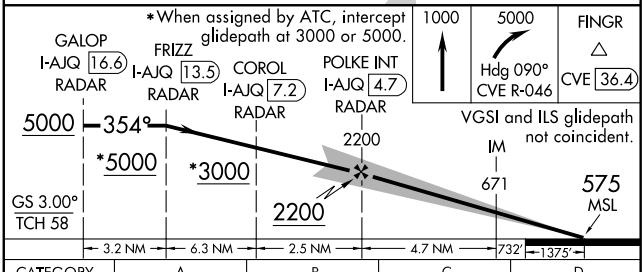
ALSF-2

MISSED APPROACH: Climb to 1000 then climbing right turn to 5000 via heading 090° and CVE R-046 to FINGR Int/CVE 36.4 DME and hold.

ATIS	REGIONAL APP CON	DFW TOWER	GND CON	CLNC DEL
ARR 123.775	119.4	126.55 127.5 EAST	121.65 121.8 EAST	128.25
DEP 135.925		124.15 134.9 WEST	121.85 WEST	



RADAR REQUIRED

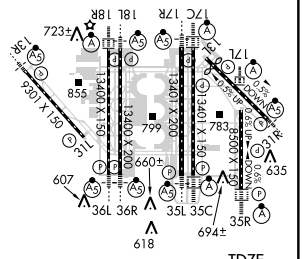


CATEGORY	A	B	C	D
S-ILS 35R	CAT IIIa RVR 07			
S-ILS 35R	CAT IIIb RVR 06			
S-ILS 35R	CAT IIIc NA			

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

ELEV 607 D

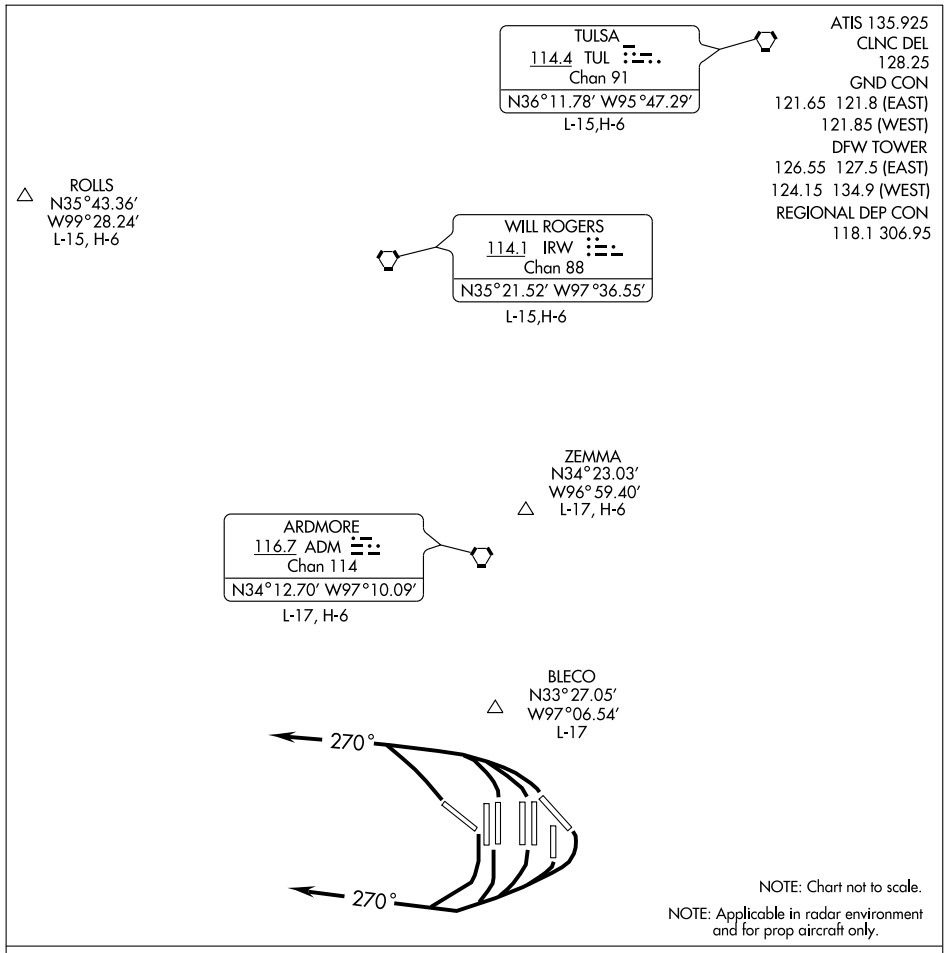
Rwy 13L-31R 9000 X 200



HIRL all Rwys
REIL Rwys 13L and 31L
TDZ/CL all Rwys except 13L, 17C and 31L

SC-2, 08 APR 2010 to 06 MAY 2010

JACKY FOUR DEPARTURE



DEPARTURE ROUTE DESCRIPTION

NON-TURBOJET AIRCRAFT ONLY

TAKE OFF ALL RUNWAYS: Fly heading 270°, expect vector to appropriate fix. Maintain 2000′ and expect filed altitude ten minutes after departure.

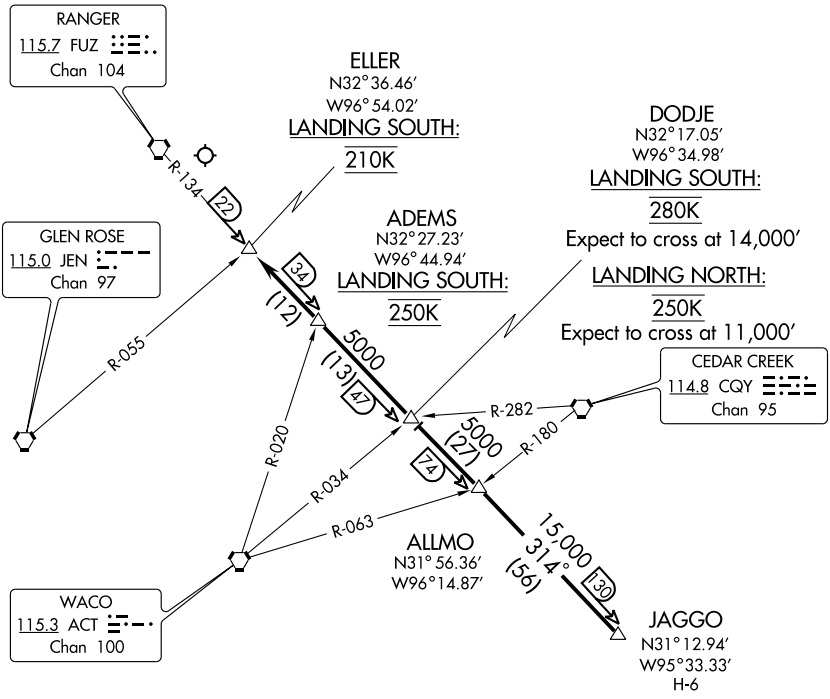
JAGGO THREE ARRIVAL

ST-6039 (FAA)

DALLAS-FORT WORTH INTL
DALLAS-FORT WORTH, TEXAS

ASSIGNED BY ATC ONLY

ATIS ARR 123.775
REGIONAL APP CON
125.02 133.52 263.025



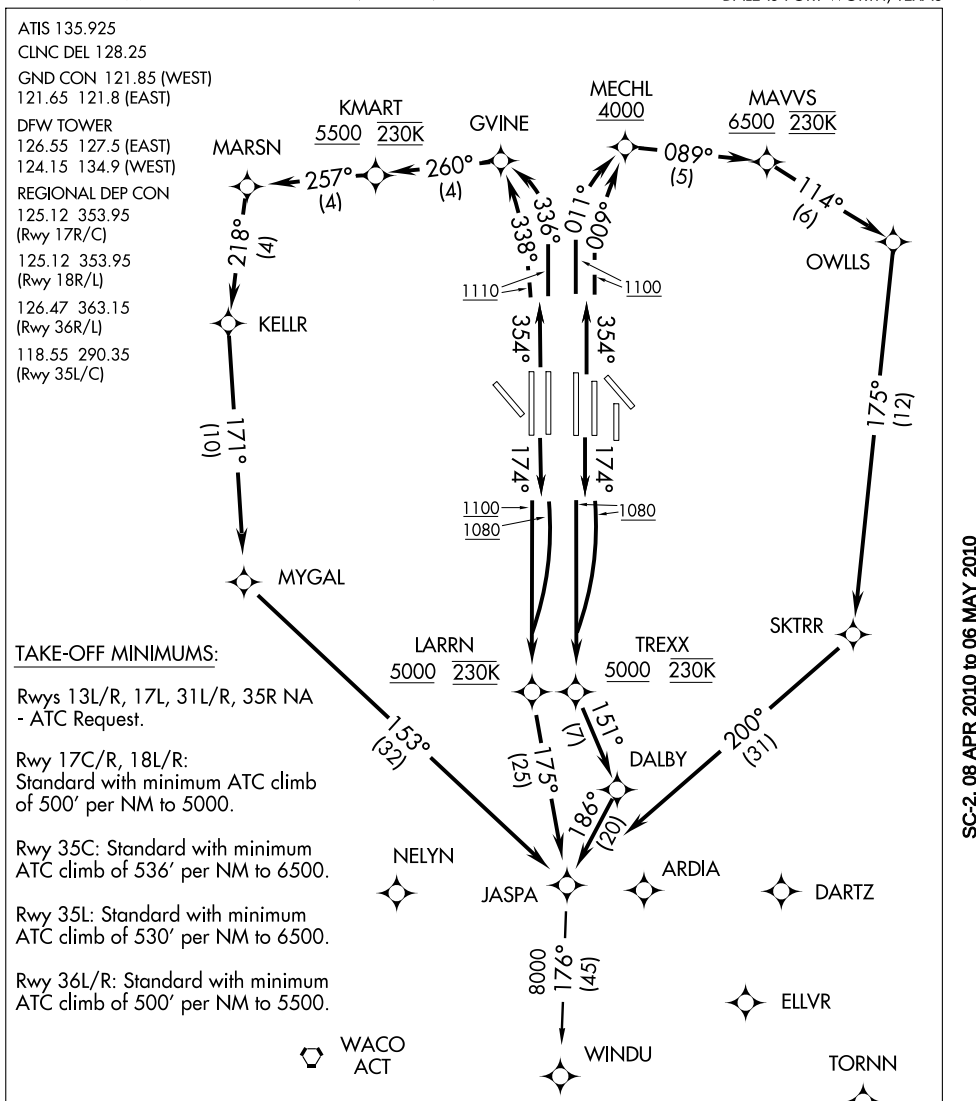
NOTE: Chart not to scale.

DME OR RADAR REQUIRED

From over JAGGO INT via FUZ R-134 to ELLER INT. Expect vectors to final approach course.

JASPA TWO DEPARTURE (RNAV)

DALLAS-FORT WORTH INTL (DFW)
DALLAS-FORT WORTH, TEXAS



TAKE-OFF MINIMUMS:

Rwys 13L/R, 17L, 31L/R, 35R NA - ATC Request.

Rwy 17C/R, 18L/R: Standard with minimum ATC climb of 500′ per NM to 5000.

Rwy 35C: Standard with minimum ATC climb of 536′ per NM to 6500.

Rwy 35L: Standard with minimum ATC climb of 530′ per NM to 6500.

Rwy 36L/R: Standard with minimum ATC climb of 500′ per NM to 5500.

NOTE: TAKE-OFF RWYs 17C/R: Do not exceed 230K until TREXX WP.
TAKE-OFF RWYs 18L/R: Do not exceed 230K until LARRN WP.
TAKE-OFF RWYs 35L/C: Do not exceed 230K until MAVVS WP.
TAKE-OFF RWYs 36L/R: Do not exceed 230K until KMART WP.

NOTE: 1. DME/DME/IRU or GPS Required
2. RNAV 1.

NOTE: For Turbo Jets only.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: RADAR required.

SC-2, 08 APR 2010 to 06 MAY 2010

JASPA TWO DEPARTURE (RNAV)

DEPARTURE ROUTE DESCRIPTION

PROPS

FILE AND EXPECT KEENE OR TRI-GATE DEPARTURE.

JETS

TAKE-OFF RUNWAY 17C: Climb via 174° heading to 1080, then right turn direct TREXX WP, cross TREXX WP at or above 5000, then via depicted route to JASPA WP, Thence . . . .

TAKE-OFF RUNWAY 17R: Climb via 174° heading to 1080, then direct TREXX WP, cross TREXX WP at or above 5000, then via depicted route to JASPA WP, Thence . . . .

TAKE-OFF RUNWAY 18L: Climb via 174° heading to 1080, then right turn direct LARRN WP, cross LARRN WP at or above 5000, then via depicted route to JASPA WP, Thence . . . .

TAKE-OFF RUNWAY 18R: Climb via 174° heading to 1100, then direct LARRN WP, cross LARRN WP at or above 5000, then via depicted route to JASPA WP, Thence . . . .

TAKE-OFF RUNWAY 35C: Climb via 354° heading to at or above 1100, then via 009° course to MECHL WP, cross MECHL WP at or above 4000, then via 089° track to MAVVS WP, cross MAVVS WP at or above 6500, then via depicted route to JASPA WP, Thence . . . .

TAKE-OFF RUNWAY 35L: Climb via 354° heading to at or above 1100, then via 011° course to MECHL WP, cross MECHL WP at or above 4000, then via 089° track to MAVVS WP, cross MAVVS WP at or above 6500, then via depicted route to JASPA WP, Thence . . . .

TAKE-OFF RUNWAY 36L: Climb via 354° heading to at or above 1110, then via 338° course to GVINE WP, then via 260° track to KMART WP, cross KMART WP at or above 5500, then via depicted route to JASPA WP, Thence . . . .

TAKE-OFF RUNWAY 36R: Climb via 354° heading to at or above 1110, then via 336° course to GVINE WP, then via 260° track to KMART WP, cross KMART at or above 5500, then via depicted route to JASPA WP, Thence . . . .

. . . . via (transition). Maintain 10,000. Expect filed altitude within 10 minutes after departure.

WINDU TRANSITION (JASPA2.WINDU): For aircraft inbound to AUS or SAT terminal area airports. Aircraft should file and/or expect BLEWE or MARCS STAR at WINDU.

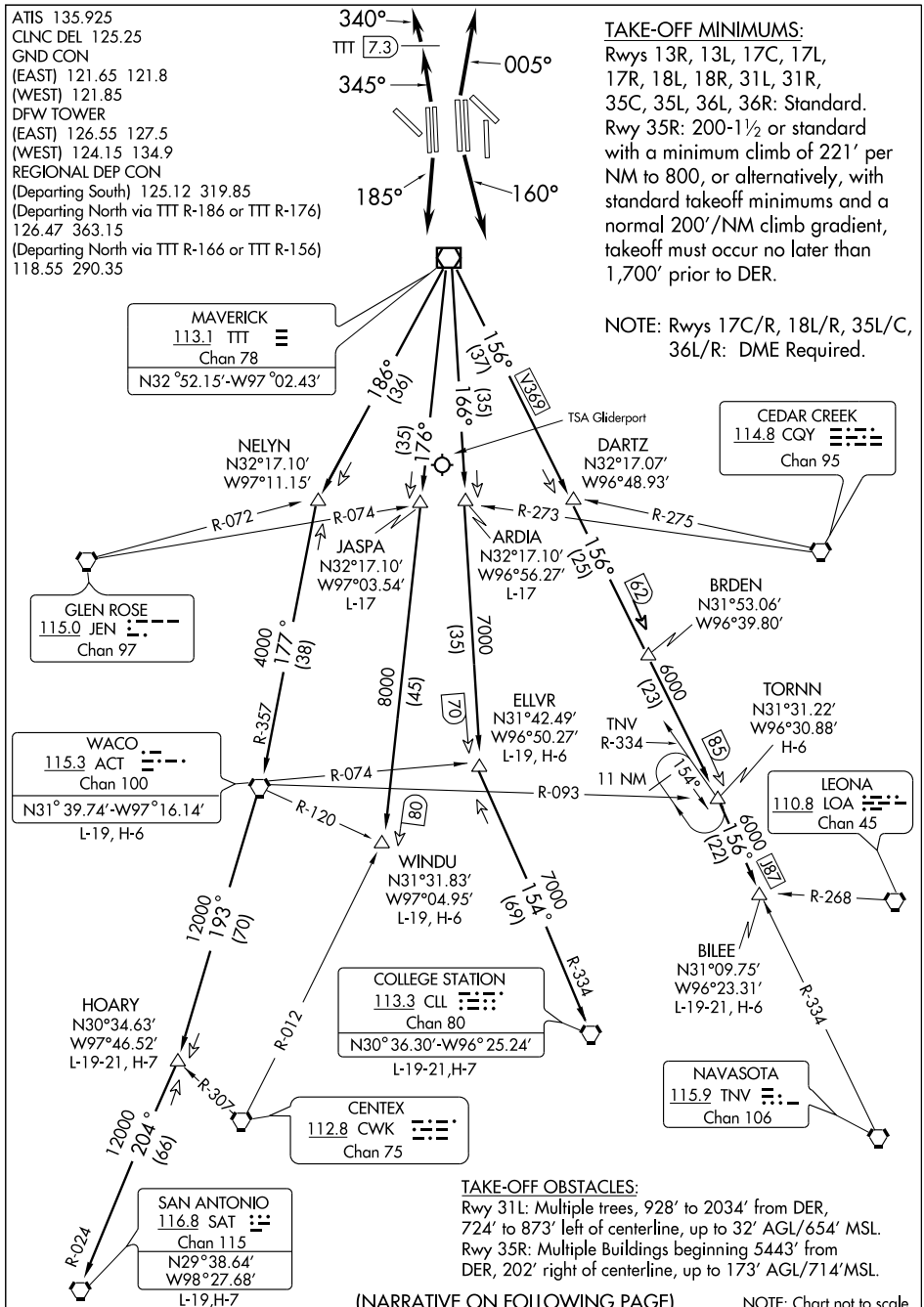
SC-2, 08 APR 2010 to 06 MAY 2010

(JPOOL4.TTT) 09351

JOE POOL FOUR DEPARTURE

SL-6039 (FAA)

DALLAS-FORT WORTH INTL (DFW)
DALLAS-FORT WORTH, TEXAS



(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale

SC-2, 08 APR 2010 to 06 MAY 2010

DEPARTURE ROUTE DESCRIPTION

PROPS

EXPECT KEENE OR TRI-GATE DEPARTURE.

JETS

UNLESS OTHERWISE ADVISED, MAINTAIN 10,000 FEET AND EXPECT FILED ALTITUDE 10 MINUTES AFTER DEPARTURE. MAINTAIN 240 KIAS UNTIL LEAVING 5,000'.

TAKE-OFF RUNWAYS 13L/R, 31L/R, 17L, 35R: Fly assigned heading and altitude, expect vector to appropriate route.
TAKE-OFF RUNWAYS 17C/R: Climb via heading 160°, expect vector to appropriate route.
TAKE-OFF RUNWAYS 18L/R: Climb via heading 185°, expect vector to appropriate route.
TAKE-OFF RUNWAYS 35L/C: Climb via heading 005°, expect vector to appropriate route.
TAKE-OFF RUNWAYS 36L/R: Climb via heading 345° to TTT VOR/DME 7.3 DME then via heading 340°, expect vector to appropriate route.

ARDIA TRANSITION (JPOOL4.ARDIA): (ATC assigned.) From over TTT VOR/DME via TTT R-166 to ARDIA INT.
BILEE TRANSITION (JPOOL4.BILEE): (For aircraft overflying the BILEE intersection, thence via the appropriate STAR to George Bush Intercontinental or East Houston terminal area airports, or via J-87 to overfly the TNV VORTAC.) From over TTT VOR/DME via TTT R-156 to BILEE INT.
BRDEN TRANSITION (JPOOL4.BRDEN): From over TTT VOR/DME via TTT R-156 to BRDEN INT.
COLLEGE STATION TRANSITION (JPOOL4.CLL): (For piston aircraft inbound to Houston Hobby and all aircraft inbound to West Houston terminal area airports.) From over TTT VOR/DME via TTT R-166 to ELLVR INT, then via CLL R-334 to CLL VORTAC.
ELLVR TRANSITION (JPOOL4.ELLVR): (For turboprop and turbojet aircraft inbound to Houston Hobby and turbojet aircraft inbound to EFD, GLS, and LBX.) From over TTT VOR/DME via TTT R-166 to ELLVR INT.
HOARY TRANSITION (JPOOL4.HOARY): (For E/F suffixed aircraft.) From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC, then via ACT R-193 to HOARY INT.
JASPA TRANSITION (JPOOL4.JASPA): (ATC assigned.) From over TTT VOR/DME via TTT R-176 to JASPA INT.
SAN ANTONIO TRANSITION (JPOOL4.SAT): (For aircraft overflying Centex and San Antonio.) From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC, then via ACT R-193 to HOARY INT, then via SAT R-024 to SAT VORTAC.
TORNN TRANSITION (JPOOL4.TORNN): (For aircraft landing at Lafayette, Lake Charles or Beaumont/Port Arthur airports.) From over TTT VOR/DME via TTT R-156 to TORNN INT.
WACO TRANSITION (JPOOL4.ACT): (For aircraft inbound to Waco or Gray terminal area airports.) From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC.
WINDU TRANSITION (JPOOL4.WINDU): (For aircraft inbound to Austin or San Antonio terminal airports, aircraft should file and/or expect the BLEWE or MARCS arrival at WINDU.) From over TTT VOR/DME via TTT R-176 to WINDU INT.

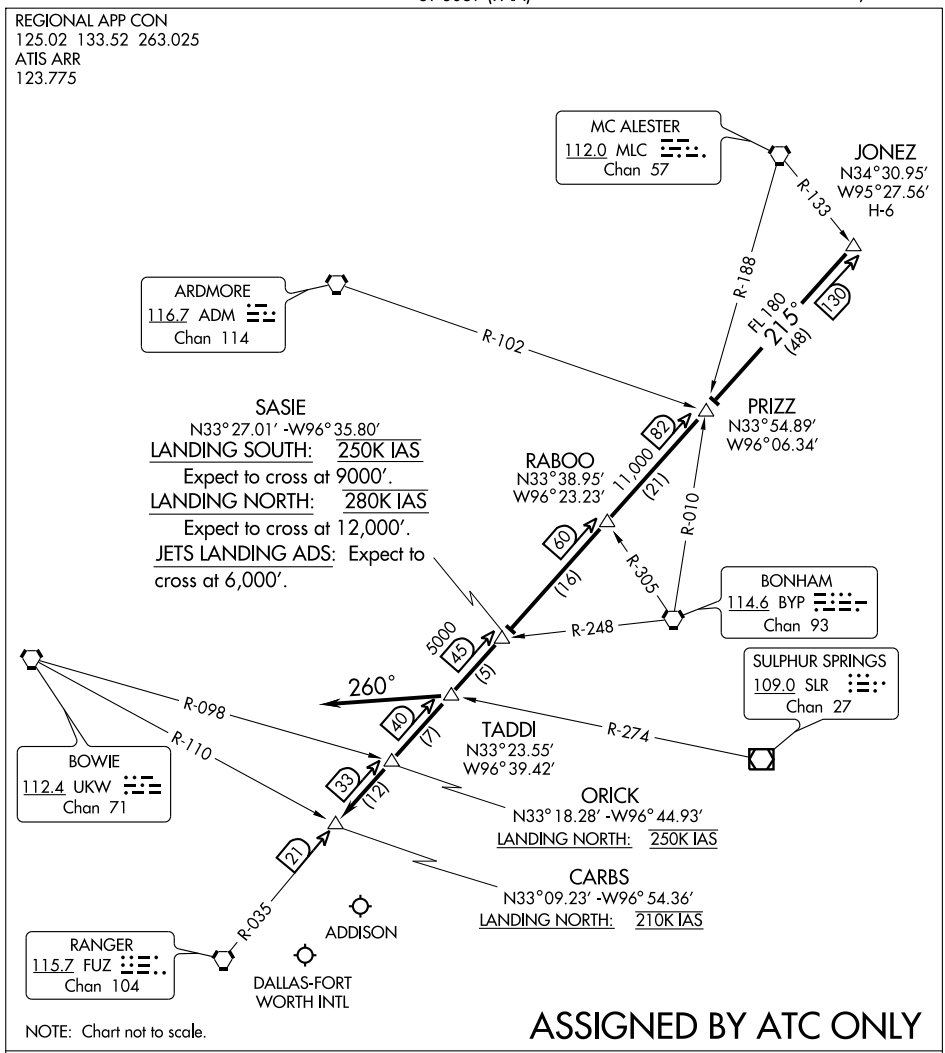
SC-2, 08 APR 2010 to 06 MAY 2010

JONEZ FOUR ARRIVAL

ST-6039 (FAA)

DALLAS-FT. WORTH, TEXAS

REGIONAL APP CON
125.02 133.52 263.025
ATIS ARR
123.775



NOTE: Chart not to scale.

ASSIGNED BY ATC ONLY

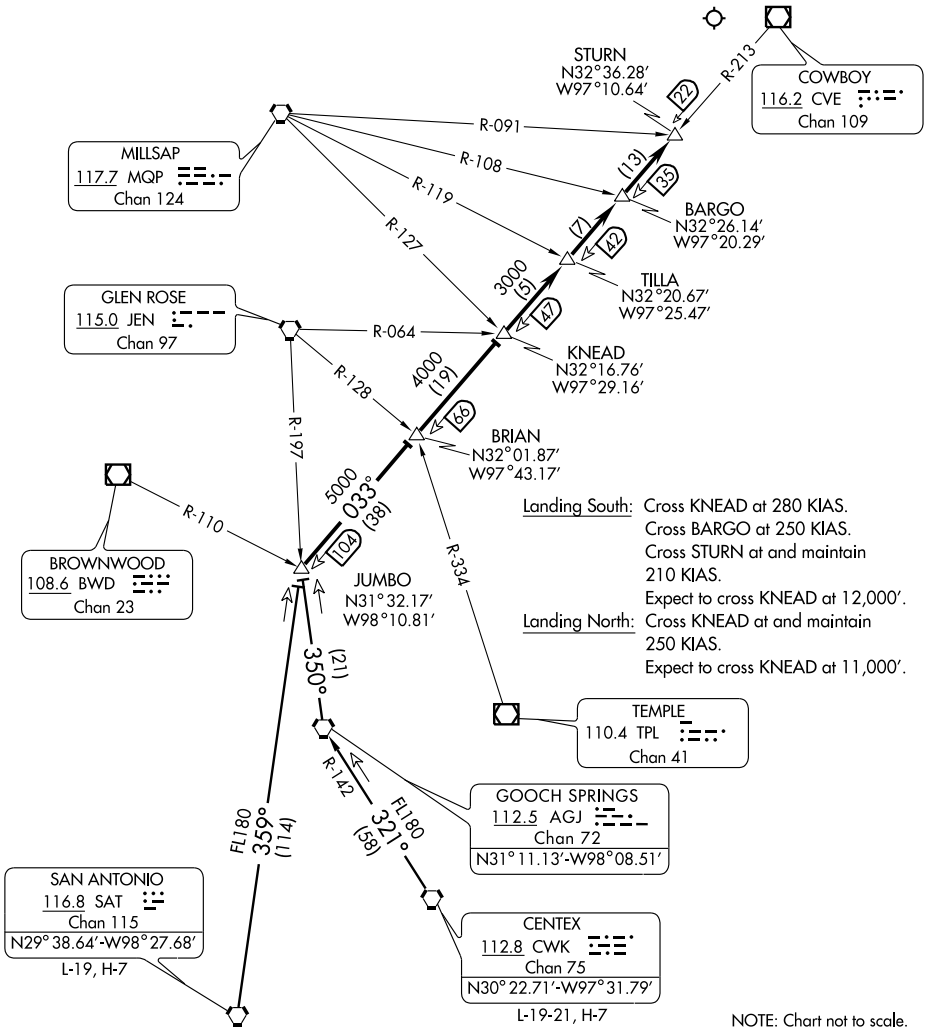
LANDING DFW: From over JONEZ INT via FUZ R-035 to CARBS INT. Expect vectors to final approach course.

LANDING ADS: From over JONEZ INT via FUZ R-035 to TADDI INT, depart TADDI INT heading 260° for vectors to final approach course.

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REGIONAL APP CON
119.875 133.625 284.65
ATIS ARR 123.775

ASSIGNED BY ATC ONLY



ARRIVAL ROUTE DESCRIPTION

CENTEX TRANSITION (CWK.JUMBO3): From over CWK VORTAC via CWK R-321 and AGJ R-142 to AGJ VORTAC then via AGJ R-350 to JUMBO INT. Thence . . . .

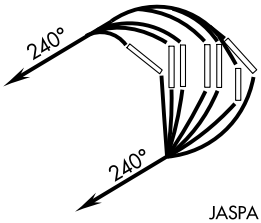
SAN ANTONIO TRANSITION (SAT.JUMBO3): From over SAT VORTAC via SAT R-359 to JUMBO INT. Thence . . . .

. . . . From over JUMBO INT via CVE R-213 to STURN INT. Expect vectors to final approach course.

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KEENE SIX DEPARTURE

ATIS 135.925
CLNC DEL
128.25
GND CON
121.65 121.8 (EAST)
121.85 (WEST)
DFW TOWER
126.55 127.5 (EAST)
124.15 134.9 (WEST)
REGIONAL DEP CON
135.975 379.9



NOTE: 1016′ MSL tower (2.73 NM from DER 35R).

NOTE: Applicable in radar environment and for non-turbojet aircraft only.

TAKE-OFF MINIMUMS:

Rwys 13L/R, 17L/C/R, 18L/R, 31L/R, 35L/C, 36L/R: Standard
Rwy 35R: 200-1½ or standard with a minimum climb or standard with a minimum climb of 221′ per NM to 800, or alternatively, with standard take-off minimums and a normal 200′ per NM climb gradient. Take-off must occur no later than 1700′ prior to DER.

JASPA
N32°17.10′
W97°03.54′
L-17

WACO
115.3 ACT
Chan 100
N31°39.75′ W97°16.14′
L-19, H-6

ELLVR
N31°42.49′
W96°50.27′
L-19, H-6

GROESBECK
108.8 GNL
Chan 80
N31°34.89′ W96°32.95′
L-19

WINDU
N31°31.83′
W97°04.95′
L-19, H-6

TORNN
N31°31.22′
W96°30.88′
H-6

COLLEGE STATION
113.3 CLL
Chan 80
N30°36.30′ W96°25.24′
L-19-21, H-7

BILEE
N31°09.75′
W96°23.31′
L-19-21, H-6

NAVASOTA
115.9 TNV
Chan 106
N30°17.31′ W96°03.49′
L-19-21, H-7

TAKE-OFF OBSTACLES:

Rwy 31L, Tree 1229′ DER, 730′ right of centerline, 28′ AGL/637′ MSL. Transmission pole 3403′ from DER, 1399′ right of centerline, 86′AGL/708 MSL. Multiple trees beginning 928′ from DER, 724′ left of centerline, up to 55′ AGL/654′ MSL.
Rwy 35R, Multiple buildings beginning 5443′ from DER, 202′ right of centerline, up to 173′ AGL/714′ MSL.

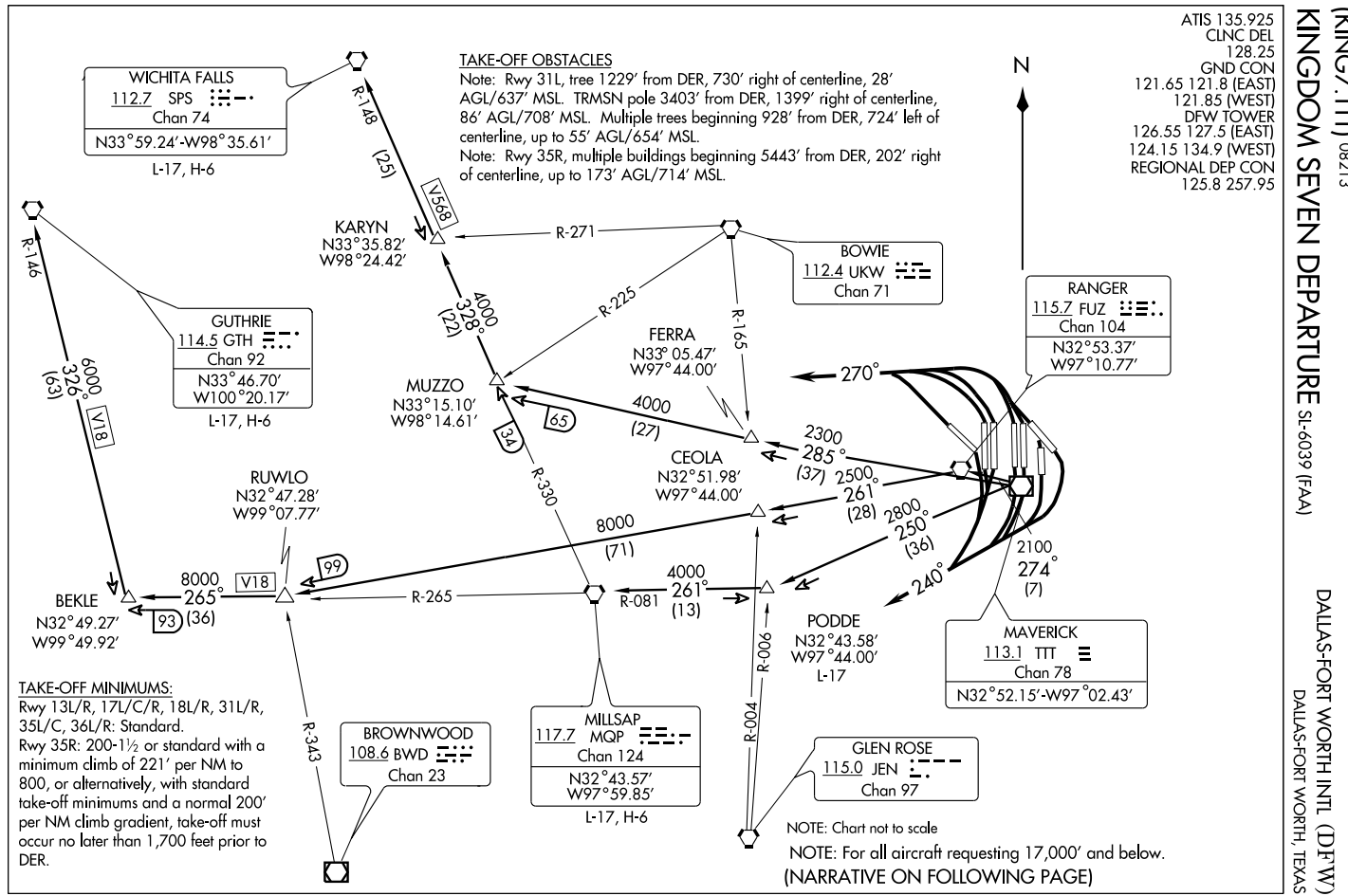
NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

NON-TURBOJET AIRCRAFT ONLY

TAKE OFF ALL RUNWAYS: Fly heading 240°, expect vector to appropriate fix. Maintain 2000′ and expect filed altitude ten minutes after departure.

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ATIS 135.925
CLNC DEL 128.25
GND CON 121.65 121.8 (EAST) 121.85 (WEST)
DFW TOWER 126.55 127.5 (EAST) 124.15 134.9 (WEST)
REGIONAL DEP CON 125.8 257.95
N
TAKE-OFF OBSTACLES
Note: Rwy 31L, tree 1229′ from DER, 730′ right of centerline, 28′ AGL/637′ MSL. TRMSN pole 3403′ from DER, 1399′ right of centerline, 86′ AGL/708′ MSL. Multiple trees beginning 928′ from DER, 724′ left of centerline, up to 55′ AGL/654′ MSL.
Note: Rwy 35R, multiple buildings beginning 5443′ from DER, 202′ right of centerline, up to 173′ AGL/714′ MSL.
WICHITA FALLS
112.7 SPS
Chan 74
N33°59.24′-W98°35.61′
L-17, H-6
R-148
(25)
V568
KARYN
N33°35.82′
W98°24.42′
R-271
BOWIE
112.4 UKW
Chan 71
R-225
R-165
4000
328°
(22)
FERRA
N33° 05.47′
W97°44.00′
RANGER
115.7 FUZ
Chan 104
N32°53.37′
W97°10.77′
270°
R-146
GUTHRIE
114.5 GTH
Chan 92
N33°46.70′
W100°20.17′
L-17, H-6
6000
326°
(63)
V18
MUZZO
N33°15.10′
W98°14.61′
65
34
4000
(27)
2300
285°
(37)
2500
261°
(28)
2800
250°
(36)
2100
274°
(7)
240°
CEOLA
N32°51.98′
W97°44.00′
R-330
RUWLO
N32°47.28′
W99°07.77′
8000
(71)
8000
265°
V18
99
4000
261°
(13)
R-265
R-081
BEKLE
N32°49.27′
W99°49.92′
93
(36)
PODDE
N32°43.58′
W97°44.00′
L-17
R-006
MAVERICK
113.1 TTT
Chan 78
N32°52.15′-W97°02.43′
TAKE-OFF MINIMUMS:
Rwy 13L/R, 17L/C/R, 18L/R, 31L/R, 35L/C, 36L/R: Standard.
Rwy 35R: 200-1½ or standard with a minimum climb of 221′ per NM to 800, or alternatively, with standard take-off minimums and a normal 200′ per NM climb gradient, take-off must occur no later than 1,700 feet prior to DER.
R-343
BROWNWOOD
108.6 BWD
Chan 23
MILLSAP
117.7 MQP
Chan 124
N32°43.57′
W97°59.85′
L-17, H-6
R-004
GLEN ROSE
115.0 JEN
Chan 97
NOTE: Chart not to scale
NOTE: For all aircraft requesting 17,000′ and below.
(NARRATIVE ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION

JETS

Jets departing DFW must contact clearance delivery for departure instructions.

PROPS

TAKE-OFF RUNWAYS 13L/R, 17L/C/R, 18L/R: Fly heading 240°. Thence....

TAKE-OFF RUNWAYS 31L/R, 35L/C/R, 36L/R: Fly heading 270°. Thence....

.... Expect vectors to appropriate route, maintain 2,000' and expect filed altitude 10 minutes after departure.

GUTHRIE TRANSITION (KING7.GTH): (For all aircraft landing within Lubbock terminal area or proceeding westbound via V-18 to GTH VORTAC). From over TTT VOR/DME via TTT R-274 to FUZ VORTAC, then via FUZ R-261 to RUWLO INT, then via MQP R-265 to BEKLE INT, then via GTH R-146 to GTH VORTAC.

MILLSAP TRANSITION (KING7.MQP): (For all aircraft overflying the MQP VORTAC westbound via V-18 or direct). From over TTT VOR/DME via TTT R-250 to PODDE INT, then via MQP R-081 to MQP VORTAC.

PODDE TRANSITION (KING7.PODDE): (ATC assigned.) From over TTT VOR/DME via TTT R-250 to PODDE INT.

WICHITA FALLS TRANSITION (KING7.SPS): (For all aircraft landing within Wichita Falls terminal area or overflying the SPS VORTAC). From over TTT VOR/DME via TTT R-285 to MUZZO INT, then via SPS R-148 to SPS VORTAC.

SC-2, 08 APR 2010 to 06 MAY 2010

LOWGN THREE DEPARTURE (RNAV)

TAKE-OFF MINIMUMS
Rwys 17C/R, 18L/R, 35L/C, 36L/R: Standard with minimum climb of 500' per NM to 5000.
Rwys 13L/R, 17L, 31L/R, 35R: NA- air traffic.

NOTE: RADAR Required.
NOTE: For use by TURBO JET aircraft only.
NOTE:
1. DME/DME/IRU or GPS Required.
2. RNAV 1.

NOTE: For non-GPS equipped aircraft using ROLLS TRANSITION, ADM, UKW, DUC and LAW must be operational.

ATIS 135.925
CLNC DEL 128.25
GND CON
121.65 121.8 (EAST)
121.85 (WEST)
DFW TOWER
126.55 127.5 (EAST)
124.15 134.9 (WEST)
REGIONAL DEP CON
118.55 290.35 (RWY 17R/C)
126.47 363.15 (RWY 18L/R)
125.12 353.95 (RWYS 35L/C and 36L/R)

NOTE: TAKE-OFF RWYS 18L/R: Do not exceed 240K until YAMEL.

NOTE: For non-GPS equipped aircraft departing Rwy 35L/C, 36R, CVE must be operational.

NOTE: TAKE-OFF RWYS 35L/C: Do not exceed 240K until CUZEN.
NOTE: TAKE-OFF RWYS 17C/R: Do not exceed 240K until JGIRL.
NOTE: TAKE-OFF RWYS 36L/R: Do not exceed 240K until HAZKL.

NOTE: For non-GPS equipped aircraft using ARDMORE TRANSITION, ADM, and UKW must be operational.

NOTE: For non-GPS equipped aircraft departing Rwys 17C/R, 18L/R, 36L. FUZ and CVE must be operational.

ROLLS
15000 303° (85)
MRMAC
15000 303° (60)
ARDMORE ADM
4000 359° (46)
LOWGN
ZEMMA
EAKER
TIKYS
AKUNA
BLECO
GRABE
319° (21)
331° (25)
356° (27)
002° (5)
FLAGZ
315° (36)
CMORE
HAZKL 5000 240K
CUZEN 5000 240K
BEMMR
1120
1107
354°
354°
354° (8)
355° (10)
174°
174°
BIGGD
BINGM
YAMEL 5000 240K
332° (4)
268° (5)
253° (3)
190°
BPARK
FIRMN
155°
153°
NAVYE
105° (3)
JGIRL 5000 240K
082° (5)
006° (6)
CORTS

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

PROPS

FILE AND EXPECT JACKY OR TRI-GATE DEPARTURE PROCEDURE.

JETS

TAKE-OFF RUNWAY 17C: Climb heading 174° to intercept course 155° to NAVYE, then on track 105° to JGIRL, cross JGIRL at or above 5000, then on depicted route to LOWGN. Thence . . . .
TAKE-OFF RUNWAY 17R: Climb heading 174° to intercept course 153° to NAVYE, then on track 105° to JGIRL, cross JGIRL at or above 5000, then on depicted route to LOWGN. Thence . . . .
TAKE-OFF RUNWAY 18L: Climb heading 174° to intercept course 190° to BPARK, then on track 253° to YAMEL, cross YAMEL at or above 5000, then on depicted route to LOWGN. Thence . . . .
TAKE-OFF RUNWAY 18R: Climb heading 174° to intercept course 190° to BPARK, then on track 253° to YAMEL, cross YAMEL at or above 5000, then on depicted route to LOWGN. Thence . . . .
TAKE-OFF RUNWAY 35C: Climb heading 354° to 1107, then direct CUZEN, cross CUZEN at or above 5000, then on depicted route to LOWGN. Thence . . . .
TAKE-OFF RUNWAY 35L: Climb heading 354° to 1107, then direct CUZEN, cross CUZEN at or above 5000, then on depicted route to LOWGN. Thence . . . .
TAKE-OFF RUNWAY 36L: Climb heading 354° to 1120, then direct HAZKL, cross HAZKL at or above 5000, then on depicted route to LOWGN. Thence . . . .
TAKE-OFF RUNWAY 36R: Climb heading 354° to 1120, then direct HAZKL, cross HAZKL at or above 5000, then on depicted route to LOWGN. Thence . . . .

. . . . on (transition). Maintain 10,000', expect filed altitude ten minutes after departure.

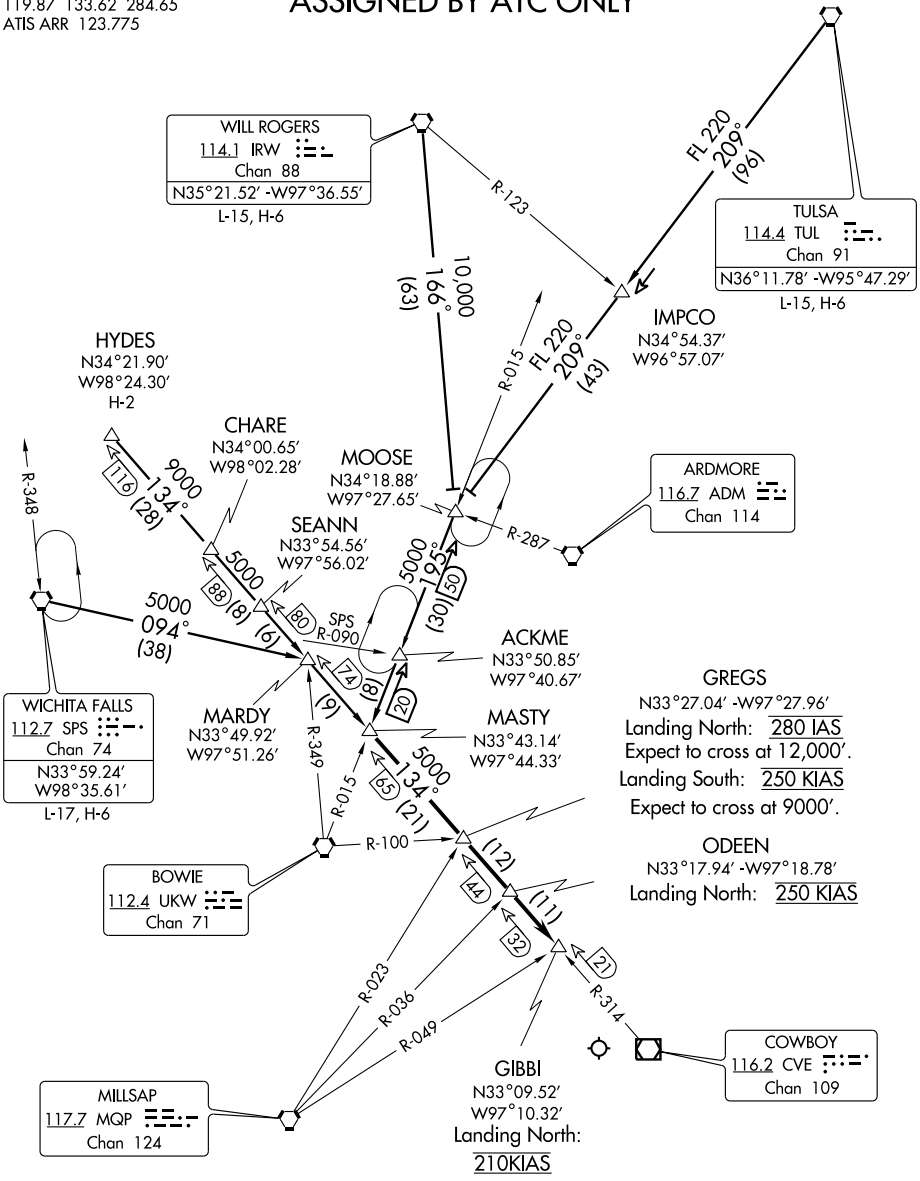
ARDMORE TRANSITION (LOWGN3.ADM):
ROLLS TRANSITION (LOWGN3.ROLLS): (For all aircraft proceeding northwest bound via J52).

MASTY TWO ARRIVAL

DALLAS-FT. WORTH INTL
DALLAS-FT. WORTH, TEXAS

REGIONAL APP CON
119.87 133.62 284.65
ATIS ARR 123.775

ASSIGNED BY ATC ONLY



(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

SC-2, 08 APR 2010 to 06 MAY 2010

MASTY TWO ARRIVAL

ARRIVAL DESCRIPTION

HYDES TRANSITION (HYDES.MASTY2): From over HYDES INT via CVE R-314 to MASTY INT. Thence. . . .

TULSA TRANSITION (TUL.MASTY2): From over TUL VORTAC via TUL R-209 to MOOSE INT, then via UKW R-015 to MASTY INT. Thence. . . .

WICHITA FALLS TRANSITION (SPS.MASTY2): From over SPS VORTAC via SPS R-094 to MARDY INT, then via CVE R-314 to MASTY INT. Thence. . . .

WILL ROGERS TRANSITION (IRW.MASTY2): From over IRW VORTAC via IRW R-166 to MOOSE INT, then via UKW R-015 to MASTY INT. Thence. . . .

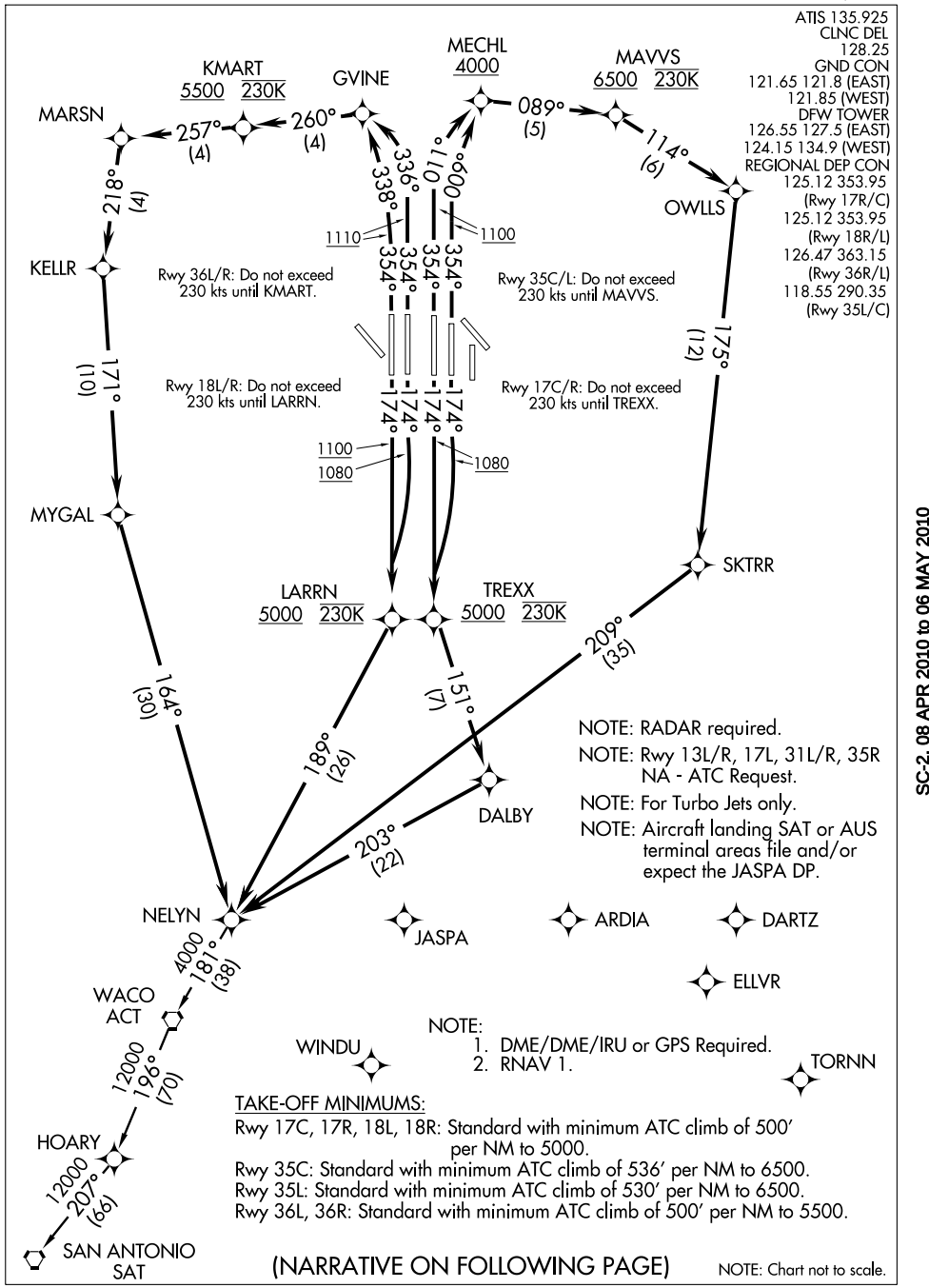
. . . . From over MASTY INT via CVE R-314 to GIBBI INT. Expect vectors to final approach course.

SC-2, 08 APR 2010 to 06 MAY 2010

NELYN TWO DEPARTURE (RNAV)

DALLAS-FORT WORTH INTL (DFW)

DALLAS-FORT WORTH, TEXAS



NOTE: RADAR required.

NOTE: Rwy 13L/R, 17L, 31L/R, 35R NA - ATC Request.

NOTE: For Turbo Jets only.

NOTE: Aircraft landing SAT or AUS terminal areas file and/or expect the JASPA DP.

NOTE:
1. DME/DME/IRU or GPS Required.
2. RNAV 1.

TAKE-OFF MINIMUMS:

Rwy 17C, 17R, 18L, 18R: Standard with minimum ATC climb of 500' per NM to 5000.
Rwy 35C: Standard with minimum ATC climb of 536' per NM to 6500.
Rwy 35L: Standard with minimum ATC climb of 530' per NM to 6500.
Rwy 36L, 36R: Standard with minimum ATC climb of 500' per NM to 5500.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

SC-2, 08 APR 2010 to 06 MAY 2010

DEPARTURE ROUTE DESCRIPTION

PROPS

File and expect KEENE or TRI-GATE DP.

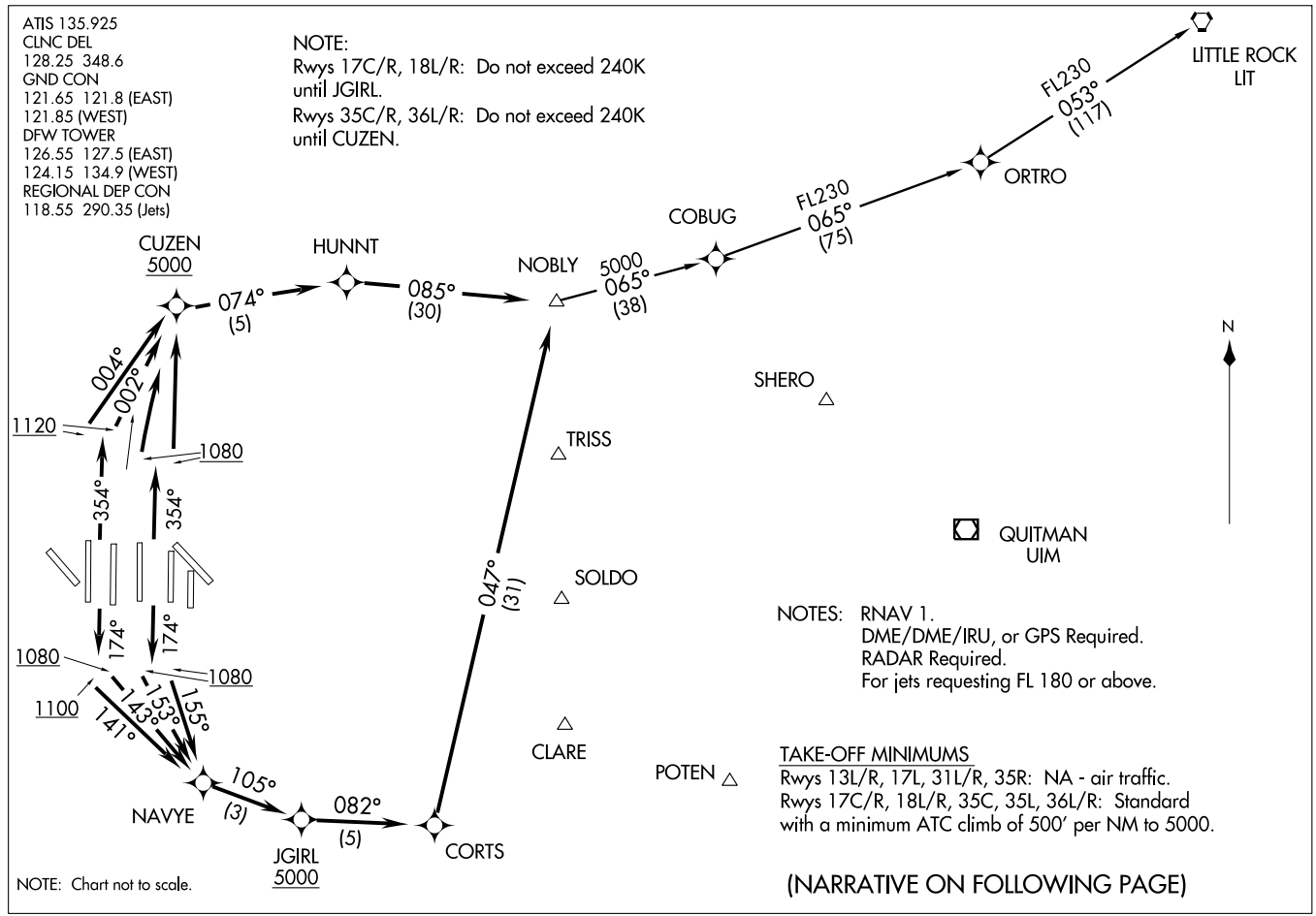
JETS

TAKE-OFF RUNWAY 17C: Climb via 174° heading to 1080, then right turn direct TREXX WP, cross TREXX WP at or above 5000, then via depicted route to NELYN WP, Thence . . . .
TAKE-OFF RUNWAY 17R: Climb via 174° heading to 1080, then direct TREXX WP, cross TREXX WP at or above 5000, then via depicted route to NELYN WP, Thence . . . .
TAKE-OFF RUNWAY 18L: Climb via 174° heading to 1080, then right turn direct LARRN WP, cross LARRN WP at or above 5000, then via depicted route to NELYN WP, Thence . . . .
TAKE-OFF RUNWAY 18R: Climb via 174° heading to 1100, then direct LARRN WP, cross LARRN WP at or above 5000, then via depicted route to NELYN WP, Thence . . . .
TAKE-OFF RUNWAY 35C: Climb via 354° heading to at or above 1100, then via 009° course to MECHL, cross MECHL WP at or above 4000, then via 089° track to MAVVS, cross MAVVS WP at or above 6500, then via depicted route to NELYN WP, Thence . . . .
TAKE-OFF RUNWAY 35L: Climb via 354° heading to at or above 1100, then via 011° course to MECHL, cross MECHL WP at or above 4000, then via 089° track to MAVVS, cross MAVVS WP at or above 6500, then via depicted route to NELYN WP, Thence . . . .
TAKE-OFF RUNWAY 36L: Climb via 354° heading to at or above 1110, then via 338° course to GVINE WP, then via 260° track to KMART, cross KMART WP at or above 5500, then via depicted route to NELYN WP, Thence . . . .
TAKE-OFF RUNWAY 36R: Climb via 354° heading to at or above 1110, then via 336° course to GVINE WP, then via 260° track to KMART, cross KMART WP at or above 5500, then via depicted route to NELYN WP, Thence . . . .

. . . . via (transition). Maintain 10,000. Expect filed altitude within 10 minutes after departure.

HOARY TRANSITION (NELYN2.HOARY)
WACO TRANSITION (NELYN2.ACT): (For aircraft inbound to WACO or GRAY terminal area airports.)
SAN ANTONIO TRANSITION (NELYN2.SAT): (For aircraft overflying CENTEX and SAN ANTONIO.)

SC-2, 08 APR 2010 to 06 MAY 2010



(NOBLY3.NOBLY) 09015

NOBLY THREE DEPARTURE (RNAV)

SL-6039 (FAA)

DALLAS-FORT WORTH INTL (DFW)

DALLAS-FORT WORTH, TEXAS

NOBLY THREE DEPARTURE (RNAV)

DEPARTURE ROUTE DESCRIPTION

PROPS

File and Expect WYLIE or HUBBARD Departure.

JETS

Jets requesting 17000' and below expect the GARLAND DEPARTURE

TAKE-OFF RUNWAY 17C: Climb via 174° heading to at or above 1080, then via 155° course to NAVYE, then via 105° track to JGIRL, cross JGIRL at or above 5000, then via depicted route to NOBLY. Thence . . . .

TAKE-OFF RUNWAY 17R: Climb via 174° heading to at or above 1080, then via 153° course to NAVYE, then via 105° track to JGIRL, cross JGIRL at or above 5000, then via depicted route to NOBLY. Thence . . . .

TAKE-OFF RUNWAY 18L: Climb via 174° heading to at or above 1080, then via 143° course to NAVYE, then via 105° track to JGIRL, cross JGIRL at or above 5000, then via depicted route to NOBLY. Thence . . . .

TAKE-OFF RUNWAY 18R: Climb via 174° heading to at or above 1100, then via 141° course to NAVYE, then via 105° track to JGIRL, cross JGIRL at or above 5000, then via depicted route to NOBLY. Thence . . . .

TAKE-OFF RUNWAY 35C: Climb via 354° heading to 1080, then direct CUZEN, cross CUZEN at or above 5000, then via depicted route to NOBLY. Thence . . . .

TAKE-OFF RUNWAY 35L: Climb via 354° heading to 1080, then right turn direct CUZEN, cross CUZEN at or above 5000 then via depicted route to NOBLY. Thence . . . .

TAKE-OFF RUNWAY 36L: Climb via 354° heading to at or above 1120, then via 004° course to CUZEN, cross CUZEN at or above 5000, then via depicted route to NOBLY. Thence . . . .

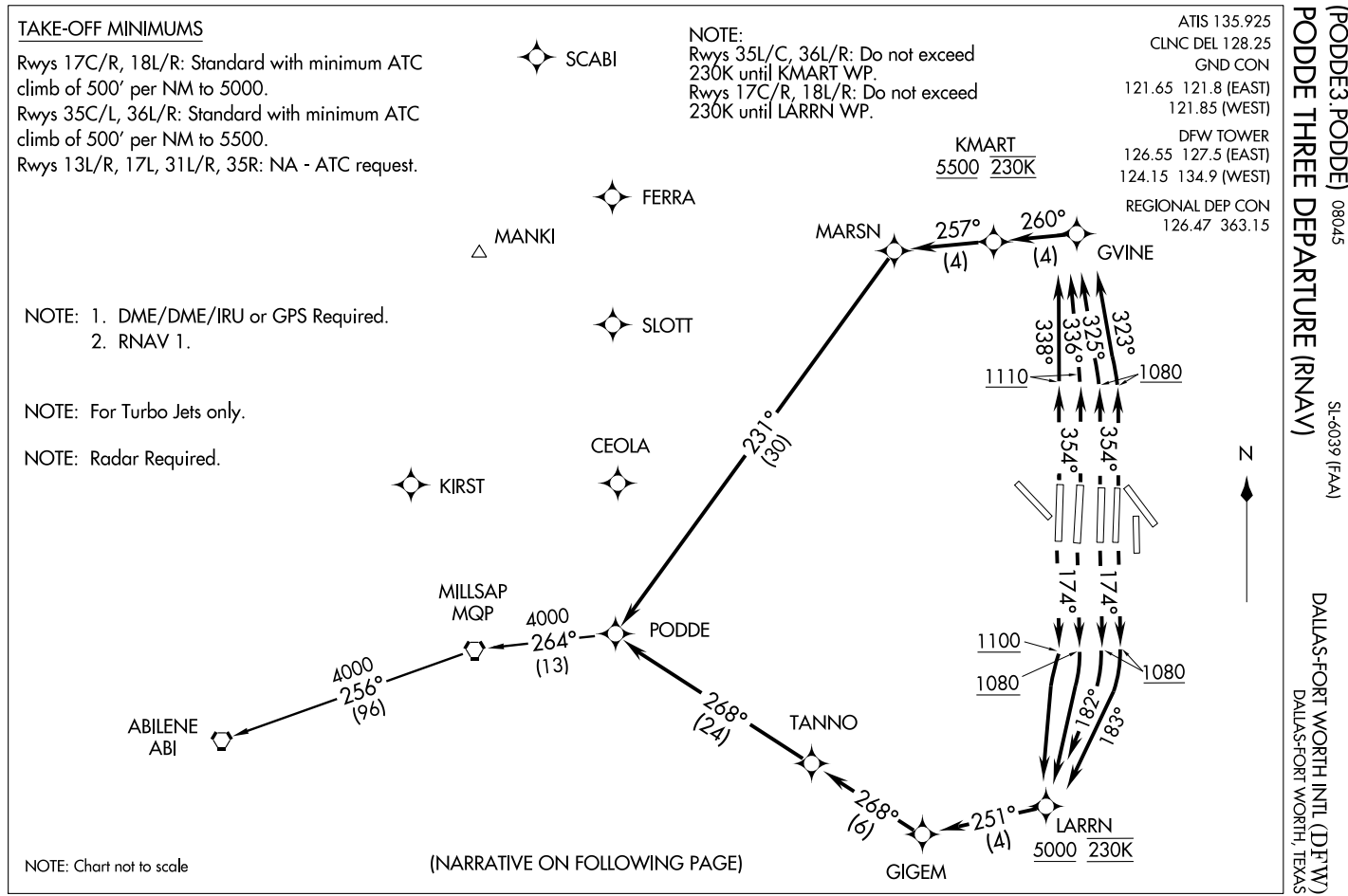
TAKE-OFF RUNWAY 36R: Climb via 354° heading to at or above 1120, then via 002° course to CUZEN, cross CUZEN at or above 5000, then via depicted route to NOBLY. Thence . . . .

. . . . via (transition). Maintain 10000', expect filed altitude 10 minutes after departure.

LITTLE ROCK TRANSITION (NOBLY3.LIT)

SC-2, 08 APR 2010 to 06 MAY 2010

PODDE THREE DEPARTURE (RNAV)



DEPARTURE ROUTE DESCRIPTION

PROPS

FILE AND EXPECT THE KINGDOM OR COYOTE DEPARTURE

JETS

TAKE-OFF RUNWAY 17C: Climb via 174° heading to at or above 1080, then via 183°course to LARRN, cross LARRN at or above 5000, then via depicted route to PODDE. Thence....

TAKE-OFF RUNWAY 17R: Climb via 174° heading to at or above 1080, then via 182° course to LARRN, cross LARRN at or above 5000, then via depicted route to PODDE. Thence....

TAKE-OFF RUNWAY 18L: Climb via 174° heading to 1080, then right turn direct LARRN, cross LARRN at or above 5000, then via depicted route to PODDE. Thence....

TAKE-OFF RUNWAY 18R: Climb via 174° heading to 1100, then left turn direct LARRN, cross LARRN at or above 5000, then via depicted route to PODDE. Thence....

TAKE-OFF RUNWAY 35C: Climb via 354° heading to at or above 1080, then via 323° course to GVINE, then via 260° track to KMART, cross KMART at or above 5500, then via depicted route to PODDE. Thence....

TAKE-OFF RUNWAY 35L: Climb via 354° heading to at or above 1080, then via 325° course to GVINE, then via 260° track to KMART, cross KMART at or above 5500, then via depicted route to PODDE. Thence....

TAKE-OFF RUNWAY 36L: Climb via 354° heading to at or above 1110, then via 338° course to GVINE, then via 260° track to KMART, cross KMART at or above 5500, then via depicted route to PODDE. Thence....

TAKE-OFF RUNWAY 36R: Climb via 354° heading to at or above 1110, then via 336° course to GVINE, then via 260° track to KMART, cross KMART at or above 5500, then via depicted route to PODDE. Thence....

. . . . via (transition). Maintain 10,000 feet. Expect filed altitude within ten minutes after departure.

ABILENE TRANSITION (PODDE3.ABI)

MILLSAP TRANSITION (PODDE3.MQP)

SC-2, 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	13401
CH 97324	174°	TDZE	562
W17D		Apt Elev	607

RNAV (GPS) RWY 17C

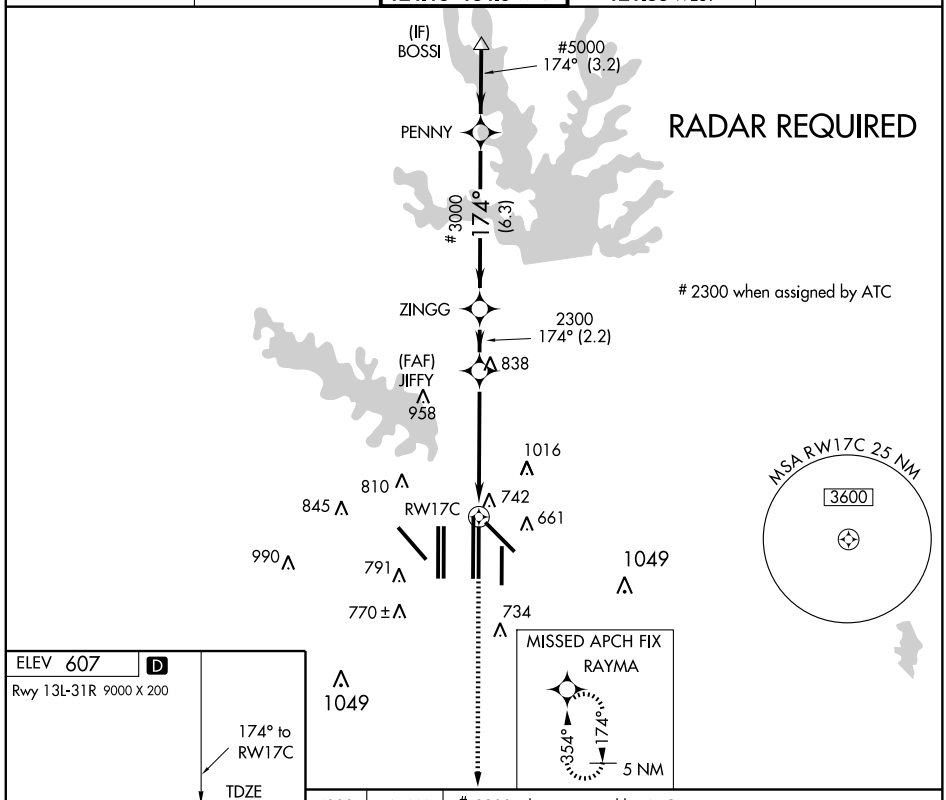
DALLAS-FORT WORTH INTL (DFW)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C(116°F). DME/DME RNP-0.3 NA.

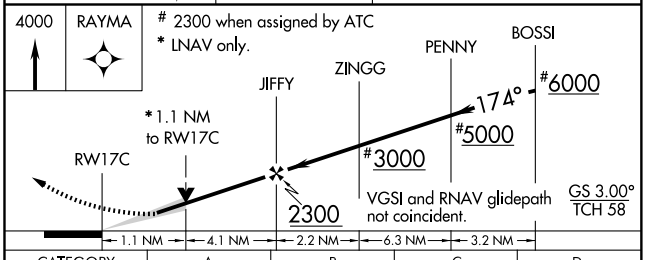
ALSF-2

MISSED APPROACH: Climb to 4000 direct RAYMA and hold.

ATIS ARR	ATIS DEP	REGIONAL APP CON	DFW TOWER	GND CON	CLNC DEL
123.775	135.925	127.075	126.55 127.5 EAST 124.15 134.9 WEST	121.65 121.8 EAST 121.85 WEST	128.25



HIRL all Rwys
REIL Rwys 13L and 31L
TDZ/CL all Rwys except 13L, 17C and 31L



CATEGORY	A	B	C	D
LPV DA	812/24 250 (300-½)			
LNAV/VNAV DA	1068/60 506 (500-1¼)			
LNAV MDA	1000/24 438 (400-½)		1000/40 438 (400-¾)	1000/50 438 (400-1)

SC-2, 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	8500
CH 40008	174°	TDZE	545
W17B		Apt Elev	607

RNAV (GPS) RWY 17L

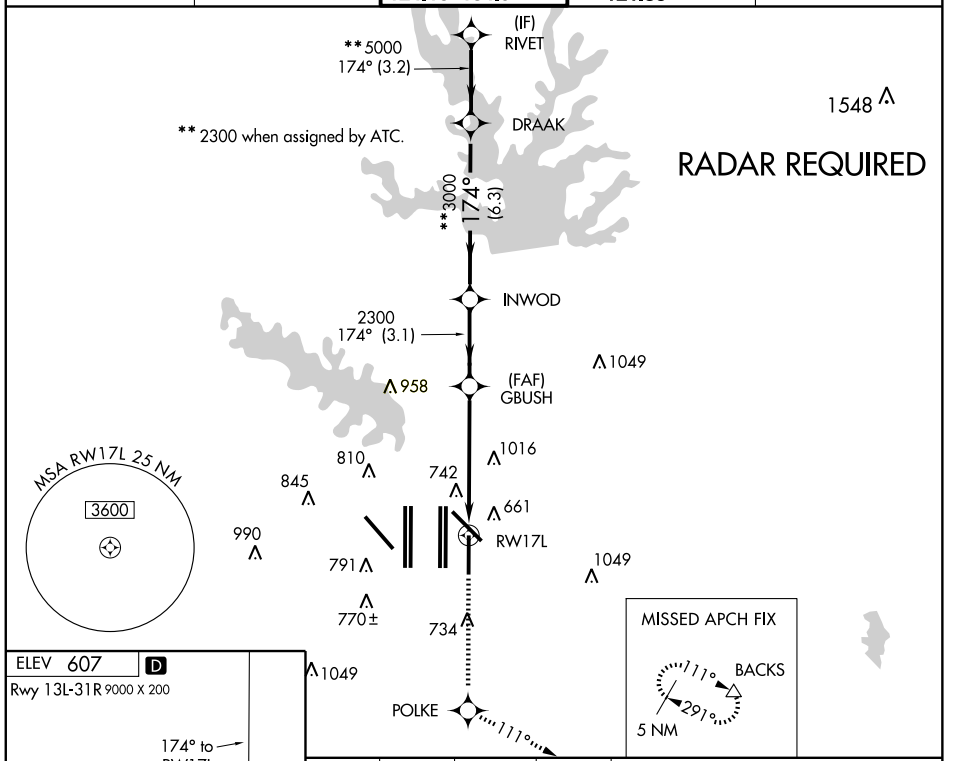
DALLAS-FORT WORTH INTL (DFW)

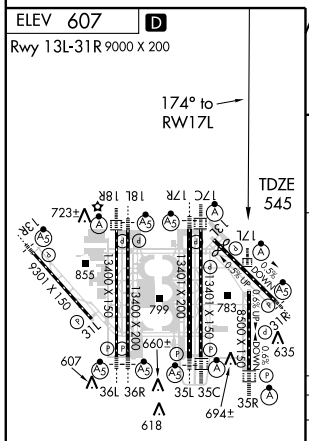
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. For inoperative ALSF, increase LPV all Cats visibility to 1½.

ALSF-2

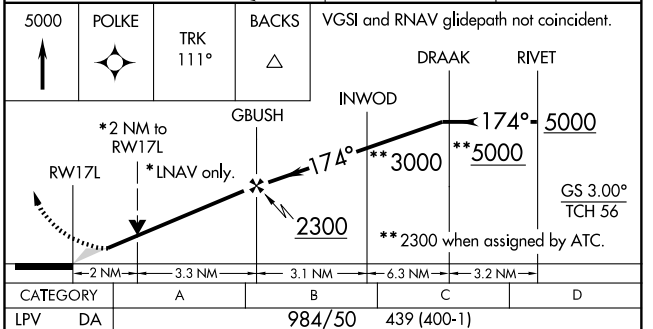
MISSED APPROACH: Climb to 5000 direct POLKE and via 111° track to BACKS and hold.

ATIS ARR	ATIS DEP	REGIONAL APP CON	DFW TOWER	GND CON	CLNC DEL
123.775	135.925	119.4	126.55 127.5 EAST 124.15 134.9 WEST	121.65 121.8 EAST 121.85 WEST	128.25





HIRL all Rwys
REIL Rwys 13L and 31L
TDZ/CL all Rwys except 13L, 17C and 31L



CATEGORY	A	B	C	D
LPV DA	984/50	439 (400-1)		
LNAV/VNAV DA	1042/60	497 (500-1¼)		
LNAV MDA	1240/24	695 (700-½)	1240-1½ 695 (700-1½)	1240-1¾ 695 (700-1¾)

SC-2, 08 APR 2010 to 06 MAY 2010

WAAS CH 53505 W17A	APP CRS 174°	Rwy Idg 13401 TDZE 567 Apt Elev 607

RNAV (GPS) RWY 17R

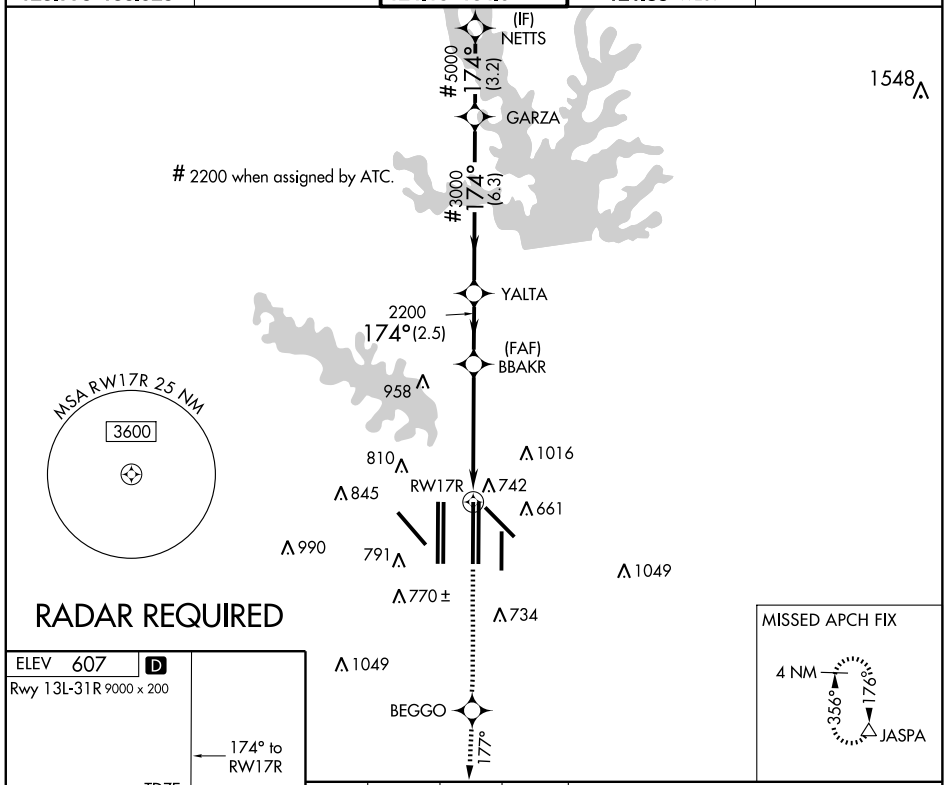
DALLAS-FORT WORTH INTL (DFW)

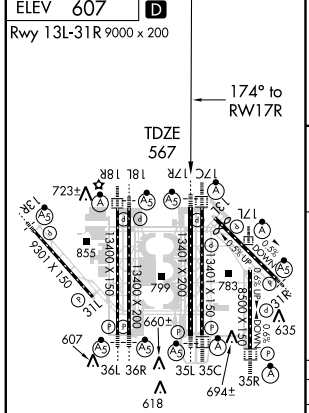
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

MALSR

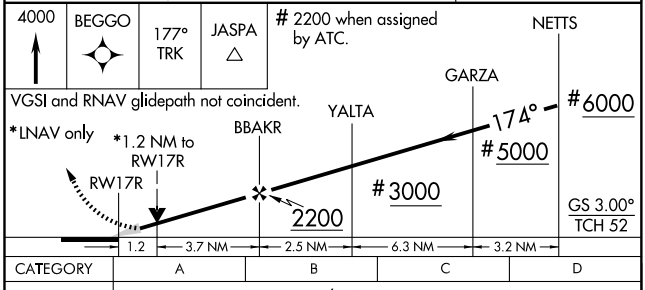
MISSED APPROACH: Climb to 4000 direct BEGGO then via 177° track to JASPA and hold.

ATIS ARR	ATIS DEP	REGIONAL APP CON	DFW TOWER	GND CON	CLNC DEL
123.775	135.925	127.075	126.55 127.5 EAST 124.15 134.9 WEST	121.65 121.8 EAST 121.85 WEST	128.25





HIRL all Rwys
REIL Rwys 13L and 31L
TDZ/CL all Rwys except 13L, 17C and 31L



CATEGORY	A	B	C	D
LPV DA	817/24 250 (300-½)			
LNAV/VNAV DA	1066/60 499 (500-1¼)			
LNAV MDA	1000/24 433 (400-½)		1000/40 433 (400-¾)	1000/50 433 (400-1)

SC-2, 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg 13400
CH 86807	174°	TDZE 602
W18A		Apt Elev 607

RNAV (GPS) RWY 18L
DALLAS-FORT WORTH INTL (DFW)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

MALSR

MISSED APPROACH: Climb to 5000 direct BASIN and via 239° track to LIKES and hold.

ATIS ARR	ATIS DEP	REGIONAL APP CON	DFW TOWER	GND CON	CLNC DEL
123.775	135.925	119.4	126.55 127.5 EAST 124.15 134.9 WEST	121.65 121.8 EAST 121.85 WEST	128.25

RADAR REQUIRED

(IF) GRUCH
#3000 174° (3.2)
ALIGN
#3000 174° (6.3)
UDALL
2300 174° (2.3)
(FAF) HASTY
BASIN
239°

1049 958 1016 810 742 845 730± RW18L 661 990 791 770± 734 1049 1049 1368

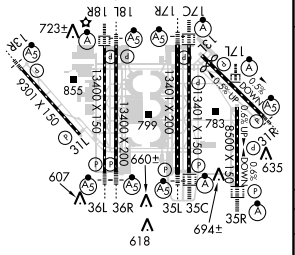
MISSED APCH FIX
5 NM
042°
222°
LIKES

MSA RW18L 25 NM
3600

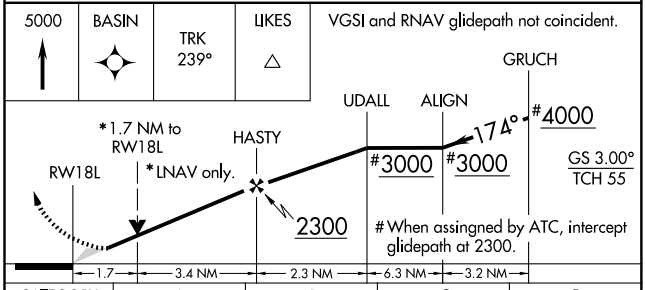
ELEV 607 D

174° to RW18L

TDZE 602



HIRL all Rwys
REIL Rwys 13L and 31L
TDZ/CL all Rwys except 13L, 17C and 31L



CATEGORY	A	B	C	D
LPV DA	802/24	200 (200-½)		
LNAV/VNAV DA	980/40	378 (400-¾)		
LNAV MDA	1220/24	618 (700-½)	1220/60 618 (700-1¼)	1220-1½ 618 (700-1½)

SC-2, 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg 13400
CH 99407	174°	TDZE 607
W18B		Apt Elev 607

RNAV (GPS) RWY 18R
DALLAS-FORT WORTH INTL (DFW)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

ALSF-2

MISSED APPROACH: Climb to 5000 direct BOBIN and via 239° track to LIKES and hold.

ATIS ARR	ATIS DEP	REGIONAL APP CON	DFW TOWER	GND CON	CLNC DEL
123.775	135.925	119.4	126.55 127.5 EAST 124.15 134.9 WEST	121.65 121.8 EAST 121.85 WEST	128.25

RADAR REQUIRED

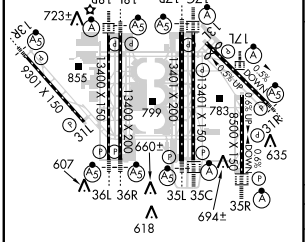
(IF) ICKEL
#3000 174° (3.2)
YOHAN
#3000 174° (6.3)
2400 174° (2.1)
LEGRE
(FAF) NETEE
BOBIN
239°

1049 1016 958 810 845 742 730± RW18R 661 990 791 770± 734 1049 1049 1368

MSA RW 18R 25 NM
3600

MISSED APCH FIX
5 NM
042°
222°
LIKES

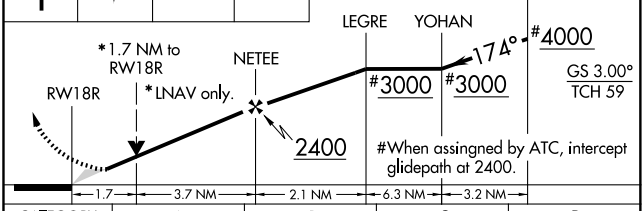
ELEV 607
D
174° to RW18R
TDZE 607



HIRL all Rwys
REIL Rwys 13L and 31L
TDZ/CL all Rwys except 13L, 17C and 31L

5000	BOBIN	TRK 239°	LIKES

VGSI and RNAV glidepath not coincident.



CATEGORY	A	B	C	D
LPV DA		807/24	200 (200-½)	
LNAV/VNAV DA		980/40	373 (400-¾)	
LNAV MDA	1220/24	613 (700-½)	1220/60 613 (700-1¼)	1220-1½ 613 (700-1½)

SC-2, 08 APR 2010 to 06 MAY 2010

WAAS CH 40025 W35D	APP CRS 354°	Rwy Idg 13401 TDZE 563 Apt Elev 607

RNAV (GPS) RWY 35C

DALLAS-FORT WORTH INTL (DFW)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). For inoperative ALSF, increase LNAV/VNAV all Cats visibility to RVR 6000. DME/DME RNP-0.3 NA.

ALSF-2

MISSED APPROACH: Climb to 4000 direct BOSSI and hold.

ATIS ARR	ATIS DEP	REGIONAL APP CON	DFW TOWER	GND CON	CLNC DEL
123.775	135.925	127.075	126.55 127.5 EAST 124.15 134.9 WEST	121.65 121.8 EAST 121.85 WEST	128.25

RADAR REQUIRED

MISSED APCH FIX

5 NM 354° 174° BOSSI

958 1016 810 845 742 661 990 791 RW35C 1049 770± 734 354° 1049

(FAF) JOBBS

2100 (3)

DAYZZ

3000 354° (6.3)

TUFFO

5000 354° (3.2)

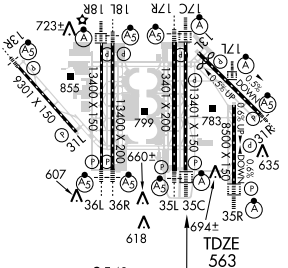
(IF) RAYMA 2549

MSA RW35C 25 NM

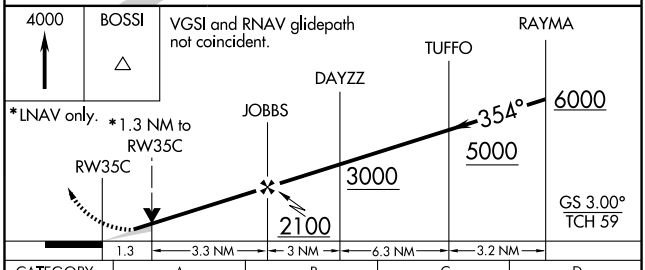
3600

ELEV 607 D

Rwy 13L-31R 9000 X 200



HIRL all Rwys
REIL Rwys 13L and 31L
TDZ/CL all Rwys except 13L, 17C and 31L



CATEGORY	A	B	C	D
LPV DA	813/24 250 (300-½)			
LNAV/VNAV DA	931/40 368 (400-¾)			
LNAV MDA	1040/24 477 (500-½)		1040/40 477 (500-¾)	1040/50 477 (500-1)

SC-2, 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	13401
CH 45805	354°	TDZE	564
W35B		Apt Elev	607

RNAV (GPS) RWY 35L
DALLAS-FORT WORTH INTL (DFW)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F).
DME/DME RNP -0.3 NA.

MALSR

MISSED APPROACH: Climb to 4000 direct BBAKR then via 355° track to BOSSI and hold.

ATIS ARR	ATIS DEP	REGIONAL APP CON	DFW TOWER	GND CON	CLNC DEL
123.775	135.925	127.075	126.55 127.5 EAST 124.15 134.9 WEST	121.65 121.8 EAST 121.85 WEST	128.25

MISSED APCH FIX
5 NM 354° 174° BOSSI

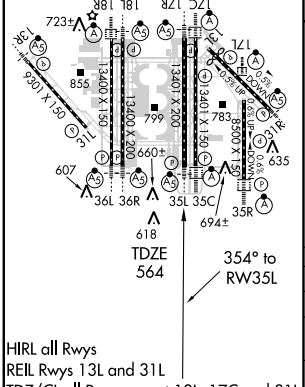
RADAR REQUIRED

355°
BBAKR 958
1016
810
742
845
661
990
791
1049
RW35L
656±
770±
734
711±
1049
(FAF)
BEGGO
2300
354° (2.4)
1743
DALLN
*3000
354°
(6.3)
*2300 when assigned by ATC.
CORMN
5000
354° (3.2)
(IF)
TANDE
2549

MSA RW35L 25 NM
3600

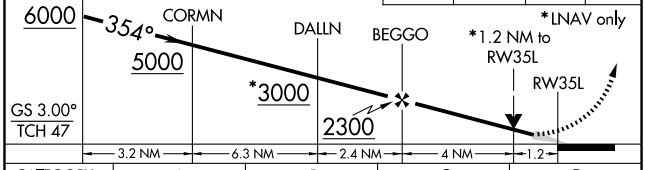
SC-2, 08 APR 2010 to 06 MAY 2010

ELEV 607 D
Rwy 13L-31R 9000 X 200



HIRL all Rwys
REIL Rwys 13L and 31L
TDZ/CL all Rwys except 13L, 17C and 31L

VGSI and RNAV glidepath not coincident.
*2300 when assigned by ATC.



4000 | BBAKR | 355° track | BOSSI

CATEGORY		A	B	C	D
LPV	DA	814/24 250 (300-½)			
LNAV/VNAV	DA	927/40 363 (400-¾)			
LNAV	MDA	1020/24 456 (500-½)		1020/40 456 (500-¾)	1020/50 456 (500-1)

WAAS CH 40401 W35A	APP CRS 354°	Rwy Idg 8500 TDZE 575 Apt Elev 607

RNAV (GPS) RWY 35R

DALLAS-FORT WORTH INTL (DFW)

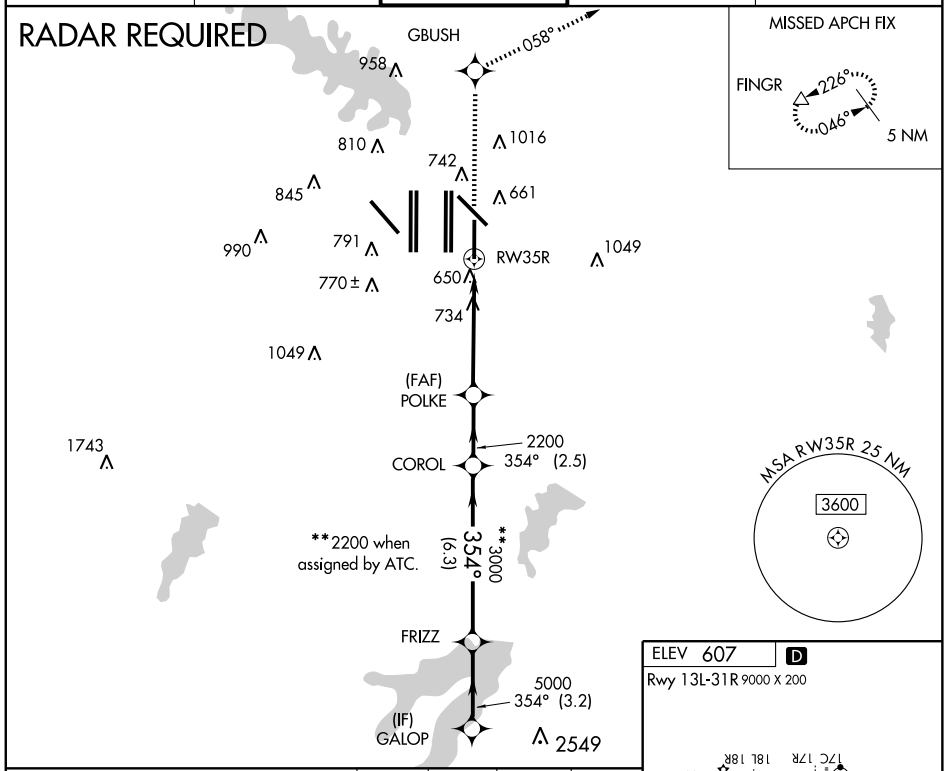
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

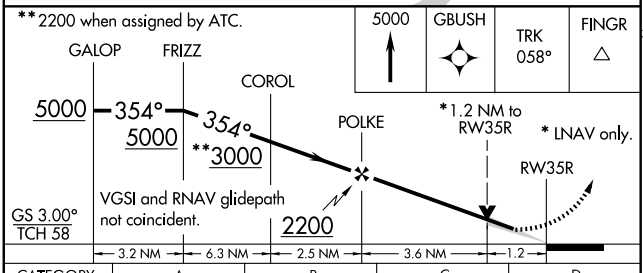
ALSF-2

MISSED APPROACH: Climb to 5000 direct GBUSH and via 058° track to FINGR and hold.

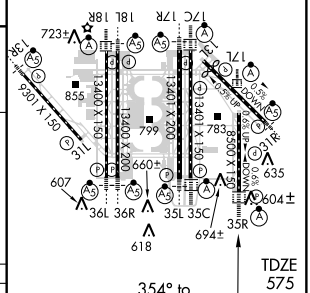
ATIS ARR	ATIS DEP	REGIONAL APP CON	DFW TOWER	GND CON	CLNC DEL
123.775	135.925	119.4	126.55 127.5 EAST 124.15 134.9 WEST	121.65 121.8 EAST 121.85 WEST	128.25

RADAR REQUIRED





CATEGORY	A	B	C	D
LPV DA	825/24 250 (300-½)			
LNAV/VNAV DA	917/40 342 (400-¾)			
LNAV MDA	1040/24 465 (500-½)		1040/40 465 (500-¾)	1040/50 465 (500-1)



WAAS	APP CRS	Rwy Idg	13400
CH 93805	354°	TDZE	588
W36B		Apt Elev	607

RNAV (GPS) RWY 36L

DALLAS-FORT WORTH INTL (DFW)

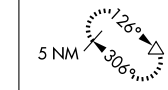
For inoperative MALSR, increase LNAV Cat D visibility to RVR 6000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

MALSR

MISSED APPROACH: Climb to 5000 direct ETAXE and via 302° track to KAGLE and hold.

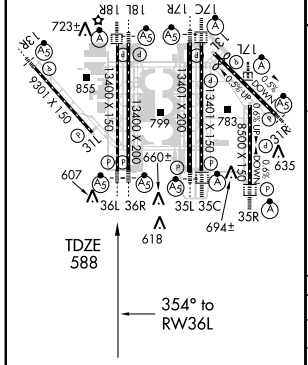
ATIS ARR	ATIS DEP	REGIONAL APP CON	DFW TOWER	GND CON	CLNC DEL
123.775	135.925	118.425	126.55 127.5 EAST 124.15 134.9 WEST	121.65 121.8 EAST 121.85 WEST	128.25

MISSED APCH FIX

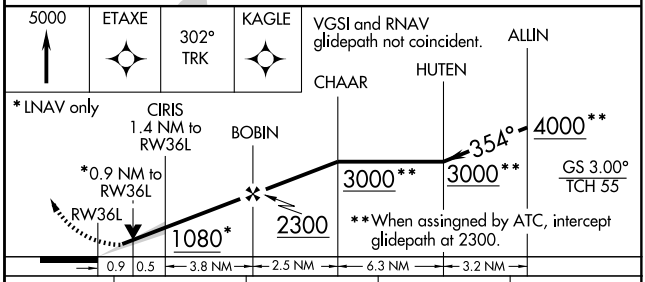


RADAR REQUIRED

ELEV 607 D



HIRL all Rwys
REIL Rwys 13L and 31L
TDZ/CL all Rwys except 13L, 17C and 31L



CATEGORY	A	B	C	D
LPV DA	788/24 200 (200-½)			
LNAV/VNAV DA	987/50 399 (400-1)			
LNAV MDA	940/24 352 (400-½)			940/50 352 (400-1)

SC-2, 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	13400
CH 87005	354°	TDZE	581
W36A		Apt Elev	607

RNAV (GPS) RWY 36R

DALLAS-FORT WORTH INTL (DFW)

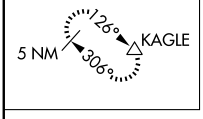
T For inoperative MALSR, increase LNAV Cat D visibility to RVR 6000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP -0.3 NA.

MALSR (A5)

MISSED APPROACH: Climb to 5000 direct FAXOS and via 302° track to KAGLE and hold.

ATIS ARR	ATIS DEP	REGIONAL APP CON	DFW TOWER	GND CON	CLNC DEL
123.775	135.925	118.425	126.55 127.5 EAST 124.15 134.9 WEST	121.65 121.8 EAST 121.85 WEST	128.25

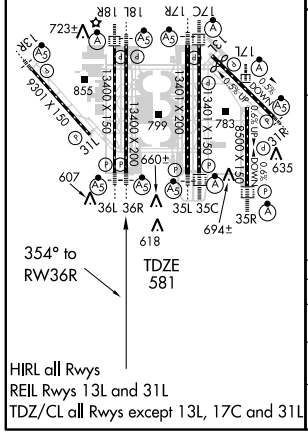
MISSED APCH FIX

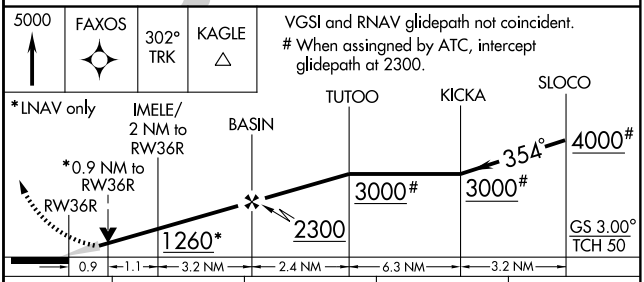


RADAR REQUIRED

ELEV 607

D





CATEGORY	A	B	C	D
LPV DA	781/24 200 (200-½)			
LNAV/VNAV DA	941/40 360 (400-¾)			
LNAV MDA	940/24 359 (400-½)			940/50 359 (400-1)

SC-2, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	9301
133°	TDZE	591
	Apt Elev	607

RNAV (GPS) Y RWY 13R

DALLAS-FORT WORTH INTL (DFW)

DME/DME RNP-0.3 NA.

NA

MALSR

MISSED APPROACH: Climbing right turn to 5000 direct SLOTT and hold.

ATIS	REGIONAL APP CON	DFW TOWER	GND CON	CLNC DEL
ARR 123.775 DEP 135.925	133.15 118.1	126.55 127.5 EAST 124.15 134.9 WEST	121.65 121.8 EAST 121.85 WEST	128.25

RADAR REQUIRED

*2300 when assigned by ATC.

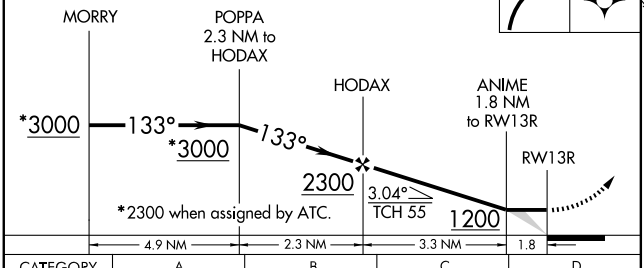
MISSED APCH FIX
5 NM
095°
275°
SLOTT

(IF) MORRY
*3000
133°
(4.9)
POPPA
2.3 NM to HODAX
2300
133° (2.3)
(FAF) HODAX
ANIME
1.8 NM to RW13R
780±
845
990
RW13R
791
770±
1049
734
1743
958
810
742
1016
661
1049

MSA RW13R 25 NM
3600

VGSI and descent angles not coincident.

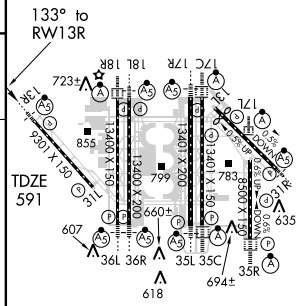
5000 SLOTT



CATEGORY	A	B	C	D
LNAV MDA	1080/24	489 (500-½)	1080/40 489 (500-¾)	1080/50 489 (500-1)

ELEV 607 D

Rwy 13L-31R 9000 X 200



HIRL all Rwys
REIL Rwys 13L and 31L
TDZ/CL all Rwys except 13L, 17C and 31L

SC-2, 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	9301
CH 99703	313°	TDZE	581
W31A		Apt Elev	607

RNAV (GPS) Y RWY 31L

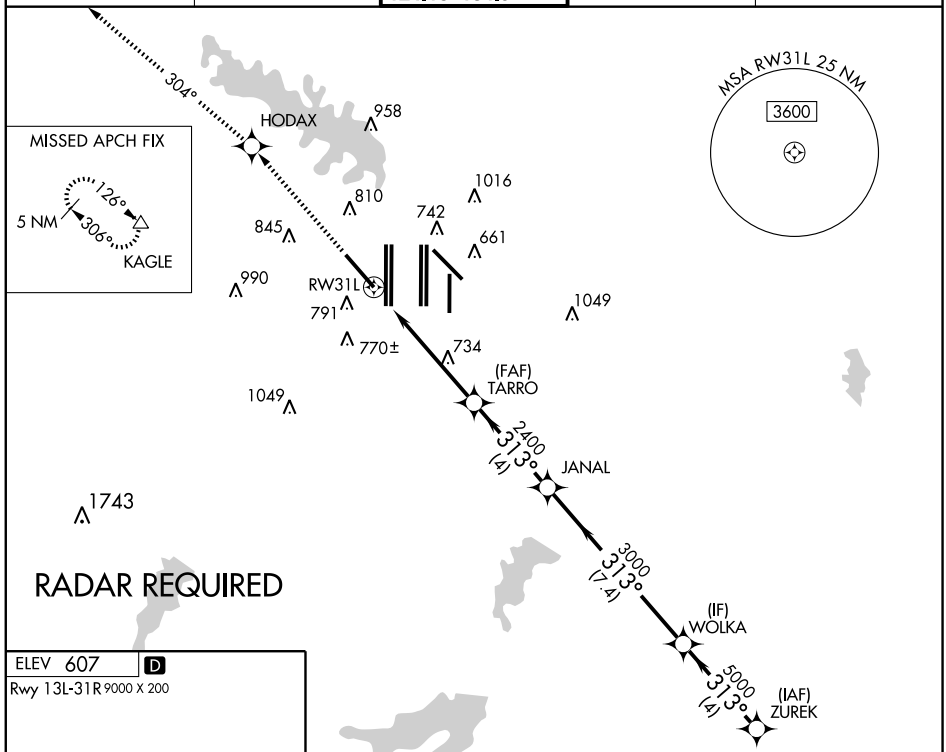
DALLAS-FORT WORTH INTL (DFW)

NA

DME/DME RNP-0.3 NA.

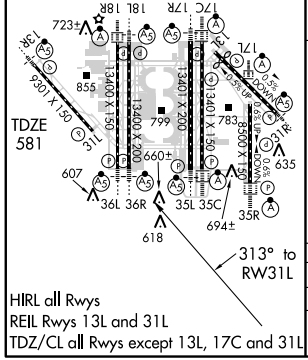
MISSED APPROACH: Climb to 5000 direct HODAX and via 304° track to KAGLE and hold.

ATIS ARR	ATIS DEP	REGIONAL APP CON	DFW TOWER	GND CON	CLNC DEL
123.775	135.925	133.15 118.1	126.55 127.5 EAST 124.15 134.9 WEST	121.65 121.8 EAST 121.85 WEST	128.25

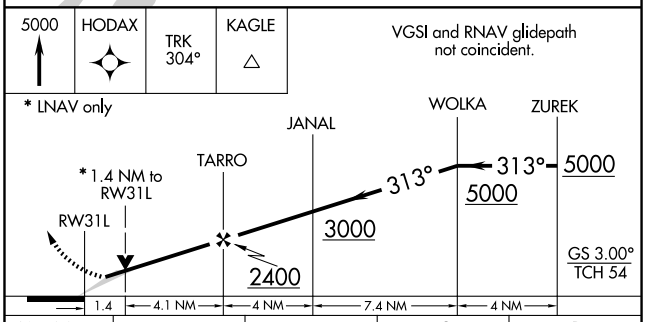


ELEV 607 D

Rwy 13L-31R 9000 X 200



HIRL all Rwys
REIL Rwys 13L and 31L
TDZ/CL all Rwys except 13L, 17C and 31L



CATEGORY	A	B	C	D
LPV DA		837/40	256 (300-¾)	
LNAV MDA	1060/50 479 (500-1)		1060/60 479 (500-1¼)	1060-1½ 479 (500-1½)

SC-2, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	8375
309°	TDZE	523
	Apt Elev	607

RNAV (GPS) Y RWY 31R

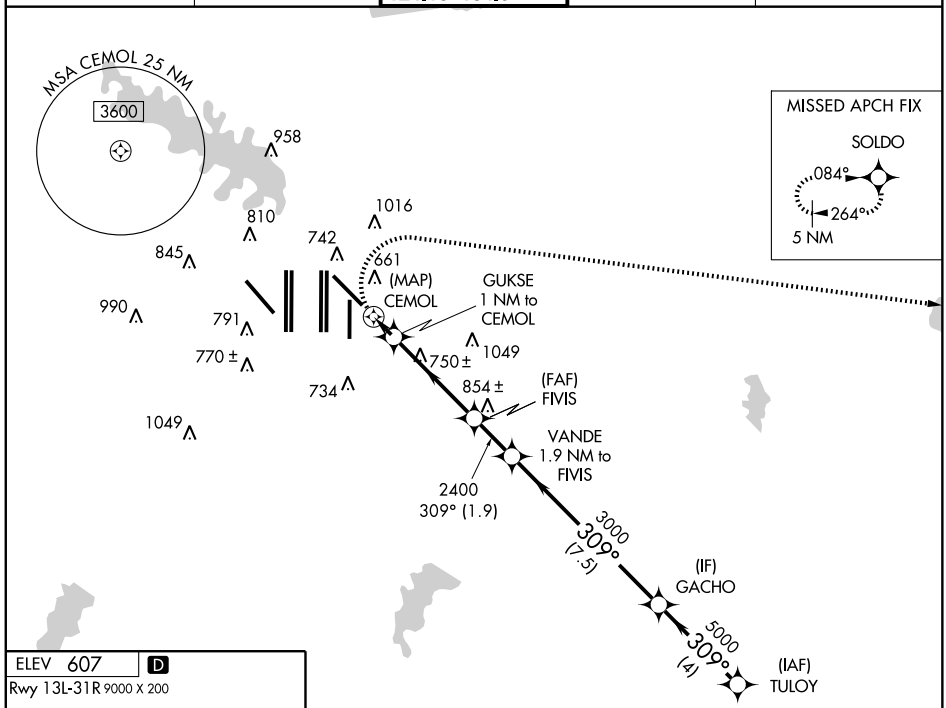
DALLAS-FORT WORTH INTL (DFW)

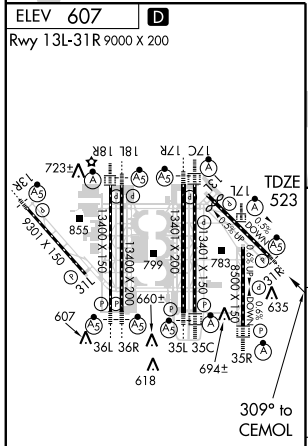
For inoperative MALSR, increase Cat D visibility to RVR 6000.
NA DME/DME RNP-0.3 NA.

MALSR

MISSED APPROACH: Climbing right turn to 5000 direct SOLDO and hold.

ATIS ARR	ATIS DEP	REGIONAL APP CON	DFW TOWER	GND CON	CLNC DEL
123.775	135.925	125.2 135.5	126.55 127.5 EAST 124.15 134.9 WEST	121.65 121.8 EAST 121.85 WEST	128.25

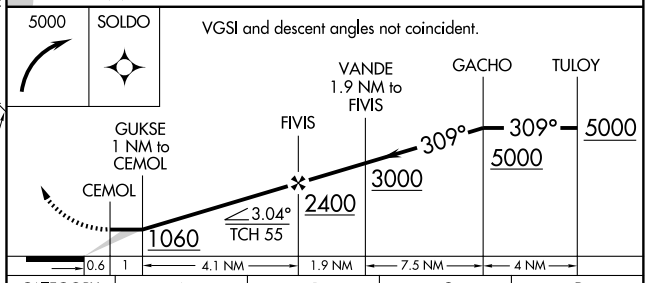




HIRL all Rwys
REIL Rwys 13L and 31L
TDZ/CL all Rwys except 13L, 17C and 31L

2549

RADAR REQUIRED



CATEGORY	A	B	C	D
LNAV MDA	940/24 417 (400-½)		940/40 417 (400-¾)	940/50 417 (400-1)

SC-2, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	9301
133°	TDZE	591
	Apt Elev	607

RNAV (RNP) Z RWY 13R

DALLAS-FORT WORTH INTL (DFW)

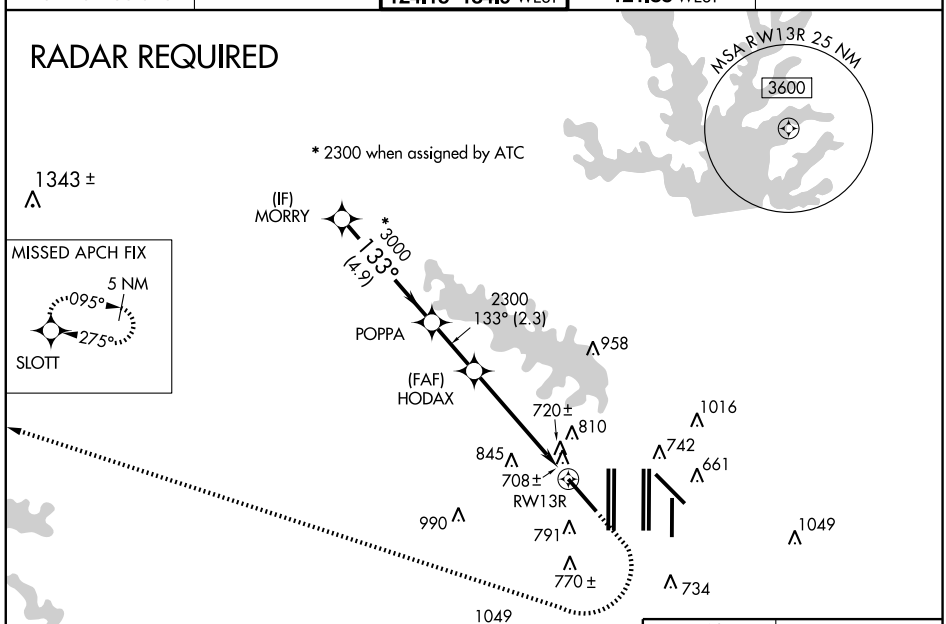
For inoperative MALSR, increase RNP 0.14 visibility to RVR 6000 and RNP 0.30 visibilities to 1½. For uncompensated Baro-VNAV systems, procedure NA below -8°C (18°F) or above 47°C (117°F). GPS required. # Missed approach requires minimum climb of 390 feet per NM to 1100.

MALSR

MISSED APPROACH: Climb to 1200, then climbing right turn to 5000 direct SLOTT and hold.

ATIS ARR	ATIS DEP	REGIONAL APP CON	DFW TOWER	GND CON	CLNC DEL
123.775	135.925	133.15 118.1	126.55 127.5 EAST 124.15 134.9 WEST	121.65 121.8 EAST 121.85 WEST	128.25

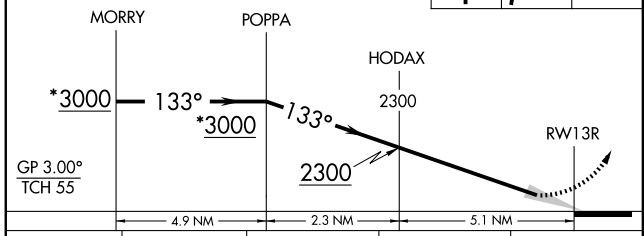
RADAR REQUIRED



VGSI and RNAV glidepath not coincident.

* 2300 when assigned by ATC

1200	5000	SLOTT

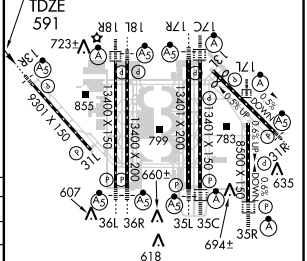


CATEGORY	A	B	C	D
RNP 0.14 DA		931/32	340 (400-⅝)	
RNP 0.30# DA		1034/50	443 (500-1)	
RNP 0.30 DA		1051/60	460 (500-1¼)	

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

ELEV 607 D

Rwy 13L-31R 9000 X 200



HIRL all Rwys
REIL Rwys 13L and 31L
TDZ/CL all Rwys except 13L, 17C and 31L

SC-2, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	9301
313°	TDZE	581
	Apt Elev	607

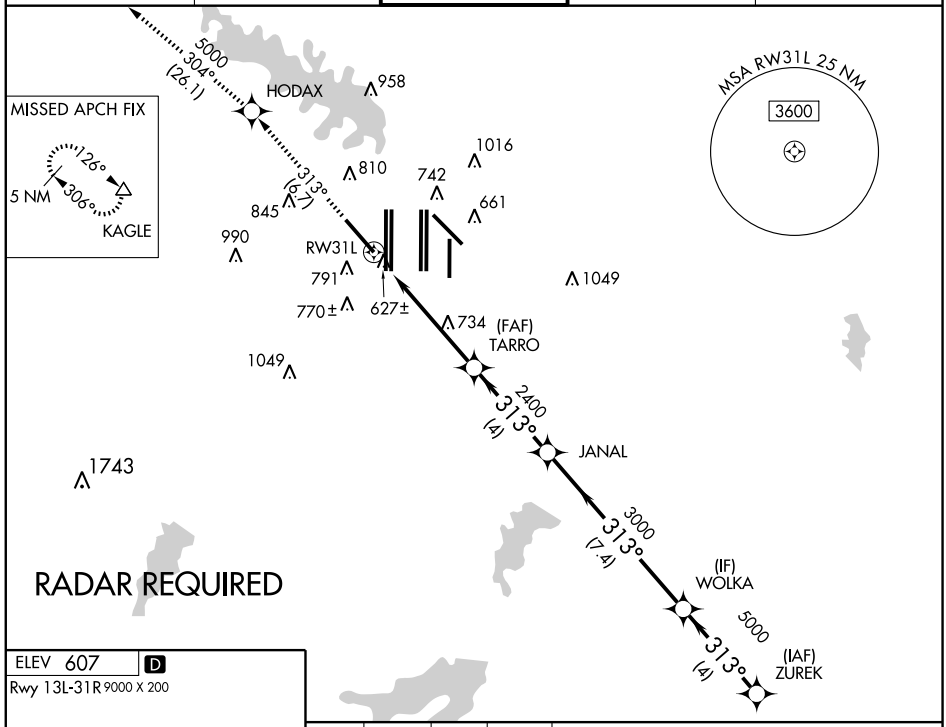
RNAV (RNP) Z RWY 31L

DALLAS-FORT WORTH INTL (DFW)

For uncompensated Baro-VNAV systems, procedure NA below -8°C (18°F) or above 47°C (117°F). GPS required.
* Missed approach requires minimum climb of 280 feet per NM to 1200.

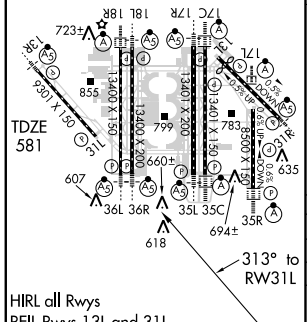
MISSED APPROACH: Climb to 5000 via track 313° to HODAX and via track 304° to KAGLE and hold.

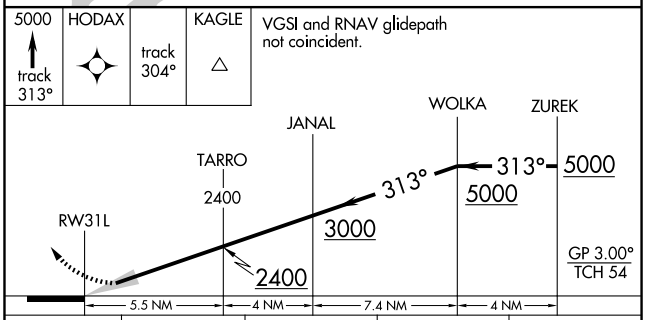
ATIS	ARR	DEP	REGIONAL APP CON	DFW TOWER	GND CON	CLNC DEL
	123.775	135.925	133.15 118.1	126.55 127.5 EAST 124.15 134.9 WEST	121.65 121.8 EAST 121.85 WEST	128.25



ELEV 607 D

Rwy 13L-31R 9000 X 200





CATEGORY	A	B	C	D
RNP 0.30* DA		882/50	301 (300-1)	
RNP 0.30 DA		940/60	359 (400-1¼)	

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

SC-2, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	8375
309°	TDZE	523
	Apt Elev	607

RNAV (RNP) Z RWY 31R

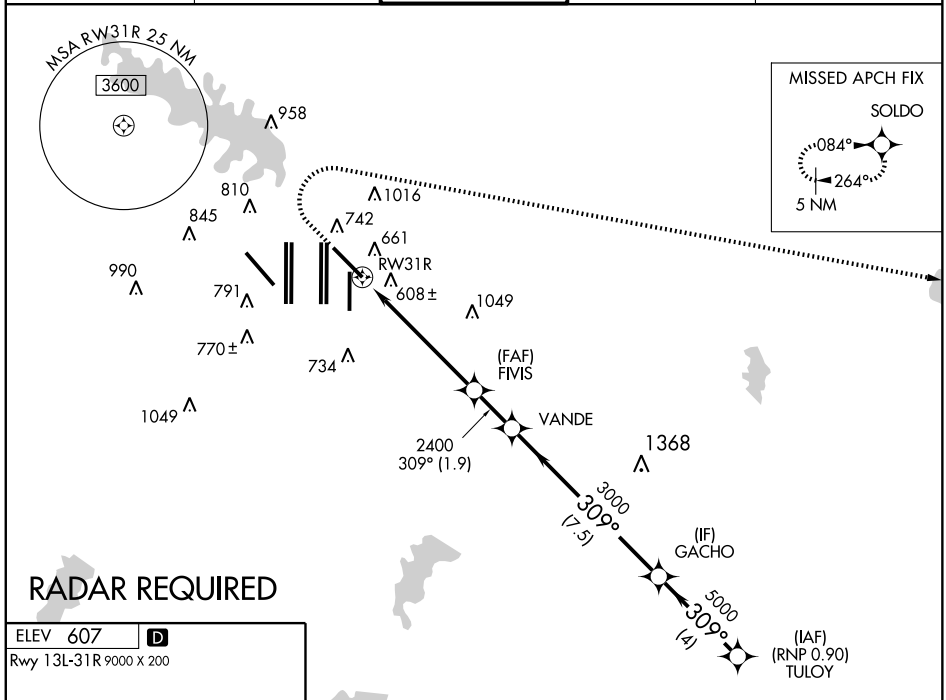
DALLAS-FORT WORTH INTL (DFW)

For inoperative MALSR, increase RNP 0.16 visibility to RVR 5000, RNP 0.28 and RNP 0.30 visibility to 1½. For uncompensated Baro-VNAV systems, procedure NA below -8°C (18°F) or above 47°C (117°F). GPS required.

MALSR

MISSED APPROACH: Climb to 1100, then climbing right turn to 5000 direct SOLDO and hold.

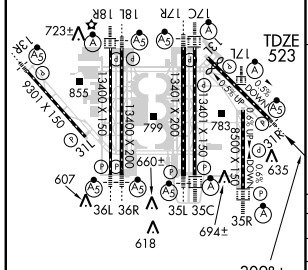
ATIS	ARR	DEP	REGIONAL APP CON	DFW TOWER	GND CON	CLNC DEL
	123.775	135.925	125.2 135.5	126.55 127.5 EAST 124.15 134.9 WEST	121.65 121.8 EAST 121.85 WEST	128.25



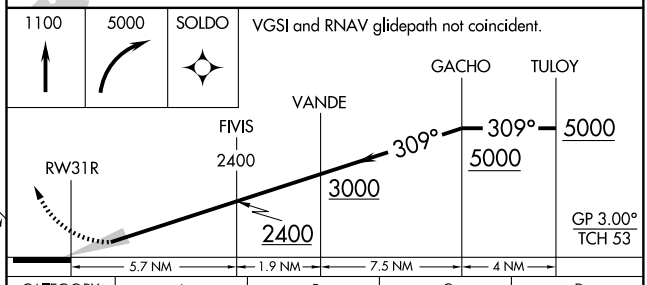
RADAR REQUIRED

ELEV 607 D

Rwy 13L-31R 9000 X 200

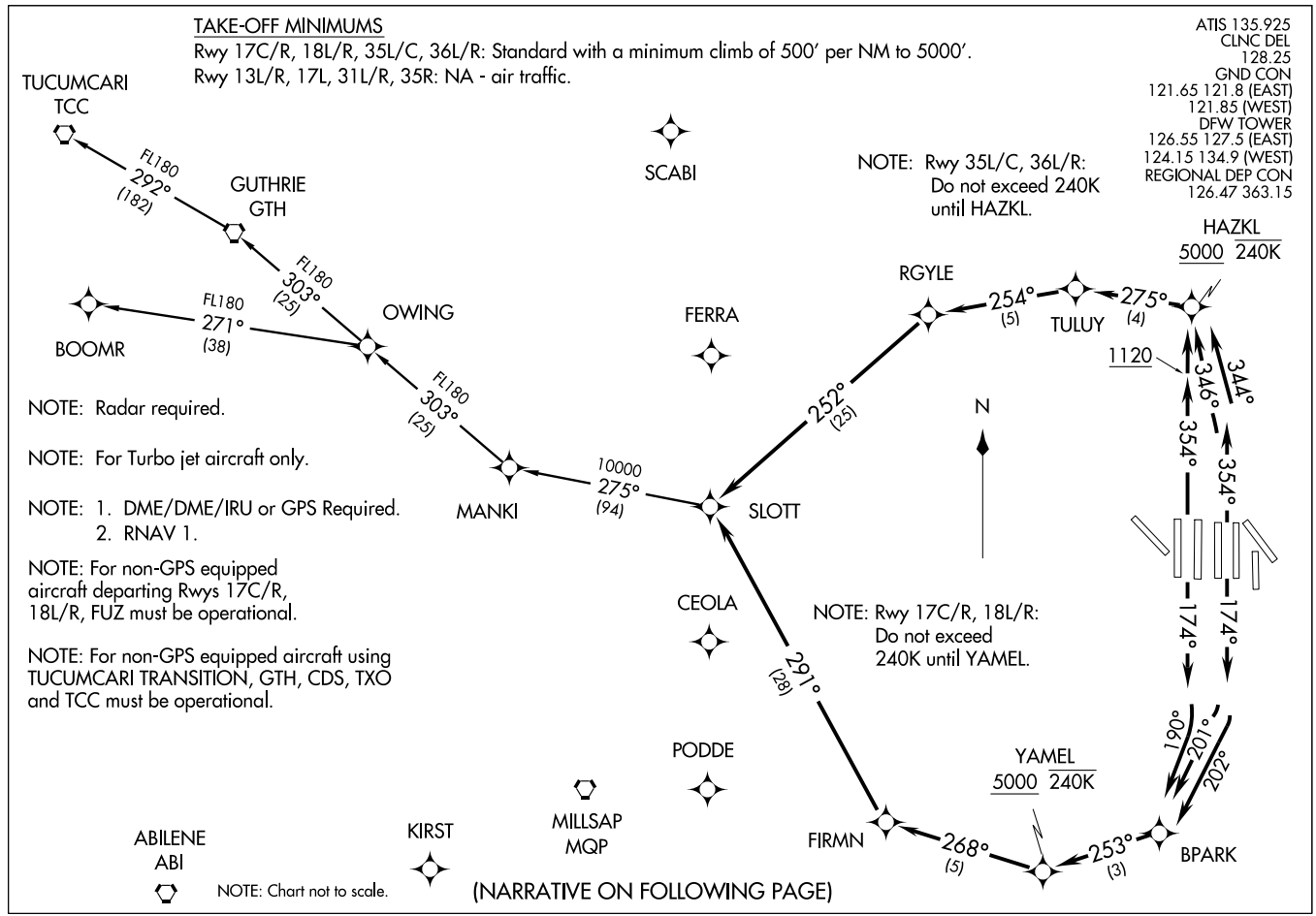


HIRL all Rwys
REIL Rwys 13L and 31L
TDZ/CL all Rwys except 13L, 17C and 31L



CATEGORY	A	B	C	D
RNP 0.16 DA	822/24 299 (300-½)			
RNP 0.28 DA	951/50 428 (400-1)			
RNP 0.30 DA	972/60 449 (400-1¼)			

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED


TAKE-OFF MINIMUMS
Rwy 17C/R, 18L/R, 35L/C, 36L/R: Standard with a minimum climb of 500' per NM to 5000'.
Rwy 13L/R, 17L, 31L/R, 35R: NA - air traffic.
ATIS 135.925
CLNC DEL
128.25
GND CON
121.65 121.8 (EAST)
121.85 (WEST)
DFW TOWER
126.55 127.5 (EAST)
124.15 134.9 (WEST)
REGIONAL DEP CON
126.47 363.15
TUCUMCARI
TCC
FL180
292°
(182)
GUTHRIE
GTH
FL180
303°
(25)
OWING
FL180
271°
(38)
BOOMR
FL180
303°
(25)
SCABI
NOTE: Rwy 35L/C, 36L/R:
Do not exceed 240K
until HAZKL.
HAZKL
5000 240K
RGYLE
254°
(5)
TULUY
275°
(4)
1120
346°
344°
354°
354°
FERRA
252°
(25)
N
NOTE: Radar required.
NOTE: For Turbo jet aircraft only.
NOTE: 1. DME/DME/IRU or GPS Required.
2. RNAV 1.
NOTE: For non-GPS equipped
aircraft departing Rwys 17C/R,
18L/R, FUZ must be operational.
NOTE: For non-GPS equipped aircraft using
TUCUMCARI TRANSITION, GTH, CDS, TXO
and TCC must be operational.
MANKI
10000
275°
(94)
SLOTT
CEOLA
NOTE: Rwy 17C/R, 18L/R:
Do not exceed
240K until YAMEL.
174°
174°
291°
(28)
106°
201°
202°
PODDE
YAMEL
5000 240K
MILLSAP
MQP
FIRMN
268°
(5)
253°
(3)
BPARK
KIRST
ABILENE
ABI
NOTE: Chart not to scale.
(NARRATIVE ON FOLLOWING PAGE)

SLOTT THREE DEPARTURE (RNAV)

DEPARTURE ROUTE DESCRIPTION

PROPS

FILE AND EXPECT KINGDOM OR COYOTE DEPARTURE PROCEDURE

JETS

TAKE-OFF RUNWAY 17C: Climb heading 174° to intercept course 202° to BPARK, then on track 253° to YAMEL, cross YAMEL at or above 5000, then on depicted route to SLOTT. Thence . . . .
TAKE-OFF RUNWAY 17R: Climb heading 174° to course 201° to BPARK, then on track 253° to YAMEL, cross YAMEL at or above 5000, then on depicted route to SLOTT. Thence . . . .
TAKE-OFF RUNWAY 18L: Climb heading 174° to intercept course 190° to BPARK, then on track 253° to YAMEL, cross YAMEL at or above 5000, then on depicted route to SLOTT. Thence . . . .
TAKE-OFF RUNWAY 18R: Climb heading 174° to intercept course 190° to BPARK, then on track 253° to YAMEL, cross YAMEL at or above 5000, then on depicted route to SLOTT. Thence . . . .
TAKE-OFF RUNWAY 35C: Climb heading 354° to intercept course 344° to HAZKL, cross HAZKL at or above 5000, then on depicted route to SLOTT. Thence . . . .
TAKE-OFF RUNWAY 35L: Climb heading 354° to intercept course 346° to HAZKL, cross HAZKL at or above 5000, then on depicted route to SLOTT. Thence . . . .
TAKE-OFF RUNWAY 36L: Climb heading 354° to 1120, then direct HAZKL, cross HAZKL at or above 5000, then on depicted route to SLOTT. Thence . . . .
TAKE-OFF RUNWAY 36R: Climb heading 354° to 1120, then direct HAZKL, cross HAZKL at or above 5000, then on depicted route to SLOTT. Thence . . . .

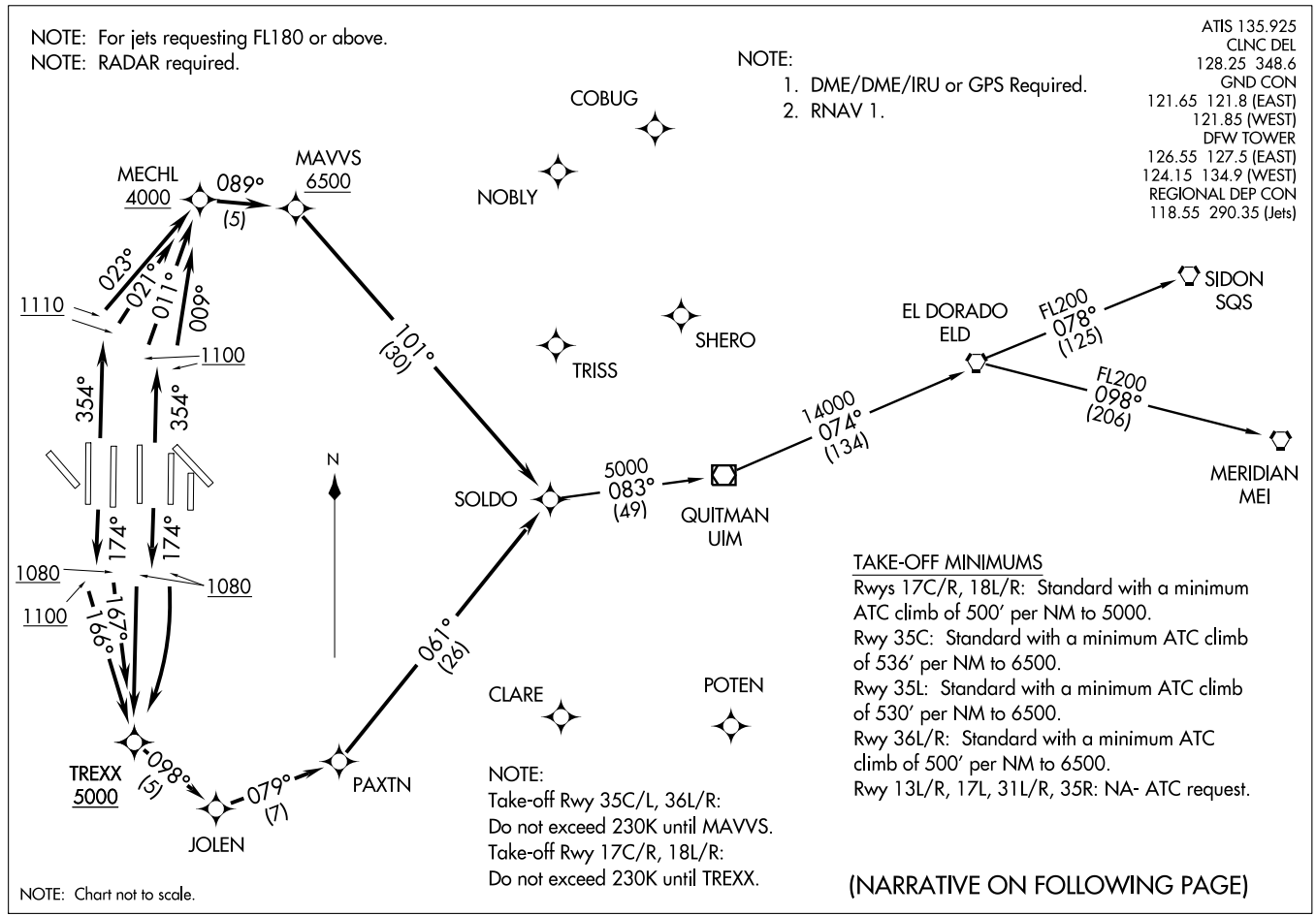
. . . . on (transition). Maintain 10,000 feet, expect filed altitude ten minutes after departure.

BOOMR TRANSITION (SLOTT3.BOOMR): (For aircraft inbound to the Lubbock Terminal area only.)

GUTHRIE TRANSITION (SLOTT3.GTH)

TUCUMCARI TRANSITION (SLOTT3.TCC)

SC-2, 08 APR 2010 to 06 MAY 2010


NOTE: For jets requesting FL180 or above.
NOTE: RADAR required.
NOTE:
1. DME/DME/IRU or GPS Required.
2. RNAV 1.
ATIS 135.925
CLNC DEL
128.25 348.6
GND CON
121.65 121.8 (EAST)
121.85 (WEST)
DFW TOWER
126.55 127.5 (EAST)
124.15 134.9 (WEST)
REGIONAL DEP CON
118.55 290.35 (Jets)
(SOLDO2.SOLDO) 08045
SOLDO TWO DEPARTURE (RNAV)
SL-6039 (FAA)
DALLAS-FORT WORTH INTL (DFW)
DALLAS-FORT WORTH, TEXAS
COBUG
NOBLY
MECHL
4000
089°
(5)
MAVVS
6500
023°
021°
011°
009°
1110
1100
354°
354°
101°
(30)
TRISS
SHERO
EL DORADO
ELD
FL200
078°
(125)
SIDON
SQS
FL200
098°
(206)
MERIDIAN
MEI
14000
074°
(134)
5000
083°
(49)
SOLDO
QUITMAN
UIM
N
174°
174°
1080
1100
1080
169°
169°
061°
(26)
CLARE
POTEN
TREXX
5000
098°
(5)
079°
(7)
PAXTN
JOLEN
NOTE: Chart not to scale.
NOTE:
Take-off Rwy 35C/L, 36L/R:
Do not exceed 230K until MAVVS.
Take-off Rwy 17C/R, 18L/R:
Do not exceed 230K until TREXX.
TAKE-OFF MINIMUMS
Rwys 17C/R, 18L/R: Standard with a minimum ATC climb of 500′ per NM to 5000.
Rwy 35C: Standard with a minimum ATC climb of 536′ per NM to 6500.
Rwy 35L: Standard with a minimum ATC climb of 530′ per NM to 6500.
Rwy 36L/R: Standard with a minimum ATC climb of 500′ per NM to 6500.
Rwy 13L/R, 17L, 31L/R, 35R: NA- ATC request.
(NARRATIVE ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION

PROPS

FILE AND EXPECT WYLIE OR HUBBARD DEPARTURE

JETS

Jets requesting 17,000 and below expect GARLAND DEPARTURE

TAKE-OFF RUNWAY 17C: Climb via 174° heading to 1080, then right turn direct TREXX, cross TREXX at or above 5000, then via depicted route to SOLDO. Thence. . . .

TAKE-OFF RUNWAY 17R: Climb via 174° heading to 1080, then direct TREXX, cross TREXX at or above 5000, then via depicted route to SOLDO. Thence. . . .

TAKE-OFF RUNWAY 18L: Climb via 174° heading to at or above 1080, then via 167° course to TREXX, cross TREXX at or above 5000, then via depicted route to SOLDO. Thence. . . .

TAKE-OFF RUNWAY 18R: Climb via 174° heading to at or above 1100, then via 166° course to TREXX, cross TREXX at or above 5000, then via depicted route to SOLDO. Thence. . . .

TAKE-OFF RUNWAY 35C: Climb via 354° heading to at or above 1100, then via 009° course to MECHL, cross MECHL at or above 4000, then via 089° track to MAVVS, cross MAVVS at or above 6500, then via depicted route to SOLDO. Thence. . . .

TAKE-OFF RUNWAY 35L: Climb via 354° heading to at or above 1100, then via 011° course to MECHL, cross MECHL at or above 4000, then via 089° track to MAVVS, cross MAVVS at or above 6500, then via depicted route to SOLDO. Thence. . . .

TAKE-OFF RUNWAY 36L: Climb via 354° heading to at or above 1110, then via 023° course to MECHL, cross MECHL at or above 4000, then via 089° track to MAVVS, cross MAVVS at or above 6500, then via depicted route to SOLDO. Thence. . . .

TAKE-OFF RUNWAY 36R: Climb via 354° heading to at or above 1110, the via 021° course to MECHL, cross MECHL at or above 4000, then via 089° track to MAVVS, cross MAVVS at or above 6500, then via depicted route to SOLDO. Thence. . . .

. . . .via (TRANSITION). Maintain 10,000. Expect filed altitude within 10 minutes after departure.

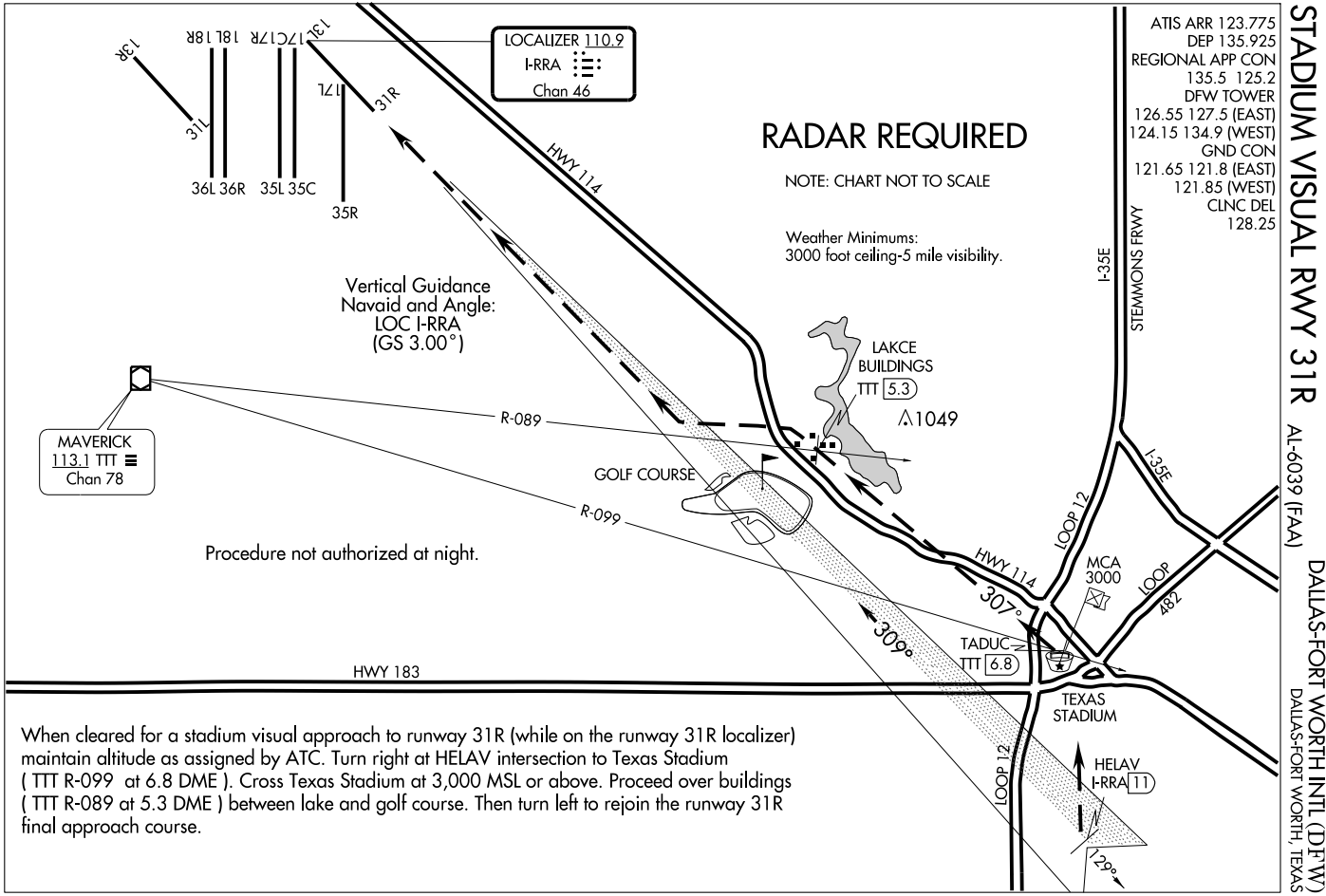
EL DORADO TRANSITION (SOLDO2.ELD): (For aircraft inbound to the MEMPHIS TERMINAL AREA. Aircraft should file and/or expect appropriate STAR.)

MERIDIAN TRANSITION (SOLDO2.MEI): (For aircraft inbound to the ATLANTA TERMINAL AREA.)

QUITMAN TRANSITION (SOLDO2.UIM): (For aircraft inbound to the SHREVEPORT TERMINAL AREA.)

SIDON TRANSITION (SOLDO2.SQS)

SC-2, 08 APR 2010 to 06 MAY 2010


STADIUM VISUAL RWY 31R
AL-6039 (FAA)
DALLAS-FORT WORTH INTL (DFW)
DALLAS-FORT WORTH, TEXAS
ATIS ARR 123.775
DEP 135.925
REGIONAL APP CON
135.5 125.2
DFW TOWER
126.55 127.5 (EAST)
124.15 134.9 (WEST)
GND CON
121.65 121.8 (EAST)
121.85 (WEST)
CLNC DEL
128.25
LOCALIZER 110.9
I-RRA
Chan 46
13R
31L
18L 18R
36L 36R
17C 17R
35L 35C
13L
17L
31R
35R
RADAR REQUIRED
NOTE: CHART NOT TO SCALE
Weather Minimums:
3000 foot ceiling-5 mile visibility.
HWY 114
I-35E
STEMMONS FRWY
Vertical Guidance
Navaid and Angle:
LOC I-RRA
(GS 3.00°)
LAKCE
BUILDINGS
TTT 5.3
1049
MAVERICK
113.1 TTT
Chan 78
R-089
R-099
GOLF COURSE
Procedure not authorized at night.
LOOP 12
I-35E
MCA
3000
307°
309°
LOOP
482
TADUC
TTT 6.8
HWY 183
TEXAS
STADIUM
HELAV
I-RRA 11
229°
When cleared for a stadium visual approach to runway 31R (while on the runway 31R localizer) maintain altitude as assigned by ATC. Turn right at HELAV intersection to Texas Stadium (TTT R-099 at 6.8 DME). Cross Texas Stadium at 3,000 MSL or above. Proceed over buildings (TTT R-089 at 5.3 DME) between lake and golf course. Then turn left to rejoin the runway 31R final approach course.

TEXOMA ONE DEPARTURE

SL-6039 (FAA)

DALLAS-FORT WORTH INTL (DFW)
DALLAS-FORT WORTH, TEXAS

ATIS 135.925
CLNC DEL 128.25
GND CON 121.65 121.8 (EAST) 121.85 (WEST)
DFW TOWER 126.55 127.5 (EAST) 124.15 134.9 (WEST)
REGIONAL DEP CON
125.12 319.85 (Departing North)
126.47 363.15 (Departing South via FUZ R-248 or FUZ R-360)
118.55 290.35 (Departing South via FUZ R-013 or FUZ R-022)

TAKE-OFF OBSTACLES:
Rwy 31L: Multiple trees, 928′ to 2034′ from DER, 724′ to 873′ left of centerline, up to 32′ AGL/654′ MSL.
Rwy 35R: Multiple Buildings beginning 5443′ from DER, 202′ right of centerline, up to 173′ AGL/714′MSL.

TULSA
114.4 TUL
Chan 91
N36°11.78′
W95°47.29′
L-15, H-6

OKMULGEE
114.9 OKM
Chan 96
N35°41.59′
W95°51.96′
L-15, H-6

MC ALESTER
112.0 MLC
Chan 57
N34°50.97′
W95°46.94′
L-17, H-6

ROLLS
N35°43.36′
W99°28.24′
L-15, H-6

WILL ROGERS
114.1 IRW
Chan 88
N35°21.52′
W97°36.55′
L-15, H-6

ZEMMA
N34°23.03′
W96°59.40′
L-17, H-6

MRMAC
N34°50.48′
W98°06.57′

EAKER
N34°19.05′
W96°37.19′
L-17,H-6

TIKYS
N34°04.00′
W96°25.56′

ARDMORE
116.7 ADM
Chan 114
N34°12.70′-W97°10.09
L-17, H-6

TEXOMA
114.3 URH
Chan 90

BLECO
N33°27.05′
W97°06.54′
L-17

GRABE
N33°27.09′
W96°57.69′
L-17

BOWIE
112.4 UKW
Chan 71

LOWGN
N33°27.05′
W97°14.99′

AKUNA
N33°27.04′
W96°49.39′

BONHAM
114.6 BYP
Chan 93

RANGER
115.7 FUZ
Chan 104
N32°53.37′-W97°10.77′

MAVERICK
113.1 TTT
Chan 78
N32°52.15′-W97°02.43′

TAKE-OFF MINIMUMS:
Rwys 13L, 13R, 17C, 17L, 17R, 18L, 18R, 31L, 31R, 35C, 35L, 36L, 36R: STANDARD.
Rwy 35R: 200-1½ or Standard with minimum climb of 221′ per NM to 800, or alternatively, with Standard takeoff minimums and a normal 200′/NM climb gradient, takeoff must occur no later than 1,700′ prior to DER.

NOTE: Chart not to scale

(NARRATIVE ON FOLLOWING PAGE)

SC-2, 08 APR 2010 to 06 MAY 2010

DEPARTURE ROUTE DESCRIPTION

PROPS
EXPECT JACKY OR TRI-GATE DEPARTURE.

JETS
UNLESS OTHERWISE ADVISED, MAINTAIN 10,000 FEET AND EXPECT FILED ALTITUDE 10 MINUTES AFTER DEPARTURE. MAINTAIN 240 KIAS UNTIL LEAVING 5000.

TAKE-OFF RUNWAYS 13L/R, 17L, 31L/R, 35R: Climb via assigned heading and altitude, expect vector to appropriate route.
TAKE-OFF RUNWAYS 17C/R: Climb via heading 160°, expect vector to appropriate route.
TAKE-OFF RUNWAYS 18L/R: Climb via heading 185°, expect vector to appropriate route.
TAKE-OFF RUNWAYS 35L/C: Climb via heading 005°, expect vector to appropriate route.
TAKE-OFF RUNWAYS: 36L/R: Climb via heading 345° to TTT VOR/DME 7.3 DME then via heading 340°, expect vector to appropriate route.

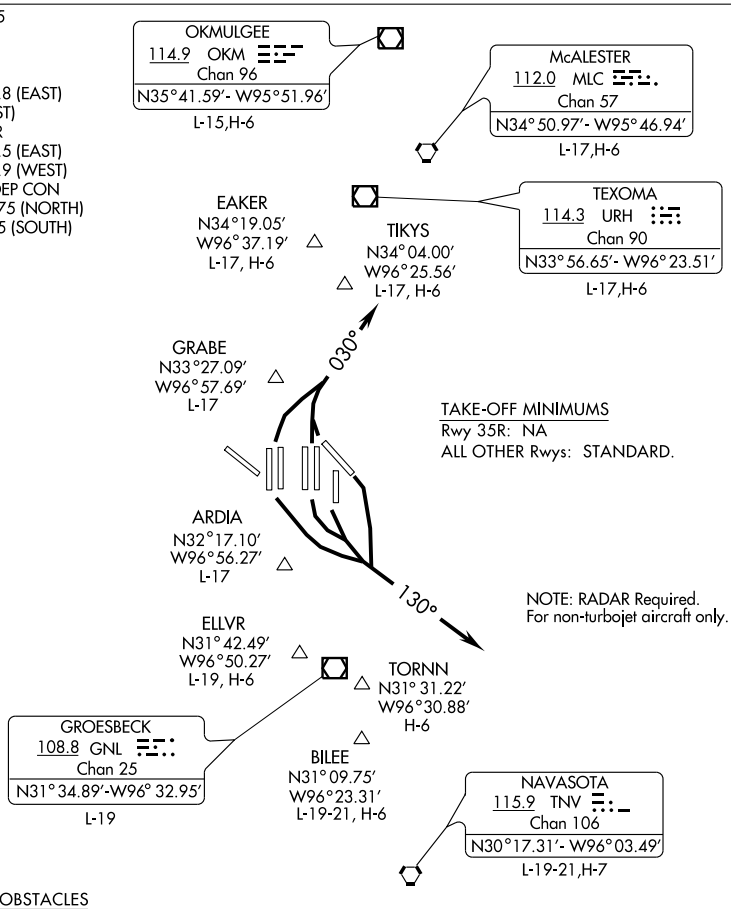
ARDMORE TRANSITION (TEX1.ADM): From over FUZ VORTAC via FUZ R-348 to LOWGN INT, then via ADM R-179 to ADM VORTAC.
BLECO TRANSITION (TEX1.BLECO): (ATC assigned.) From over FUZ VORTAC via FUZ R-360 to BLECO INT.
EAKER TRANSITION (TEX1.EAKER): (For aircraft inbound to the Tulsa terminal area.) From over FUZ VORTAC via FUZ R-012 to EAKER INT.
GRABE TRANSITION (TEX1.GRABE): (ATC assigned.) From over FUZ VORTAC via FUZ R-012 to GRABE INT.
MCALESTER TRANSITION (TEX1.MLC): (For all aircraft overflying the MLC VORTAC or intercepting J105.) From over FUZ VORTAC via FUZ R-022 to TIKYS INT, then via MLC R-206 to MLC VORTAC.
OKMULGEE TRANSITION (TEX1.OKM): (For all aircraft overflying OKM VOR/DME proceeding via J181 to BDF to destinations in the Chicago terminal area and north.) From over FUZ VORTAC via FUZ R-012 to EAKER INT, then via OKM R-196 to OKM VOR/DME.
ROLLS TRANSITION (TEX1.ROLLS): (For all aircraft proceeding northwestbound via J52.) From over FUZ VORTAC via FUZ R-348 to LOWGN INT, then via ADM R-179 to ADM VORTAC, then via ADM R-303 to ROLLS INT.
TULSA TRANSITION (TEX1.TUL): (For all aircraft overflying TUL VORTAC.) From over FUZ VORTAC via FUZ R-360 to ZEMMA INT, then via TUL R-201 to TUL VORTAC.
WILL ROGERS TRANSITION (TEX1.IRW): (For all aircraft inbound to the Oklahoma City area or overflying IRW VORTAC.) From over FUZ VORTAC via FUZ R-360 to ZEMMA INT, then via IRW R-145 to IRW VORTAC.
ZEMMA TRANSITION (TEX1.ZEMMA): (ATC assigned) From over FUZ VORTAC via FUZ R-360 to ZEMMA INT.

SC-2, 08 APR 2010 to 06 MAY 2010

TRI-GATE SIX DEPARTURE

SL-6039 (FAA)

ATIS 135.925
CLNC DEL
128.25
GND CON
121.65 121.8 (EAST)
121.85 (WEST)
DFW TOWER
126.55 127.5 (EAST)
124.15 134.9 (WEST)
REGIONAL DEP CON
124.3 282.275 (NORTH)
125.2 343.65 (SOUTH)



TAKE-OFF OBSTACLES
Rwy 31L: Tree 1229' from DER, 730' right of centerline, 28' AGL/637'MSL.
Trmsn Pole 3403' from DER, 1399' right of centerline, 86' AGL/708' MSL.
Multiple Trees beginning 928' from DER, 724' left of centerline, up to 55' AGL/654' MSL.

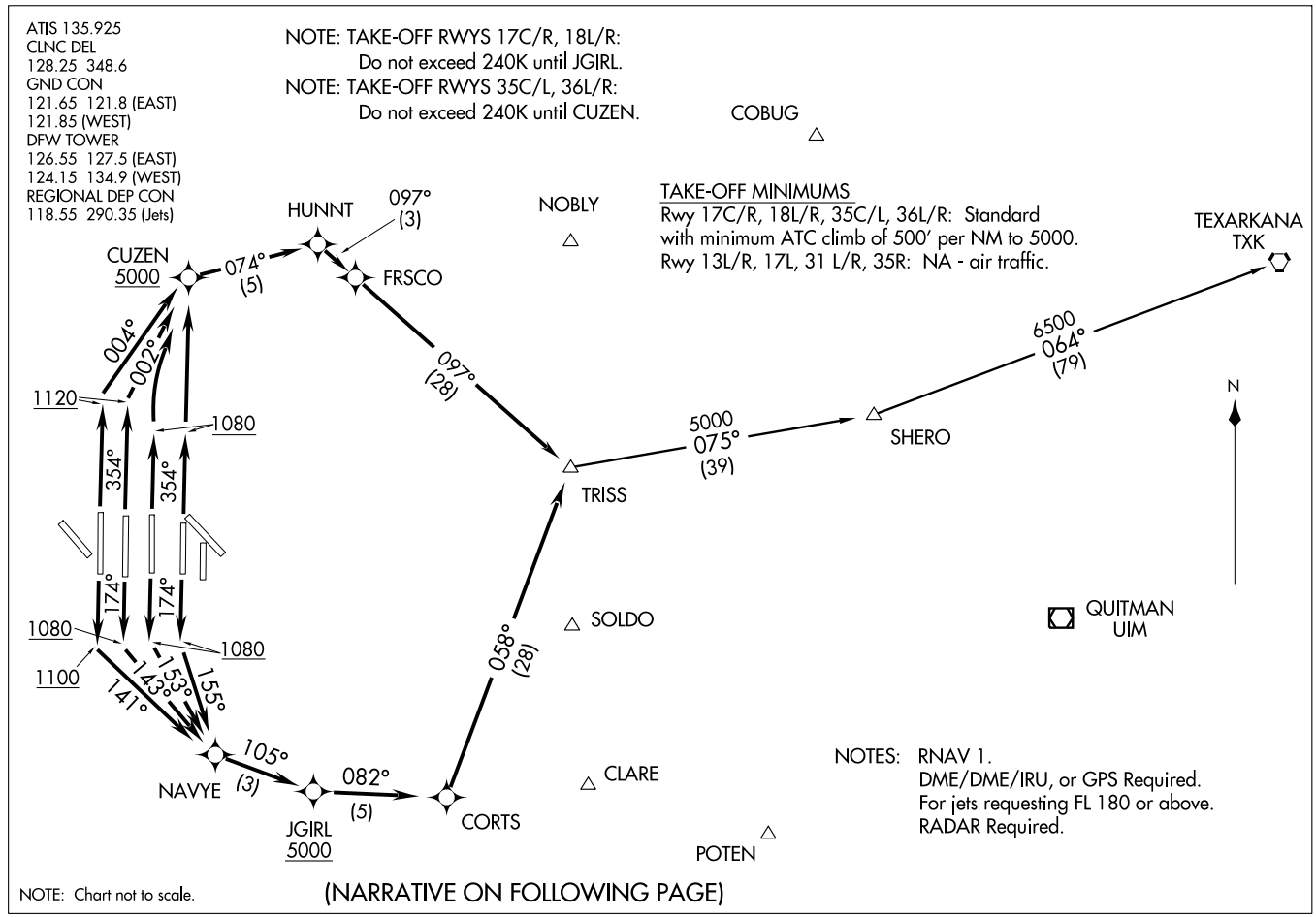
NOTE: Chart not to scale.

SC-2, 08 APR 2010 to 06 MAY 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 13L/R, 17L/C/R, 18L/R: Fly heading 130°, expect vector to appropriate fix. Thence. . . .
TAKE-OFF RUNWAYS 31R, 35L/C, 36L/R: Fly heading 030°, expect vector to appropriate fix. Thence. . . .

. . . . Maintain 2000 or as assigned by ATC, expect filed altitude ten minutes after departure.


ATIS 135.925
CLNC DEL
128.25 348.6
GND CON
121.65 121.8 (EAST)
121.85 (WEST)
DFW TOWER
126.55 127.5 (EAST)
124.15 134.9 (WEST)
REGIONAL DEP CON
118.55 290.35 (Jets)
NOTE: TAKE-OFF RWYS 17C/R, 18L/R:
Do not exceed 240K until JGIRL.
NOTE: TAKE-OFF RWYS 35C/L, 36L/R:
Do not exceed 240K until CUZEN.
COBUG
TAKE-OFF MINIMUMS
Rwy 17C/R, 18L/R, 35C/L, 36L/R: Standard
with minimum ATC climb of 500' per NM to 5000.
Rwy 13L/R, 17L, 31 L/R, 35R: NA - air traffic.
HUNNT
097°
(3)
NOBLY
TEXARKANA
TXK
CUZEN
5000
074°
(5)
FRSCO
004°
002°
1120
1080
097°
(28)
6500
064°
(79)
354°
354°
5000
075°
(39)
SHERO
TRISS
N
174°
174°
1080
1080
1100
141°
143°
153°
155°
QUITMAN
UIM
SOLDO
058°
(28)
105°
NAVYE
(3)
082°
(5)
CLARE
JGIRL
5000
CORTS
POTEN
NOTES: RNAV 1.
DME/DME/IRU, or GPS Required.
For jets requesting FL 180 or above.
RADAR Required.
NOTE: Chart not to scale.
(NARRATIVE ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION

PROPS

File and Expect WYLIE or HUBBARD Departure

JETS

Jets requesting 17000' and below expect the GARLAND DEPARTURE

TAKE-OFF RUNWAY 17C: Climb via 174° heading to at or above 1080, then via 155° course to NAVYE, then via 105° track to JGIRL, cross JGIRL at or above 5000, then via depicted route to TRISS, Thence . . . .

TAKE-OFF RUNWAY 17R: Climb via 174° heading to at or above 1080, then via 153° course to NAVYE, then via 105° track to JGIRL, cross JGIRL at or above 5000, then via depicted route to TRISS, Thence . . . .

TAKE-OFF RUNWAY 18L: Climb via 174° heading to at or above 1080, then via 143° course to NAVYE, then via 105° track to JGIRL, cross JGIRL at or above 5000, then via depicted route to TRISS, Thence . . . .

TAKE-OFF RUNWAY 18R: Climb via 174° heading to at or above 1100, then via 141° course to NAVYE, then via 105° track to JGIRL, cross JGIRL at or above 5000, then via depicted route to TRISS, Thence . . . .

TAKE-OFF RUNWAY 35C: Climb via 354° heading to 1080, then direct CUZEN, cross CUZEN at or above 5000, then via depicted route to TRISS, Thence . . . .

TAKE-OFF RUNWAY 35L: Climb via 354° heading to 1080, then right turn direct CUZEN, cross CUZEN at or above 5000 then via depicted route to TRISS, Thence . . . .

TAKE-OFF RUNWAY 36L: Climb via 354° heading to at or above 1120, then via 004° course to CUZEN, cross CUZEN at or above 5000, then via depicted route to TRISS, Thence . . . .

TAKE-OFF RUNWAY 36R: Climb via 354° heading to at or above 1120, then via 002° course to CUZEN, cross CUZEN at or above 5000, then via depicted route to TRISS, Thence . . . .

. . . . via (transition). Maintain 10000', expect filed altitude 10 minutes after departure.

TEXARKANA TRANSITION (TRISS3.TXK)

VOR/DME TTT	APP CRS	Rwy Idg 9301
113.1 Chan 78	132°	TDZE 591 Apt Elev 603

VOR RWY 13R

DALLAS-FORT WORTH INTL (DFW)

T

MALSR

MISSED APPROACH: Climbing right turn to 5000 via TTT R-275 to SLOTT INT/TTT 35.6 DME.

ATIS ARR	ATIS DEP	REGIONAL APP CON	DFW TOWER	GND CON	CLNC DEL
123.775	135.925	118.1 133.15	126.55 127.5 EAST 124.15 134.9 WEST	121.65 121.8 EAST 121.85 WEST	128.25

RADAR REQUIRED

MSA TTT 25 NM
2600
090° 270°
3500

10 NM

R-312

CEKHI INT
TTT 15
RADAR

EPOVE INT
TTT 11
RADAR

SULHU INT
TTT 7.5
RADAR

3000
132°
(4)

2000
132°
(3.5)

R-352
R-337
R-019
TTT R-275

132°

958
895
810
742
1016
661
845
791
990
1049
770±
734
1049

RANGER
115.7 FUZ
Chan 104

MAVERICK
113.1 TTT
Chan 78

MISSED APCH FIX
112.4 UKW
Chan 71
095°
R-275
275°
R-166
113.1 TTT
Chan 78
SLOTT
TTT 35.6
1743

ELEV 603 D
Rwy 13L-31R 9000 X 200

132° 4.3 NM from FAF

TDZE 591

HIRL all Rwys
REIL Rwys 13L and 31L
TDZ/CL all Rwys except 13L, 17C and 31L

5000
TTT R-275
SLOTT

CEKHI INT
TTT 15
RADAR

EPOVE INT
TTT 11
RADAR

SULHU INT
TTT 7.5
RADAR

3000
132°
3000
2000
2.99°
TCH 55
TTT 4.7
TTT 3.3

4 NM 3.5 NM 2.8 NM 1.4 NM 0.1

CATEGORY	A	B	C	D
S-13R	1100/24 509 (600-½)		1100/50 509 (600-1)	

FAF to MAP 4.2 NM

Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

SC-2. 08 APR 2010 to 06 MAY 2010

VOR/DME TTT	APP CRS	Rwy Idg	9301
113.1	312°	TDZE	581
Chan 78		Apt Elev	607

VOR RWY 31L

DALLAS-FORT WORTH INTL (DFW)

MISSED APPROACH: Climb to 1200 then climbing left turn to 5000 via heading 300° and TTT R-306.36 to KAGLE INT/TTT 34.4 DME and hold.

ATIS	REGIONAL APP CON	DFW TOWER	GND CON	CLNC DEL
ARR 123.775 DEP 135.925	135.5 125.2	126.55 127.5 EAST 124.15 134.9 WEST	121.65 121.8 EAST 121.85 WEST	128.25

RADAR REQUIRED

MISSED APCH FIX

KAGLE INT
TTT 34.4

126°
306°
TTT R-306

TTT R-306

10 NM

958
1016
810
742
845
661
990
791
670±
770±
734
1200
312° (1.5)
1400
312° (4.5)
1049
1049
R-242
R-201
R-132

COWBOY
116.2 CVE
Chan 109

MAVERICK
113.1 TTT
Chan 78

(IF)
HILEG INT
TTT 6
RADAR

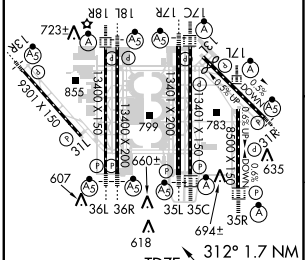
HATOV INT
TTT 1.5
RADAR

1743

MSA TTT 25 NM
2700
090° 270°
3500

ELEV 607 D

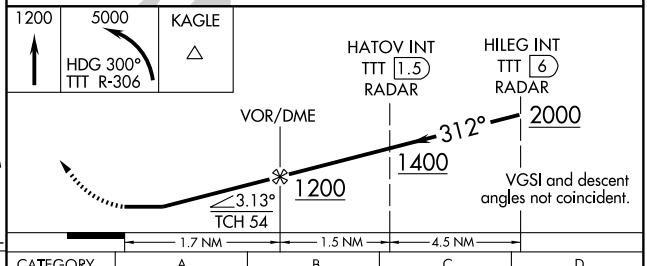
Rwy 13L-31R 9000 X 200



TDZE 581

312° 1.7 NM from FAF

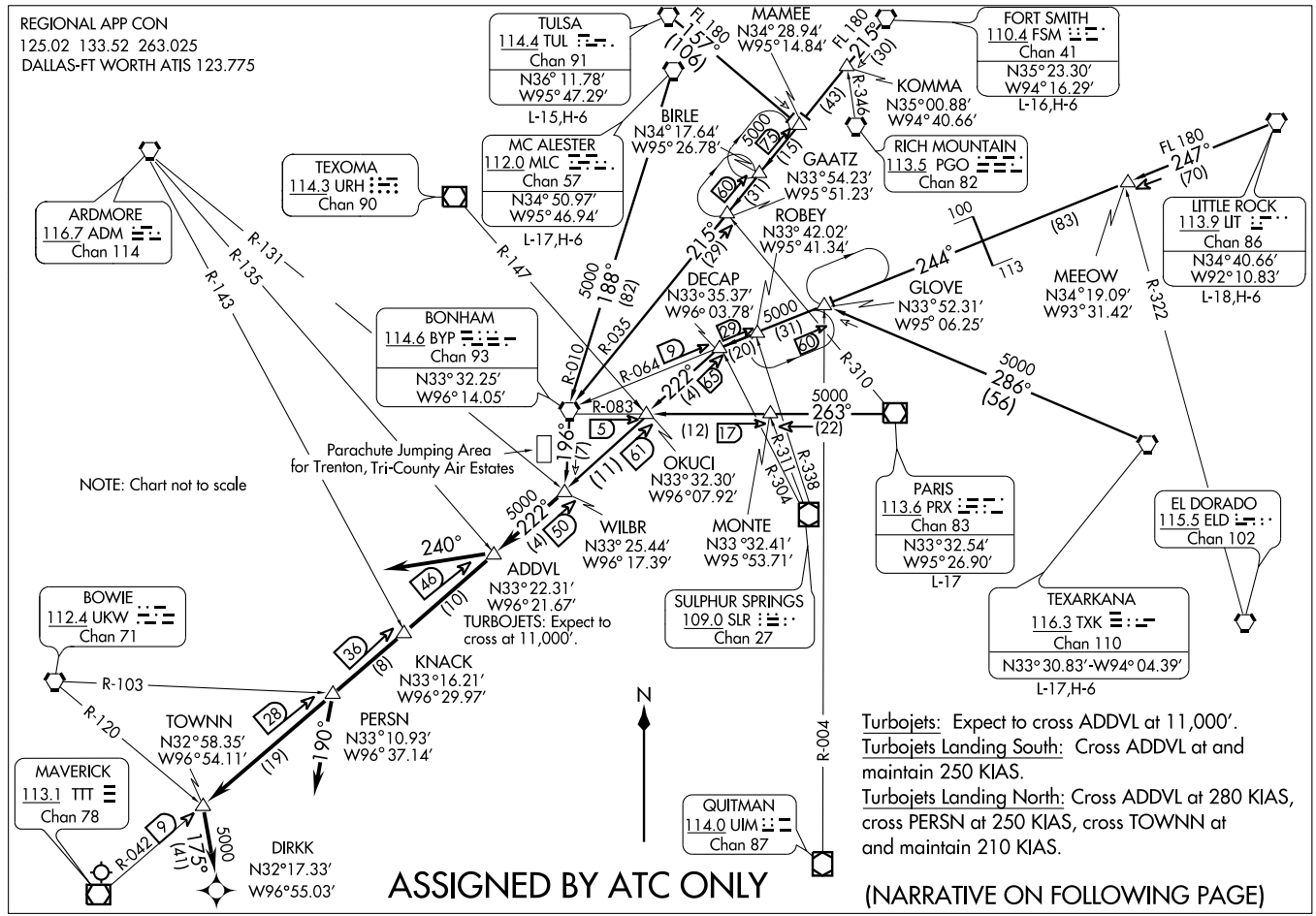
HIRL all Rwys
REIL Rwys 13L and 31L
TDZ/CL all Rwys except 13L, 17C and 31L



FAF to MAP 1.7 NM					
Knots	60	90	120	150	180
Min:Sec	1:43	1:08	0:51	0:41	0:34

CATEGORY	A	B	C	D
S-31L	1020/50 439 (500-1)		1020/60 439 (500-1¼)	1020-1½ 439 (500-1½)

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(WILBR.WILBR3) 07298

WILBR THREE ARRIVAL

ST-6039 (FAA)

DALLAS- FORT WORTH INTL

DALLAS-FT. WORTH, TEXAS

WILBR THREE ARRIVAL

ARRIVAL DESCRIPTION

FORT SMITH TRANSITION (FSM.WILBR3): From over FSM VORTAC via FSM R-215 to MAMEE INT, then via BYP R-035 to BYP VORTAC, then via BYP R-196 to WILBR INT. Thence . . . .

LITTLE ROCK TRANSITION (LIT.WILBR3): From over LIT VORTAC via LIT R-247 and BYP R-064 to GLOVE INT, then via BYP R-064 to DECAP INT, then via TTT R-042 to WILBR INT. Thence . . . .

MCALESTER TRANSITION (MLC.WILBR3): From over MLC VORTAC via MLC R-188 and BYP R-010 to BYP VORTAC, then via BYP R-196 to WILBR INT. Thence . . . .

PARIS TRANSITION (PRX.WILBR3): From over PRX VOR/DME via PRX R-263 and BYP R-083 to OKUCI INT, then via TTT R-042 to WILBR INT. Thence . . . .

TEXARKANA TRANSITION (TXK.WILBR3): From over TXK VORTAC via TXK R-286 to GLOVE INT, then via BYP R-064 to DECAP INT, then via TTT R-042 to WILBR INT. Thence . . . .

TULSA TRANSITION (TUL.WILBR3): From over TUL VORTAC via TUL R-157 to MAMEE INT, then via BYP R-035 to BYP VORTAC, then via BYP R-196 to WILBR INT. Thence . . . .

. . . .ALL AIRCRAFT: From over WILBR INT via TTT R-042, thence . . . .

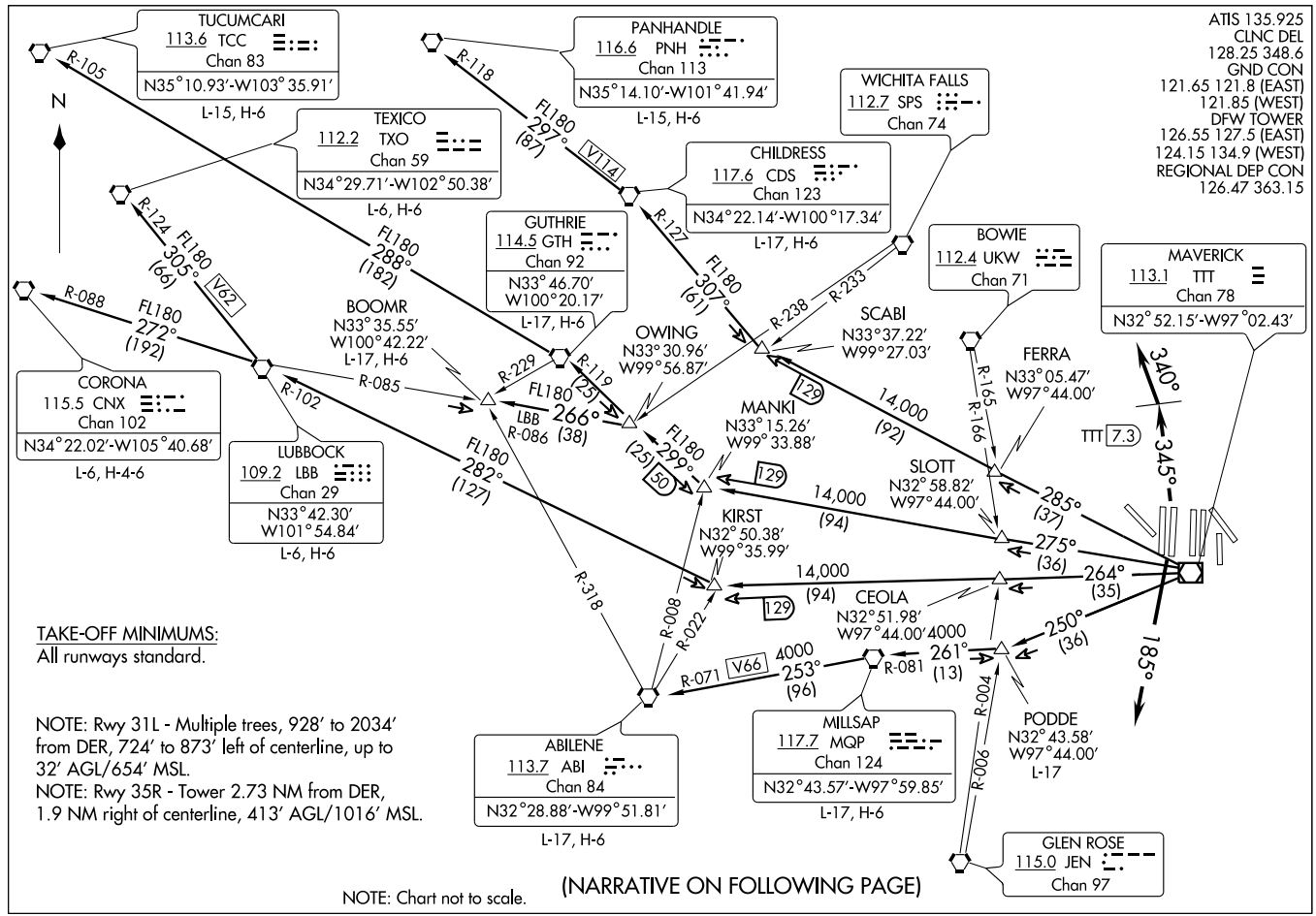
. . . . ALL AIRCRAFT LANDING SOUTH: To ADDVL INT, then depart ADDVL INT heading 240°, Expect vectors to final approach course.

. . . . JETS LANDING NORTH: For /E, /F, /G and /R (RNP-2.0) EQUIPPED AIRCRAFT: From over TOWNN INT direct DIRKK WP, Expect vector to final approach course prior to DIRKK WP. If not received by DIRKK WP, fly present heading.

. . . . ALL OTHER JETS LANDING NORTH: to TOWNN, depart TOWNN INT heading 175° for vector to final approach course.

. . . . PROPS LANDING NORTH: Depart PERSN INT heading 190°, Expect vectors to final approach course.

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WORTH FIVE DEPARTURE
DALLAS-FORT WORTH INTL (DFW)
DALLAS-FORT WORTH, TEXAS
SL-6039 (FAA)
(WORTH5.111) 08269
ATIS 135.925
CLNC DEL
128.25 348.6
GND CON
121.65 121.8 (EAST)
121.85 (WEST)
DFW TOWER
126.55 127.5 (EAST)
124.15 134.9 (WEST)
REGIONAL DEP CON
126.47 363.15
TUCUMCARI
113.6 TCC
Chan 83
N35°10.93'-W103°35.91'
L-15, H-6
PANHANDLE
116.6 PNH
Chan 113
N35°14.10'-W101°41.94'
L-15, H-6
WICHITA FALLS
112.7 SPS
Chan 74
TEXICO
112.2 TXO
Chan 59
N34°29.71'-W102°50.38'
L-6, H-6
CHILDRESS
117.6 CDS
Chan 123
N34°22.14'-W100°17.34'
L-17, H-6
GUTHRIE
114.5 GTH
Chan 92
N33°46.70'
W100°20.17'
L-17, H-6
BOWIE
112.4 UKW
Chan 71
MAVERICK
113.1 TTT
Chan 78
N32°52.15'-W97°02.43'
BOOMR
N33°35.55'
W100°42.22'
L-17, H-6
OWING
N33°30.96'
W99°56.87'
SCABI
N33°37.22'
W99°27.03'
FERRA
N33°05.47'
W97°44.00'
CORONA
115.5 CNX
Chan 102
N34°22.02'-W105°40.68'
L-6, H-4-6
LUBBOCK
109.2 LBB
Chan 29
N33°42.30'
W101°54.84'
L-6, H-6
MANKI
N33°15.26'
W99°33.88'
SLOTT
N32°58.82'
W97°44.00'
KIRST
N32°50.38'
W99°35.99'
CEOLA
N32°51.98'
W97°44.00'
ABILENE
113.7 ABI
Chan 84
N32°28.88'-W99°51.81'
L-17, H-6
MILLSAP
117.7 MQP
Chan 124
N32°43.57'-W97°59.85'
L-17, H-6
PODDE
N32°43.58'
W97°44.00'
L-17
GLEN ROSE
115.0 JEN
Chan 97
R-105
R-118
R-124
R-088
R-102
R-085
R-229
R-119
R-127
R-238
R-233
R-165
R-166
R-318
R-008
R-022
R-071
R-081
R-004
R-006
FL180
297°
(87)
V114
FL180
288°
(182)
FL180
305°
(66)
V62
FL180
272°
(192)
FL180
307°
(61)
FL180
266°
(38)
LBB
R-086
FL180
299°
(25)
50
FL180
282°
(127)
14,000
(92)
14,000
(94)
14,000
(94)
129
340°
345°
285°
(37)
275°
(36)
264°
(35)
250°
(36)
185°
261°
(13)
4000
253°
(96)
4000
TTT 7.3
TAKE-OFF MINIMUMS:
All runways standard.
NOTE: Rwy 31L - Multiple trees, 928' to 2034' from DER, 724' to 873' left of centerline, up to 32' AGL/654' MSL.
NOTE: Rwy 35R - Tower 2.73 NM from DER, 1.9 NM right of centerline, 413' AGL/1016' MSL.
NOTE: Chart not to scale.
(NARRATIVE ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION

PROPS

EXPECT THE COYOTE OR KINGDOM DEPARTURE

JETS

UNLESS OTHERWISE ADVISED, MAINTAIN 10,000 FEET AND EXPECT FILED ALTITUDE 10 MINUTES AFTER DEPARTURE. MAINTAIN 230 KIAS UNTIL LEAVING 5,000'.

TAKE-OFF RUNWAYS 13L/R, 17L/C/R, 31L/R, 35L/C/R: Climb via assigned heading and altitude, expect vector to appropriate route.
TAKE-OFF RUNWAYS 18L/R: Climb via heading 185°, expect vector to appropriate route.
TAKE-OFF RUNWAYS 36L/R: Climb via heading 345° to TTT VOR/DME 7.3 DME then via heading 340°, expect vector to appropriate route.

ABILENE TRANSITION (WORTH5.ABI): From over TTT VOR/DME via TTT R-250 to PODDE INT, then via MQP R-081 to MQP VORTAC, then via MQP R-253 and ABI R-071 to ABI VORTAC.

BOOMR TRANSITION (WORTH5.BOOMR): From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to OWING INT, then via LBB R-086 to BOOMR INT.

CHILDRESS TRANSITION (WORTH5.CDS): From over TTT VOR/DME via TTT R-285 to SCABI INT, then via CDS R-127 to CDS VORTAC.

CORONA TRANSITION (WORTH5.CNX): From over TTT VOR/DME via TTT R-264 to KIRST INT, then via LBB R-102 to LBB VORTAC, then via LBB R-272 and CNX R-088 to CNX VORTAC.

GUTHRIE TRANSITION (WORTH5.GTH): From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to GTH VORTAC.

LUBBOCK TRANSITION (WORTH5.LBB): From over TTT VOR/DME via TTT R-264 to KIRST INT, then via LBB R-102 to LBB VORTAC.

MILLSAP TRANSITION (WORTH5.MQP): From over TTT VOR/DME via TTT R-250 to PODDE INT, then via MQP R-081 to MQP VORTAC.

PANHANDLE TRANSITION (WORTH5.PNH): From over TTT VOR/DME via TTT R-285 to SCABI INT, then via CDS R-127 to CDS VORTAC, then via CDS R-297 and PNH R-118 to PNH VORTAC.

PODDE TRANSITION (WORTH5.PODDE): (ATC Assigned) From over TTT VOR/DME via TTT R-250 to PODDE INT.

TEXICO TRANSITION (WORTH5.TXO): From over TTT VOR/DME via TTT R-264 to KIRST INT, then via LBB R-102 to LBB VORTAC, then via LBB R-305 and TXO R-124 to TXO VORTAC.

TUCUMCARI TRANSITION (WORTH5.TCC): From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to GTH VORTAC, then via GTH R-288 and TCC R-105 to TCC VORTAC.

WYLIE FIVE DEPARTURE

SL-6039 (FAA)

DALLAS-FORT WORTH INTL (DFW)

DALLAS-FORT WORTH, TEXAS

ATIS DEP 135.925
CLNC DEL
128.25
GND CON
121.65 121.8 (EAST)
121.85 (WEST)
DFW TOWER
126.55 127.5 (EAST)
124.15 134.9 (WEST)
REGIONAL DEP CON
124.3 282.35
(DEPARTING NORTH)
125.2 343.65
(DEPARTING SOUTH)

NOTE:
1016′ MSL tower 2.73 NM from departure end of runway 35R.

TAKE-OFF MINIMUMS
Rwys 13L/R, 17L/R/C, 18L/R, 31L/R, 35L/C, 36L/R: Standard.

Rwy 35R: 200-1½ or standard with a minimum climb of 221′ per NM to 800, or alternatively, with standard takeoff minimums and a normal 200 ft/NM climb gradient, takeoff must occur no later than 1700 ft prior to departure end of runway.

LITTLE ROCK
113.9 LIT
Chan 86
N34°40.66′-W92°10.83′
L-18, H-6

TEXARKANA
116.3 TXK
Chan 110
N33°30.83′-W94°04.40′
L-17, H-6

SULPHUR SPRINGS
109.0 SLR
Chan 27

ORTRO
N33°41.47′
W94°12.75′

COBUG
N33°17.38′
W95°37.68′

BONHAM
114.6 BYP
Chan 93

EL DORADO
115.5 ELD
Chan 102
N33°15.37′-W92°44.64′
L-17, H-6

SIDON
114.7 SQS
Chan 94
N33°27.83′-W90°16.64′
L-18, H-6

NOBLY
N33°04.94′
W96°19.96′

TRISS
N32°58.20′
W96°19.94′

SHERO
N33°04.49′
W95°33.78′

SOLDO
N32°51.92′
W96°19.94′
L-17

QUITMAN
114.0 UIM
Chan 87
N32°52.83′-W95°22.01′
L-17, H-6

SHRLY
N32°44.60′
W94°18.17′

MERIDIAN
117.0 MEI
Chan 117
N32°22.71′-W88°48.26′
L-18, H-6

BELCHER
117.4 EIC
Chan 121
N32°46.28′-W93°48.60′
L-17, H-6

CLARE
N32°45.66′
W96°19.93′

POTEN
N32°39.33′
W95°40.03′

TEKBE
N32°42.80′
W94°47.73′

SAWMILL
113.75 SWB
Chan 84 (Y)
N31°58.39′-W92°40.63′
L-22, H-6

MAVERICK
113.1 TTT
Chan 78
N32°52.15′-W97°02.43′

GREGG COUNTY
112.3 GGG
Chan 70

NOTE: For Props requesting FL240 and above.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale

DEPARTURE ROUTE DESCRIPTION

JETS

Expect DALLAS or GARLAND DEPARTURE

PROPS

PROPS REQUESTING FL230 AND BELOW EXPECT HUBBARD DEPARTURE

TAKE-OFF RUNWAY 13L: Climb heading 130°, expect vector to appropriate route. Thence. . . .
TAKE-OFF RUNWAYS 13R, 17L/C/R, 18L/R: Climb heading 130°, expect vector to appropriate route. Thence. . . .
TAKE-OFF RUNWAYS 31L/R, 35L/C, 36L/R: Climb heading 030°, expect vector to appropriate route. Thence. . . .
TAKE-OFF RUNWAY 35R: Climb heading 354° to 1200 then via heading 030°, expect vector to appropriate route. Thence. . . .
. . . . Maintain 2,000 feet and expect filed altitude 10 minutes after departure.

BELCHER TRANSITION (WYLIE5.EIC): (For aircraft inbound to Jackson, Monroe, and Shreveport terminal area.) From over TTT VOR/DME via TTT R-094 to POTEN, then via EIC R-259 to EIC VORTAC.
EL DORADO TRANSITION (WYLIE5.ELD): (For aircraft inbound to the Memphis Terminal area. Aircraft should file and/or expect appropriate STAR.) From over TTT VOR/DME via TTT R-084 to SOLDO, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC.
LITTLE ROCK TRANSITION (WYLIE5.LIT): From over TTT VOR/DME via TTT R-064 to ORTRO, then via LIT R-235 to LIT VORTAC.
MERIDIAN TRANSITION (WYLIE5.MEI): (For aircraft inbound to the Atlanta Terminal area.) From over TTT VOR/DME via TTT R-084 to SOLDO, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC, then via ELD R-097 and MEI R-281 to MEI VORTAC.
QUITMAN TRANSITION (WYLIE5.UIM): (For aircraft inbound to Shreveport Terminal area.) From over TTT VOR/DME via TTT R-084 to SOLDO, then via UIM R-261 to UIM VOR/DME.
SAWMILL TRANSITION (WYLIE5.SWB): From over TTT VOR/DME via TTT R-094 to POTEN, then via EIC R-259 to TEKBE, then via SWB R-291 to SWB VOR/DME.
SIDON TRANSITION (WYLIE5.SQS): From over TTT VOR/DME via TTT R-084 to SOLDO, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC, then via ELD R-077 and SQS R-262 to SQS VORTAC.
SOLDO TRANSITION (WYLIE5.SOLDO): (ATC assigned.) From over TTT VOR/DME via TTT R-084 to SOLDO.
TEXARKANA TRANSITION (WYLIE5.TXK): From over TTT VOR/DME via TTT R-074 to SHERO, then via TXK R-244 to TXK VORTAC.

TAKE-OFF OBSTACLES:
Rwy 31L, tree 1229′ from DER, 730′ right of centerline, 28′ AGL/637′ MSL. Trmsn pole 3403′ from DER, 1399′ right of centerline, 86′ AGL/708′ MSL. Multiple trees beginning 928′ from DER, 724′ left of centerline, up to 55′ AGL/654′ MSL.
Rwy 35R, multiple buildings beginning 5443′ from DER, 202′ right of centerline, up to 173′ AGL/714′ MSL.

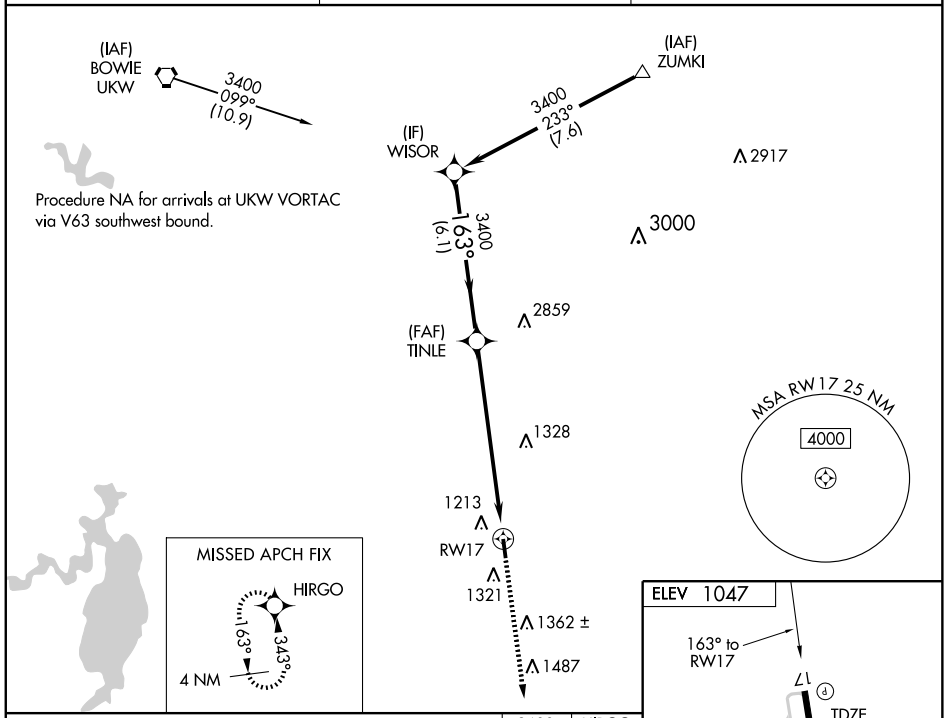
WAAS CH **40107** **W17A**	APP CRS **163°**	Rwy Idg **4200** TDZE **1047** Apt Elev **1047**

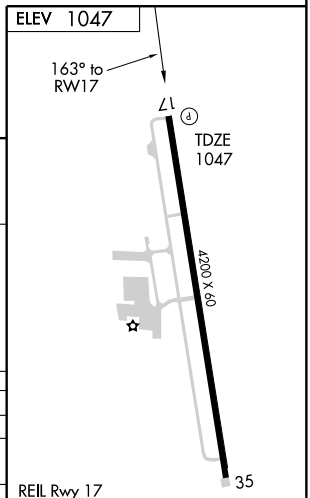
RNAV (GPS) RWY 17
DECATUR MUNI (LUD)

When local altimeter setting not received, use Fort Worth Meacham Intl altimeter setting and increase all DAs 113 feet, and all MDAs 120 feet, increase LPV visibilities ¼ mile, LNAV/VNAV visibilities ½ mile, and circling Cat B visibility ¼ mile. BARO-VNAV and VDP NA when using Fort Worth Meacham Intl altimeter setting. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2600 direct HIRGO and hold.

AWOS-3	REGIONAL APP CON	UNICOM
118.225	**118.1 306.95**	**122.8** (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1297-1	250 (300-1)	NA	
LNAV/VNAV DA	1459-1½	412 (500-1½)	NA	
LNAV MDA	1560-1	513 (600-1)	NA	
CIRCLING	1680-1	633 (700-1)	NA	

REIL Rwy 17
MIRL Rwy 17-35 L

SC-2, 08 APR 2010 to 06 MAY 2010

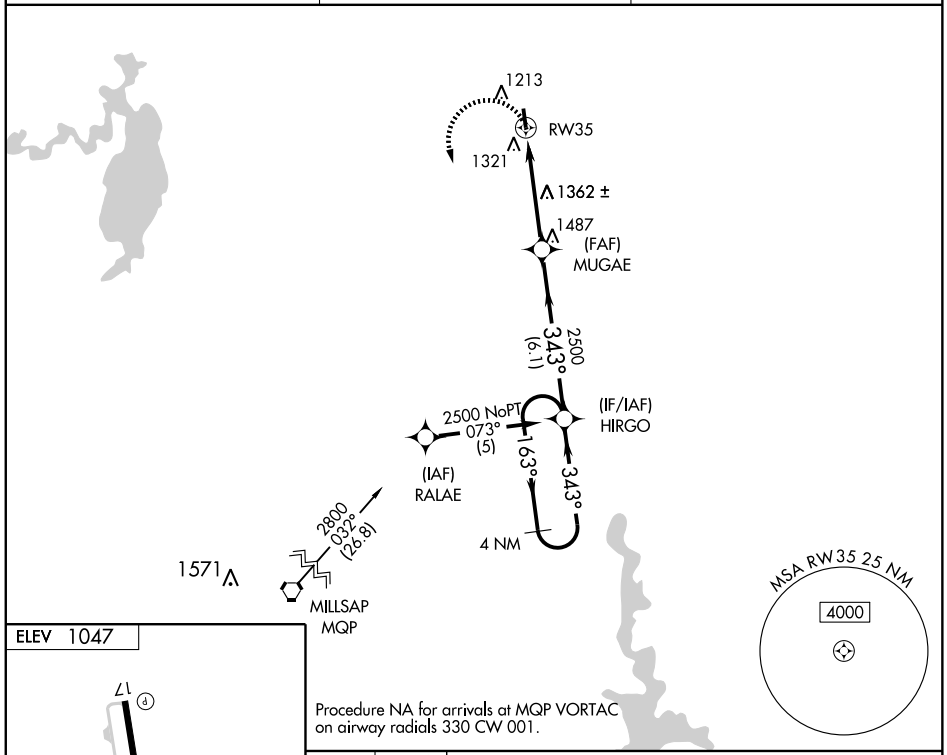
APP CRS		
343°	Rwy Idg	4200
	TDZE	1047
	Apt Elev	1047

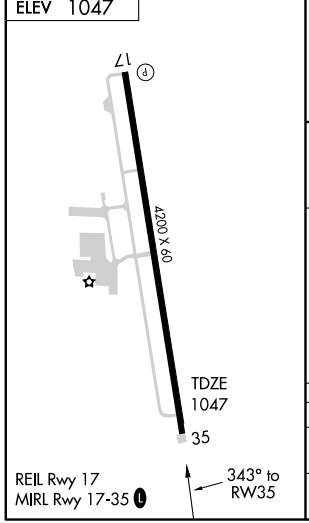
RNAV (GPS) RWY 35
DECATUR MUNI (LUD)

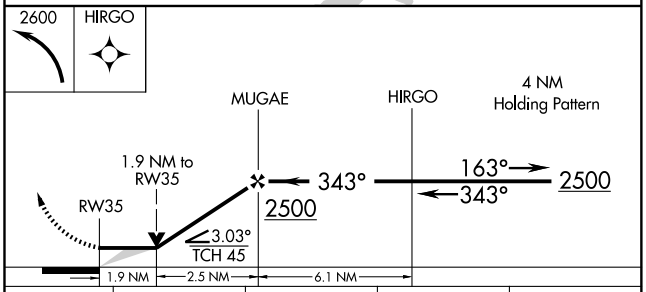
When local altimeter setting not received, use Fort Worth Meacham Intl altimeter setting and increase all MDAs 120 feet, and Cat B visibilities ¼ mile. DME/DME RNP-0.3 NA. VDP NA when using Fort Worth Meacham Intl altimeter setting.

MISSED APPROACH: Climbing left turn to 2600 direct HIRGO and hold.

AWOS-3	REGIONAL APP CON	UNICOM
118.225	118.1 306.95	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1680-1	633 (700-1)	NA	
CIRCLING	1680-1	633 (700-1)	NA	

DECATUR, TEXAS

AL-6190 (FAA)

VORTAC UKW	APP CRS	Rwy Idg	4200
112.4	137°	TDZE	1047
Chan 71		Apt Elev	1047

VOR/DME RWY 17

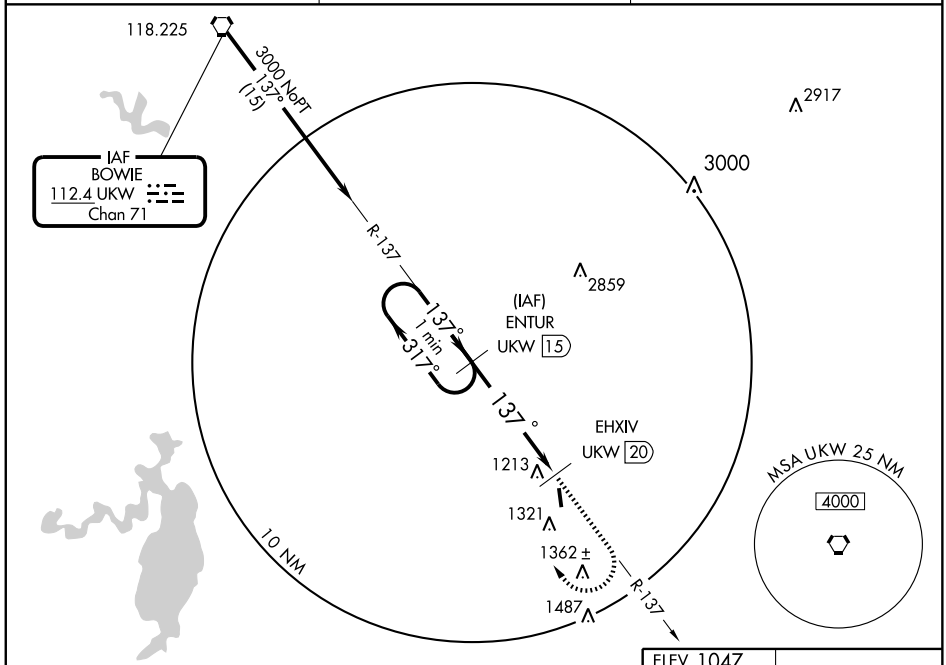
DECATUR MUNI (LUD)

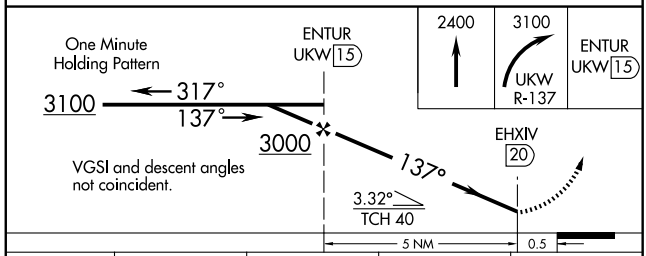
Use Forth Worth Meacham Intl altimeter setting.

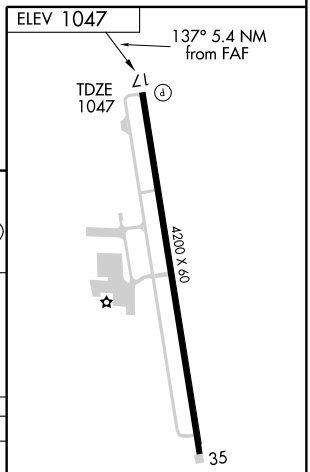
NA

MISSED APPROACH: Climb to 2400 then climbing right turn to 3100 via UKW R-137 to ENTUR/15 DME and hold.

AWOS-3	REGIONAL APP CON	UNICOM
118.225	118.1 306.95	122.8 (CTAF) L



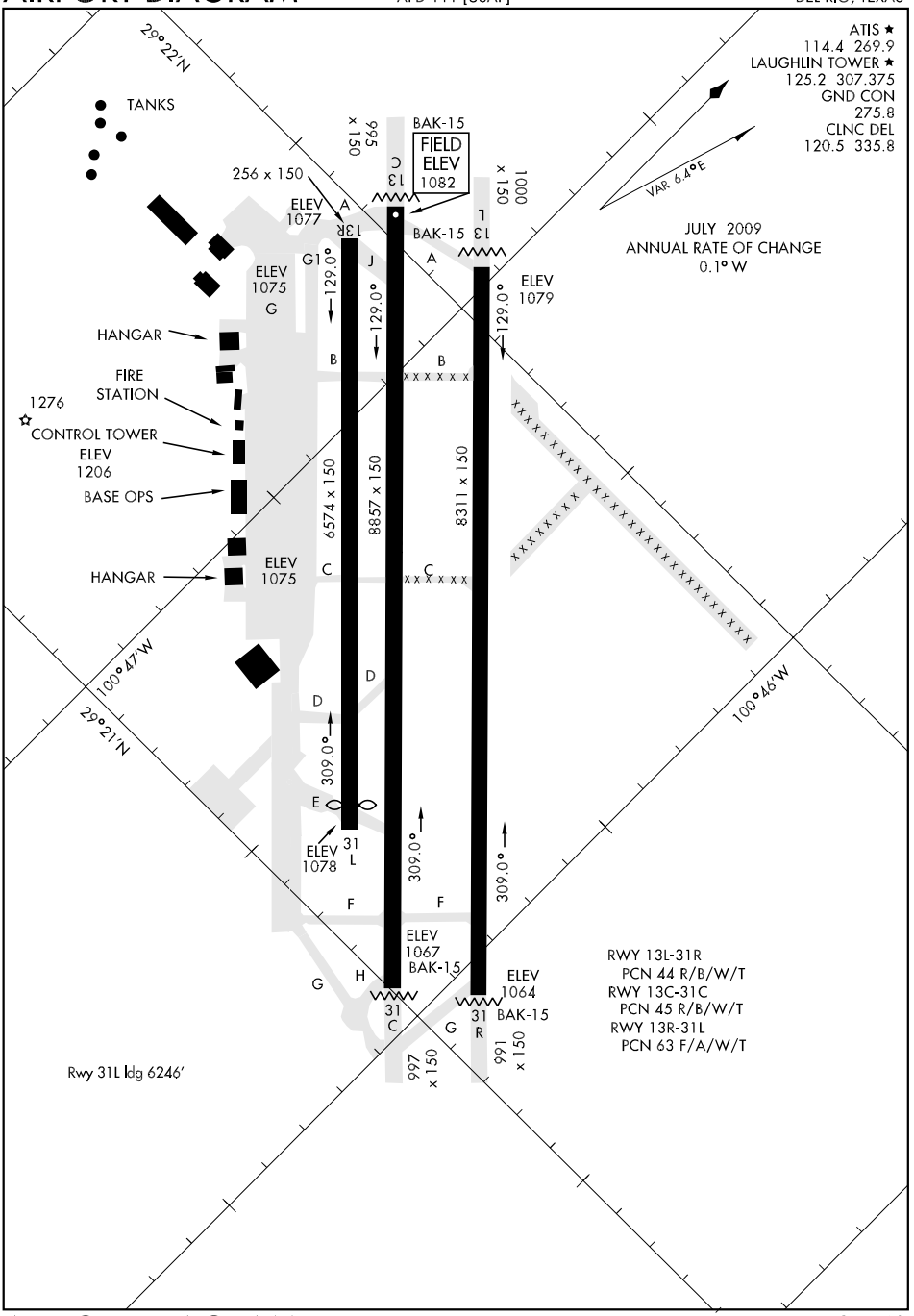




CATEGORY	A	B	C	D
S-17	1700-1 653 (700-1)	1700-1¼ 653 (700-1¼)	NA	
CIRCLING	1800-1 753 (800-1)	1800-1¼ 753 (800-1¼)	NA	

REIL Rwy 17
MIRL Rwy 17-35 L

SC-2, 08 APR 2010 to 06 MAY 2010



SC-3, 08 APR 2010 to 06 MAY 2010

HI-ILS or LOC/DME RWY 13C

LOC I-DLF	APCH CRS	Rwy Idg 13C 8857 13L 8311 TDZE 13C 1082 13L 1078 Arpt Elev 1082
110.3	128°	

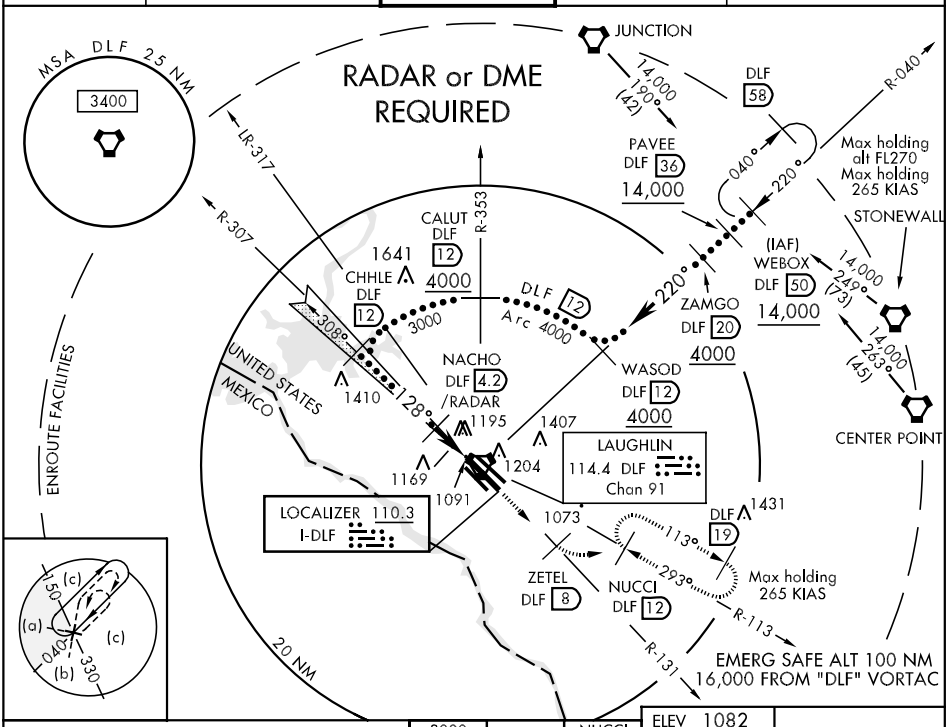
JAL-111 [USAF] LAUGHLIN AFB (KDLF)

* When ALS inop, increase RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT ABCD RVR to 50 and vis to 1 mile, CAT E RVR to 60 and vis to 1¼ miles.
*** Circling W of Rwy 13R-31L not authorized.

ALSF-1

MISSED APPROACH: Climb to 3000 direct ZETEL, DLF VORTAC R-131/8 DME, then turn left direct NUCCI, DLF R-113/12 DME, and hold.

ATIS ★	DEL RIO APP CON	LAUGHLIN TOWER ★	GND CON	CLNC DEL
114.4 269.9	119.6 259.1	125.2 307.375	275.8	120.5 335.8



CATEGORY	A	B	C	D	E
S-ILS 13C *	1282/24	200 (200-½)	1282/40	200 (200-¾)	
S-LOC 13C **	1420/24	338 (400-½)	1420/40	338 (400-¾)	
CIRCLING ***	1500-1 418 (500-1)	1540-1 458 (500-1)	1540-1½ 458 (500-1½)	1640-2 558 (600-2)	1720-2¼ 638 (700-2¼)
SIDESTEP 13L	1440-1 362 (400-1)		1440-1¼ 362 (400-1¼)		

LOC FAF to MAP 2.9 NM					
Knots	120	140	160	180	200
Min:Sec	1:27	1:15	1:05	0:58	0:52

HI-ILS or LOC/DME RWY 31C

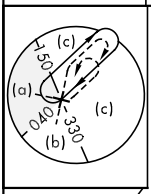
LOC I-ILH	APCH CRS	Rwy Idg 31C 8857 31R 8311 TDZE 31C 1077 31R 1077 Arpt Elev 1082
108.9	308°	

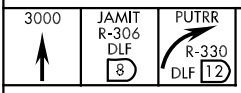
JAL-111 [USAF] LAUGHLIN AFB (KDLF)

▼ * Circling not authorized in sector SW of Rwy 13R-31L.

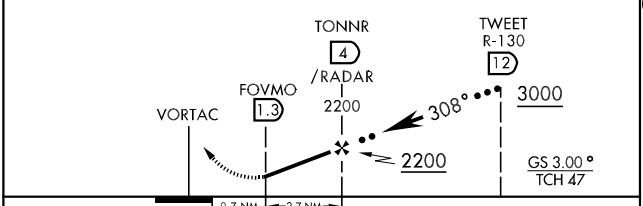
MISSED APPROACH: Climb to 3000 direct to JAMIT, DLF VORTAC R-306/8 DME, then turn right direct PUTRR, DLF R-330/12 DME and hold.

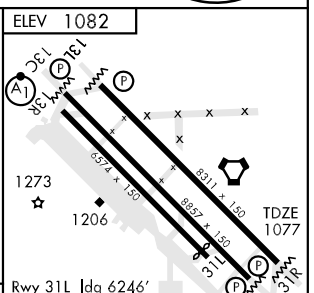
ATIS *	DEL RIO APP CON	LAUGHLIN TOWER *	GND CON	CLNC DEL
114.4 269.9	119.6 259.1	125.2 307.375	275.8	120.5 335.8





VGSI and descent angles not coincidental.





CATEGORY	A	B	C	D	E
S-ILS 31C	1327-1		250	(300-1)	
S-LOC 31C	1380-1		303	(300-1)	
CIRCLING *	1500-1 418 (500-1)	1540-1 458 (500-1)	1540-1½ 458(500-1½)	1640-2 558 (600-2)	1720-2¼ 638(700-2¼)
SIDESTEP 31R	1380-1		303	(300-1)	

FAF to MAP 2.7 NM					
Knots	120	140	160	180	200
Min:Sec	1:21	1:09	1:01	0:54	0:49

HINKO ONE DEPARTURE (HINKO1 • HINKO)

SHL-111 [USAF]

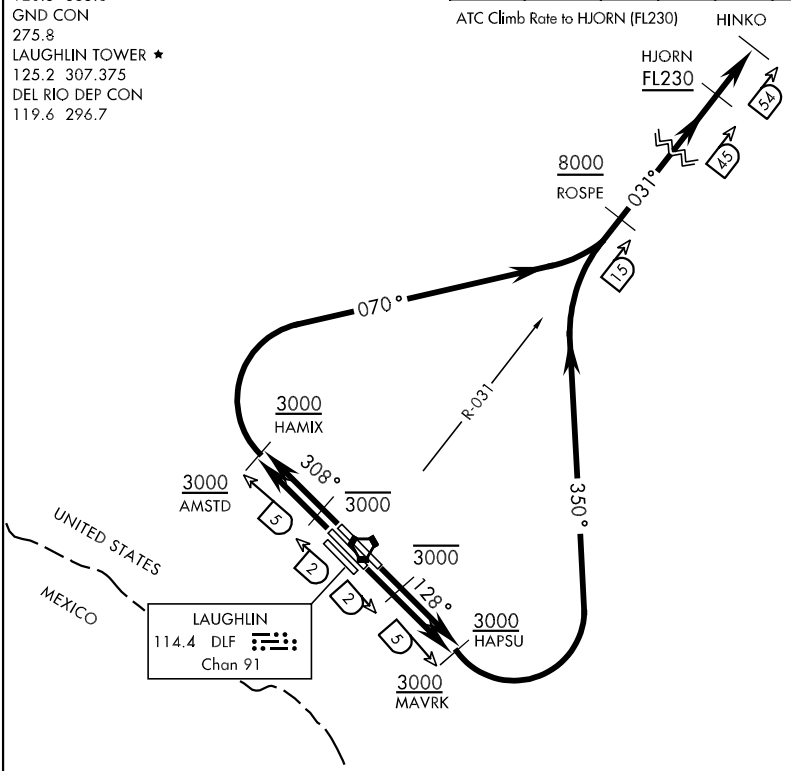
DEL RIO, TEXAS

ATIS ★ 114.4 269.9
CLNC DEL
120.5 335.8
GND CON
275.8
LAUGHLIN TOWER ★
125.2 307.375
DEL RIO DEP CON
119.6 296.7

2216

Rwy	Knots	60	120	180	240	300	360
13C/L	V/V(fpm)	450	900	1340	1790	2230	2680
31C/R	V/V(fpm)	460	920	1380	1840	2300	2760

ATC Climb Rate to HJORN (FL230)



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 13C: Climb on track 128°, cross DLF VORTAC 2 DME at or below 3000, cross DLF R-132/5 DME (MAVRK) at or above 3000. Then turn left and track 350° to intercept the DLF R-031 prior to ROSPE, cross ROSPE at or above 8000, cross HJORN at or above FL230, then direct HINKO.

TAKE-OFF RWY 13L: Climb on track 128°, cross DER at or below 1600, cross DLF VORTAC 2 DME at or below 3000, cross DLF R-130/5 DME (HAPSU) at or above 3000. Then turn left and track 350° to intercept the DLF R-031 prior to ROSPE, cross ROSPE at or above 8000, cross HJORN at or above FL230, then direct HINKO.

TAKE-OFF RWY 31C: Climb on track 308°, cross DLF VORTAC 2 DME at or below 3000, cross DLF R-305/5 DME (AMSTD) at or above 3000. Then turn right and track 070° to intercept the DLF R-031 prior to ROSPE, cross ROSPE at or above 8000, cross HJORN at or above FL230, then direct HINKO.

TAKE-OFF RWY 31R: Climb on track 308°, cross DER at or below 1600, cross DLF VORTAC 2 DME at or below 3000, cross DLF R-307/5 DME (HAMIX) at or above 3000. Then turn right and track 070° to intercept the DLF R-031 prior to ROSPE, cross ROSPE at or above 8000, cross HJORN at or above FL230, then direct HINKO.

HINKO ONE DEPARTURE (HINKO1 • HINKO)

DEL RIO, TEXAS

ILS or LOC/DME RWY 13C

LOC I-DLF	APCH CRS	Rwy ldg 13C 8857 13L 8311 TDZE 13C 1082 13L 1078 Arpt Elev 1082
110.3	128°	

AL-111 [USAF] LAUGHLIN AFB (KDLF)

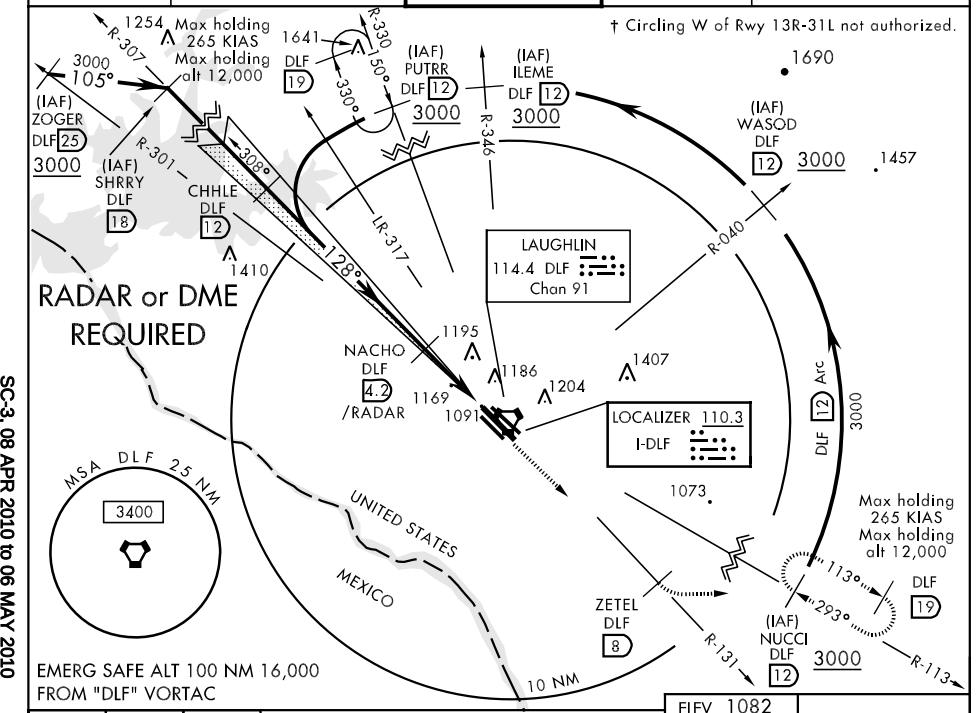
* When ALS inop, increase RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT ABCD RVR to 50 and vis to 1 mile, CAT E RVR to 60 and vis to 1¼ miles.

ALSF-1

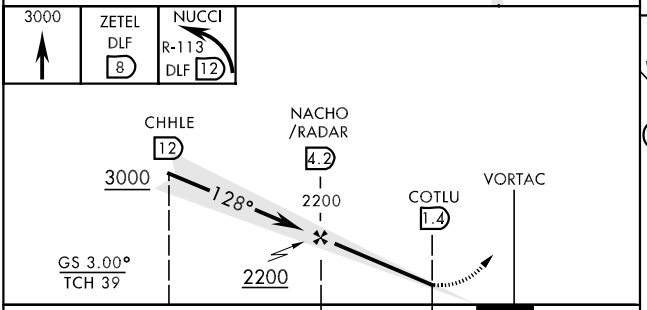
MISSED APPROACH: Climb to 3000 direct ZETEL, DLF R-131/8, then left turn direct NUCCI and hold.

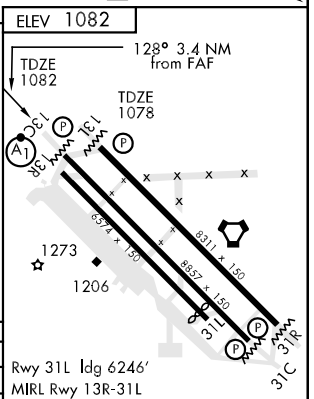
ATIS ★	DEL RIO APP CON	LAUGHLIN TOWER ★	GND CON	CLNC DEL
114.4 269.9	119.6 259.1	125.2 307.375	275.8	120.5 335.8

† Circling W of Rwy 13R-31L not authorized.



EMERG SAFE ALT 100 NM 16,000 FROM "DLF" VORTAC





Rwy 31L ldg 6246'
MIRL Rwy 13R-31L
HIRL Rwy 13C-31C, 13L-31R

CATEGORY	A	B	C	D	E
S-ILS 13C *	1282/24 200 (200-½)		1282/40 200 (200-¾)		
S-LOC 13C**	1420/24 338 (400-½)		1420/40 338 (400-¾)		
SIDESTEP RWY 13L	1440-1 362 (400-1)			1440-1¼ 362 (400-1¼)	
CIRCLING †	1500-1 418 (500-1)	1540-1 458 (500-1)	1540-1½ 458(500-1½)	1640-2 558 (600-2)	1720-2¼ 638 (700-2¼)

FAF to MAP 2.9 NM

Knots	60	90	120	150	180
Min:Sec	2:54	1:56	1:27	1:10	0:58

DEL RIO, TEXAS

ILS or LOC/DME RWY 31C

LOC I-ILH 108.9	APCH CRS 308°	Rwy Idg 31C 8857 31R 8311 TDZE 31C 1077 31R 1077 Arpt Elev 1082

AL-111 [USAF] LAUGHLIN AFB (KDLF)

* Circling W of Rwy 13R-31L not authorized.

MISSED APPROACH: Climb to 3000 direct JAMIT, DLF VORTAC R-306/8 DME, then turn right direct PUTRR and hold.

ATIS ★	DEL RIO APP CON	LAUGHLIN TOWER ★	GND CON	CLNC DEL
114.4 269.9	119.6 259.1	125.2 307.375	275.8	120.5 335.8

RADAR or DME REQUIRED

Max holding 265 KIAS Max holding alt 12,000

R-330 DLF 19 — 1641 — 150° — 330° Arc — 12 — 3000

(IAF) PUTRR DLF 12

(IAF) ILEME DLF 12

(IAF) WASOD DLF 12

DLF 12 Arc

1690

1457

R-346

R-301 DLF 12 — 3000

(IAF) HIMUR DLF 12 3000

LAUGHLIN 114.4 DLF Chan 91

R-040

JAMIT 1270 DLF 8

R-306

1195

1186

1204

1407

LOCALIZER 108.9 I-ILH

TONNR DLF 1102 4 /RADAR

(IAF) NUCCI DLF 12 3000

Max holding 265 KIAS Max holding alt 12,000

DLF 19

113° 293°

R-113

R-121

128°

308°

1125

TWEET DLF 12

(IAF) DOVIE DLF 18

R-130

MSA DLF 25 NM

3400

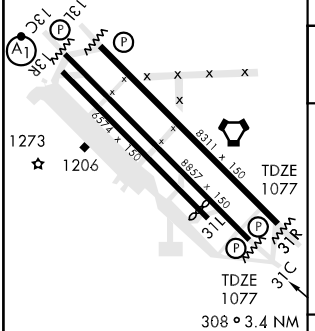
UNITED STATES

MEXICO

10 NM

EMERG SAFE ALT 100 NM 16,000 FROM "DLF" VORTAC

ELEV 1082



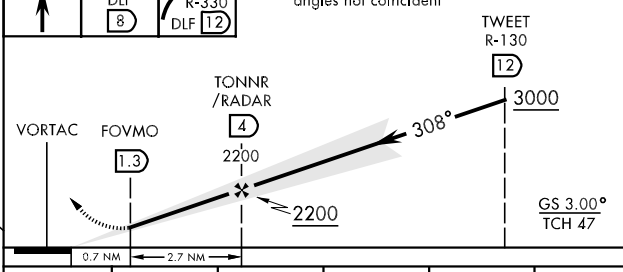
Rwy 31L ldg 6246'
MIRL Rwy 13R-31L
HIRL Rwy 13C-31C, 13L-31R

308° 3.4 NM from 4 DME/RADAR

FAF to MAP 2.7 NM					
Knots	60	90	120	150	180
Min:Sec	2:42	1:48	1:21	1:05	0:54

3000 | JAMIT R-306 DLF 8 | PUTRR R-330 DLF 12

VGSI and descent angles not coincident



CATEGORY	A	B	C	D	E
S-ILS 31C	1327-1		250	(300-1)	
S-LOC 31C	1380-1		303	(300-1)	
SIDESTEP RWY 31R	1380-1		303	(300-1)	
CIRCLING *	1500-1 418 (500-1)	1540-1 458 (500-1)	1540-1½ 458(500-1½)	1640-2 558 (600-2)	1720-2¼ 638 (700-2¼)

SC-3, 08 APR 2010 to 06 MAY 2010

LAUGHLIN ONE DEPARTURE (DLF1 • DLF)

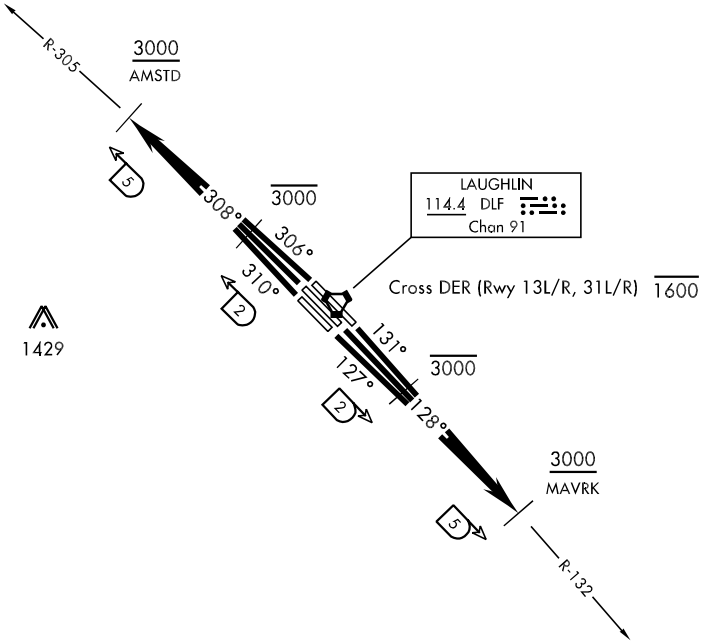
SHL-111 [USAF]

DEL RIO, TEXAS

ATIS ★ 114.4 269.9
CLNC DEL
120.5 335.8
GND CON
275.8
LAUGHLIN TOWER ★
125.2 307.375
DEL RIO DEP CON
119.6 296.7

Rwy	Knots	60	120	180	240	300	360
31C/R @	V/V(fpm)	470	940	1410	1880	2350	2810
13C @	V/V(fpm)	440	880	1320	1760	2200	2640
13L @	V/V(fpm)	450	890	1330	1770	2210	2650
13R @	V/V(fpm)	410	810	1210	1620	2020	2420

@ ATC Climb Rate to 5 DME



SC-3, 08 APR 2010 to 06 MAY 2010

DEPARTURE ROUTE DESCRIPTION

(MAVRK Tracks)

TAKE-OFF RWY 13C: Climb on track 128°, thence. . .

TAKE-OFF RWY 13L: Climb on track 131°, cross DER at or below 1600, thence. . .

TAKE-OFF RWY 13R: Climb on track 127°, cross DER at or below 1600, thence. . .

Intercept DLF VORTAC R-132 to DLF 5 DME (MAVRK), cross DLF 2 DME at or below 3000, cross DLF 5 DME (MAVRK) at or above 3000, then as directed by ATC.

(AMSTD Tracks)

TAKE-OFF RWY 31C: Climb on track 308°, thence. . .

TAKE-OFF RWY 31L: Climb on track 310°, cross DER at or below 1600, thence. . .

TAKE-OFF RWY 31R: Climb on track 306°, cross DER at or below 1600, thence. . .

Intercept DLF VORTAC R-305 to DLF 5 DME (AMSTD), cross DLF 2 DME at or below 3000, cross DLF 5 DME (AMSTD) at or above 3000, then as directed by ATC.

RNAV (GPS) B

APCH CRS	Rwy ldg	NA
340°	TDZE	NA
	Arpt Elev	1082

AL-111 [USAF]

LAUGHLIN AFB (KDLF)

* Circling not authorized in sector NE of RWY 13R-31L.

MISSED APPROACH: Climbing left turn to 3000 direct ZOBUS, expect radar vectors.

ATIS ★	DEL RIO APP CON	LAUGHLIN TOWER ★	GND CON	CLNC DEL
114.4 269.9	127.75 326.2	125.2 307.375	275.8	120.5 335.8

RADAR REQUIRED
FOR USE BY 47 FTW ACFT ONLY

ZOBUS
UNITED STATES
MEXICO
1272
TUDOL
340°
SWANT
2100
(5)
340°
1310
MINNM
2100
323°
(9)
(IAF)
OTULE
2600
333°
(9)
2600
276°
(10.2)
PANEE
SCIFI
MSA TUDOL 2.5 NM
3400
EMERG SAFE ALT 100 NM 16,000 FROM TUDOL

ELEV 1082
13C
13R
31L
31R
31C
8374 x 150
8311 x 150
8857 x 150
1273
1206
1167
340° 2.01 NM
from TUDOL
Rwy 31L ldg 6246'
MIRL Rwy 13R-31L
HIRL Rwy 13C-31C, 13L-31R

3000
ZOBUS
FLY VISUAL
TO AIRPORT
TUDOL
SWANT
2100
MINNM
340°
2100
OTULE
323°
2600
2.0 NM
1.6 NM

CATEGORY	A	B
CIRCLING *	1600-3 518 (1000-3)	

29°22'N-100°47'W

SC-3, 08 APR 2010 to 06 MAY 2010

RNAV (GPS) RWY 13C

APCH CRS	Rwy ldg	13C **8857**	13R **6574**
128°	TDZE	13C **1082**	13R **1076**
	Arpt Elev **1082**		

AL-111 [USAF]

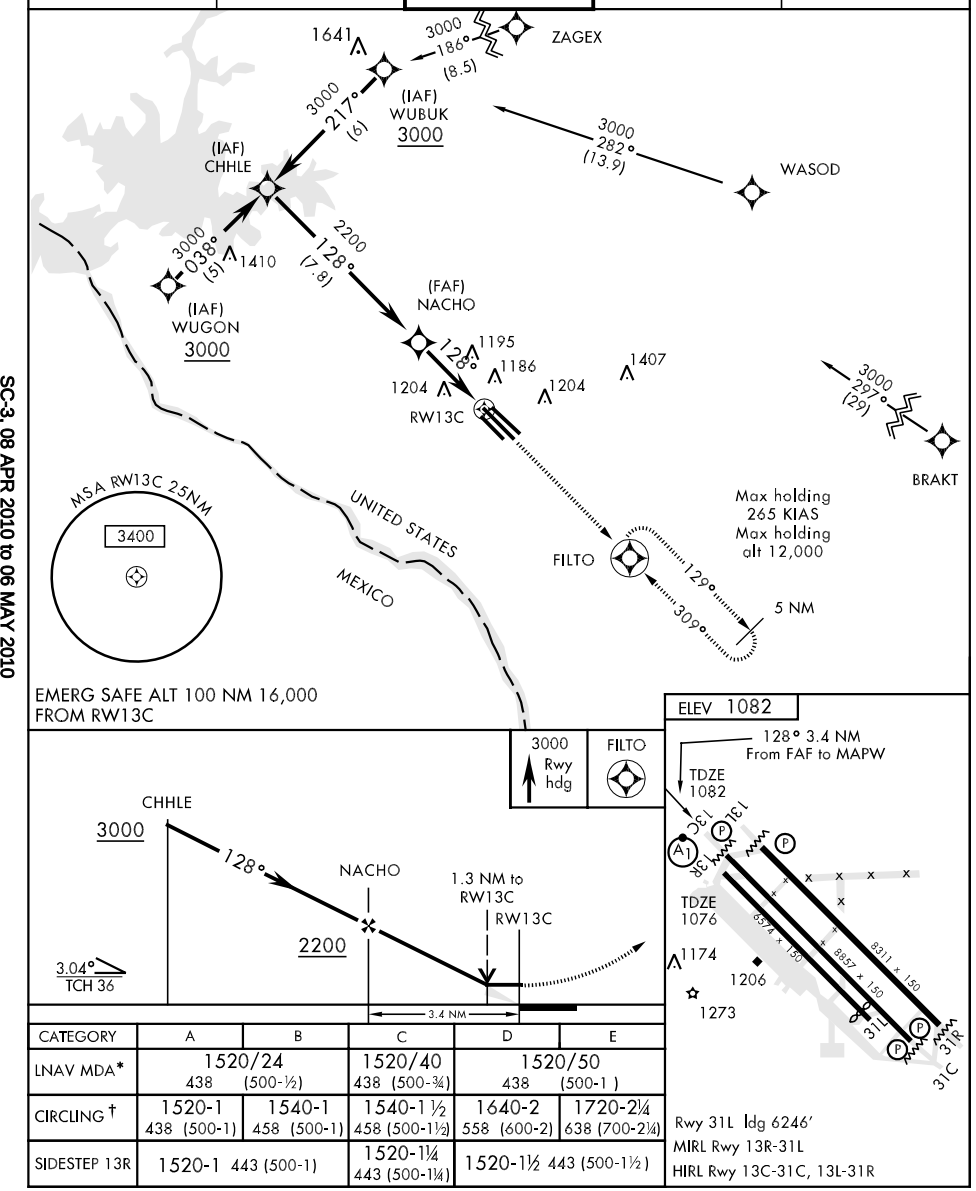
LAUGHLIN AFB (KDLF)

▼ * When ALS inop, increase vis by ½ mile in all categories.
† Circling SW of Rwy 13R-31L not authorized.

ALSF-1

MISSED APPROACH: Track rwy heading, climbing to 3000 until FILTO and hold.

ATIS ★	DEL RIO APP CON	LAUGHLIN TOWER ★	GND CON	CLNC DEL
114.4 269.9	119.6 259.1	125.2 307.375	275.8	120.5 335.8



CATEGORY	A	B	C	D	E
LNAV MDA*	1520/24 438 (500-½)		1520/40 438 (500-¾)	1520/50 438 (500-1)	
CIRCLING †	1520-1 438 (500-1)	1540-1 458 (500-1)	1540-1 ½ 458 (500-1½)	1640-2 558 (600-2)	1720-2¼ 638 (700-2¼)
SIDESTEP 13R	1520-1 443 (500-1)		1520-1¼ 443 (500-1¼)	1520-1½ 443 (500-1½)	

Rwy 31L ldg 6246'
MIRL Rwy 13R-31L
HIRL Rwy 13C-31C, 13L-31R

29°22'N-100°47'W

LAUGHLIN AFB (KDLF)

RNAV (GPS) RWY 13C

RNAV (GPS) RWY 31C

APCH CRS	Rwy ldg				
309°	TDZE	31C **8857**	31L **6246**		
	Arpt Elev **1082**	31C **1077**	31L **1079**		

AL-111 (USAF) LAUGHLIN AFB (KDLF)

* Circling not authorized SW of Rwy 13R-31L

MISSED APPROACH: Track runway heading, climb to 3000 until JUSIS and hold.

ATIS ★	DEL RIO APP CON	LAUGHLIN TOWER ★	GND CON	CLNC DEL
114.4 269.9	119.6 259.1	125.2 307.375	275.8	120.5 335.8

5 NM
Max holding
265 KIAS
Max holding
alt 12,000
308°
128°
JUSIS
ZAGEX
3000
142°
(29.5)
WASOD
3000
157°
(113.3)
1444
1195
1186
1204
1407
RW31C
(FAF)
TONNR
1125
2200
309°
(8)
(IAF)
ZUKAN
3000
3000
219°
(6)
BRAKT
3000
255°
(7.3)
1096
(IAF)
TWEET
3000
038°
(5)
(IAF)
ZISLI
3000
UNITED STATES
MEXICO
MSA RW31C 25NM
3400
EMERG SAFE ALT 100 NM 16,000
FROM RW31C

3000
JUSIS

TWEET
3000
RW31C
.9 NM to
RW31C
TONNR
309°
2200
3.02°
TCH 52
3.4 NM

ELEV 1082
13C
13L
31R
8311 x 150
8857 x 150
6374 x 150
1120
1206
1273
TDZE
1079
31L
31R
TDZE
1077
31C
308°3.4NM
from FAF

CATEGORY	A	B	C	D	E
LNAV MDA	1420-1	343 (400-1)		1420-1¼	343 (400-1¼)
CIRCLING *	1500-1 418 (500-1)	1540-1 458 (500-1)	1540-1½ 458 (500-1½)	1640-2 558 (600-2)	1720-2¼ 638 (700-2¼)
SIDESTEP 31L	1440-1	361 (400-1)		1440-1¼	361 (400-1¼)

Rwy 31L ldg 6246'
MIRL Rwy 13R-31L
HIRL Rwy 13C-31C, 13L-31R

VOR/DME RWY 13C

VORTAC DLF	APCH CRS	Rwy ldg 8857
114.4	118°	TDZE 1082
Chan 91		Arpt Elev 1082

AL-111 [USAF]

LAUGHLIN AFB (KDLF)

T * When ALS inop, increase CAT ABC RVR to 50 and vis to 1 mile, CAT D RVR to 60 and vis to 1¼ miles, CAT E vis to 1½ miles.
** Circling not authorized in sector SW of Rwy 13R-31L.

ALSF-1

MISSED APPROACH: Climb to 3000 direct to ZETEL, DLF VORTAC R-131/8 DME, then turn left direct NUCCI and hold.

ATIS ★	DEL RIO APP CON	LAUGHLIN TOWER ★	GND CON	CLNC DEL
114.4 269.9	119.6 259.1	125.2 307.375	275.8	120.5 335.8

RADAR or DME REQUIRED

Max holding 265 KIAS Max holding alt 12,000

1641 R-330 150° 330° DLF 19

(IAF) PUTRR DLF 12

(IAF) ILEME DLF 12

3000

1690

(IAF) WASOD DLF 12

1457

3000

LR-308 R-298 R-346 R-040

HOBOR DLF 12 1410

WALAD DLF 4 /RADAR

LAUGHLIN 114.4 DLF Chan 91

118°

1195 1186 1204 1204 1407

DLF 12 Arc 3000

1070

Max holding 265 KIAS Max holding alt 12,000

DLF 19

MSA DLF 25 NM 3400

UNITED STATES MEXICO

ZETEL DLF 8

113° 293° R-113 R-131

3000 (IAF) NUCCI DLF 12

10 NM

EMERG SAFE ALT 100 NM 16,000

VGSI and descent angles not coincident.

3000	ZETEL DLF 8	NUCCI R-113 DLF 12

HOBOR R-298 12

3000

118°

WALAD 4 /RADAR

2 ENYAC 1.3

VORTAC

3.31° TCH 36

2200

2.7 NM 0.4

ELEV 1082

118° to VORTAC

TDZE 1082

13C 13L 13R 31C 31L 31R

8574 x 150 8811 x 150 8857 x 150

1273 1206

Rwy 31L ldg 6246'
MIRL Rwy 13R-31L
HIRL Rwy 13C-31C, 13L-31R

CATEGORY	A	B	C	D	E
S-13C *	1480/24 398	(400-½)	1480/40 398	(400-¾)	1480/50 398 (400-1)
CIRCLING **	1500-1 418 (500-1)	1540-1 458 (500-1)	1540-1½ 458(500-1½)	1640-2 558 (600-2)	1720-2¼ 638(700-2¼)

29°22'N-100°47'W

VOR/DME RWY 13C

VOR/DME RWY 31C

VORTAC DLF	APCH CRS	Rwy ldg 8857
114.4	322°	TDZE 1077
Chan 91		Arpt Elev 1082

AL-111 [USAF]

LAUGHLIN AFB (KDLF)

*Circling not authorized in sector SW of Rwy 13R-31L.

MISSED APPROACH: Climb to 3000 direct JAMIT, DLF VORTAC R-306/8 DME, then turn right direct PUTRR, DLF R-330/12 DME, and hold.

ATIS ★	DEL RIO APP CON	LAUGHLIN TOWER ★	GND CON	CLNC DEL
114.4 269.9	119.6 259.1	125.2 307.375	275.8	120.5 335.8

RADAR or DME REQUIRED

Max holding 265 KIAS Max holding alt 12,000

(IAF) HIMUR DLF 12

(IAF) PUTRR DLF 12

(IAF) ILEME DLF 12

(IAF) WASOD DLF 12

(IAF) NUCCI DLF 12

JAMIT DLF 8

PAHLR DLF 4 /RADAR

HINLU DLF 12

LAUGHLIN 114.4 DLF Chan 91

MSA DLF 25 NM 3400

EMERG SAFE ALT 100 NM 16,000 FROM "DLF" VORTAC

UNITED STATES MEXICO

10 NM

ELEV 1082

322° to VORTAC

1273

1206

6374 x 150

8311 x 150

8857 x 150

TDZE 1077

Rwy 31L ldg 6246'

MIRL Rwy 13R-31L

HIRL Rwy 13C-31C, 13L-31R

3000 | JAMIT R-306 DLF 8 | PUTRR R-330 DLF 12

VGSI and descent angles not coincident

HINLU R-142 12 3000

PAHLR 4 /RADAR

VORTAC

HIMPA 1.6 1.3

322°

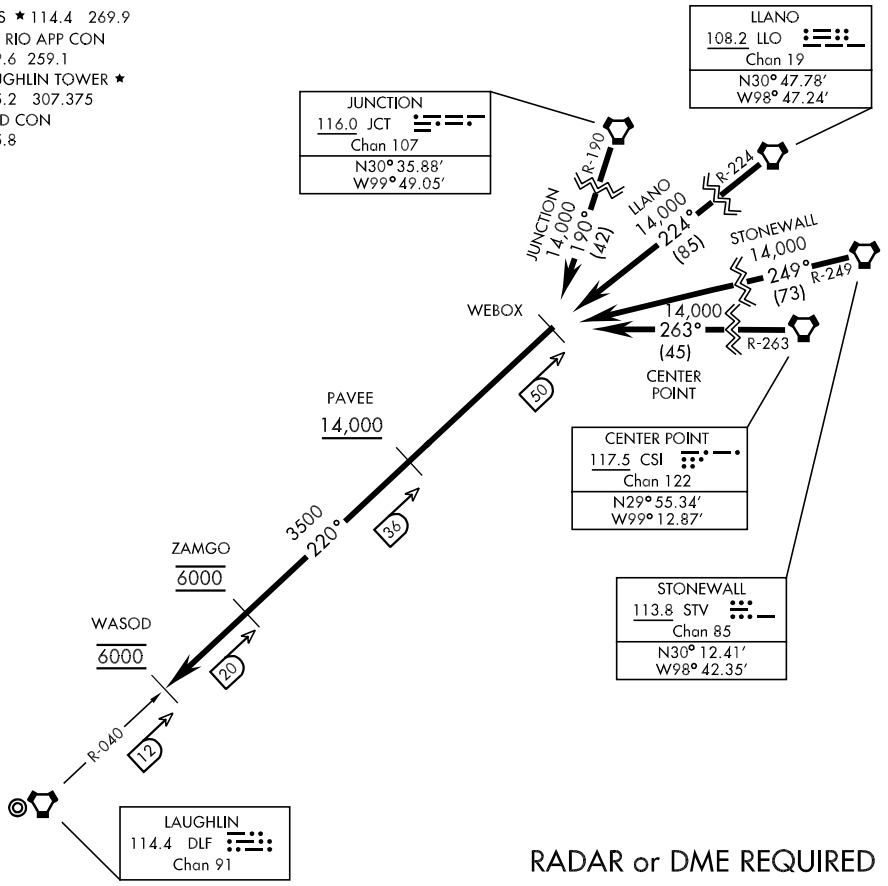
2100

2.75° TCH 52

0.7 NM 2.7 NM

CATEGORY	A	B	C	D	E
S-31C	1420-1	343	(400-1)	1420-1¼	343 (400-1¼)
CIRCLING *	1500-1 418 (500-1)	1540-1 458 (500-1)	1540-1½ 458(500-1½)	1640-2 558 (600-2)	1720-2¼ 638(700-2¼)

SC-3, 08 APR 2010 to 06 MAY 2010



ARRIVAL ROUTE DESCRIPTION

JUNCTION Transition (JCT.WEBOX4): From over JCT VORTAC via JCT R-190 to WEBOX. Thence...

LLANO Transition (LLO.WEBOX4): From over LLO VORTAC via LLO R-224 to WEBOX. Thence...

STONEWALL Transition (STV.WEBOX4): From over STV VORTAC via STV R-249 to WEBOX. Thence...

CENTER POINT Transition (CSI.WEBOX4): From over CSI VORTAC via CSI R-263 to WEBOX. Thence...

...From over DLF R-040/50 (WEBOX) via DLF R-040 to DLF R-040/12 (WASOD). Expect vectors for an instrument approach to runway in use.

SC-3, 08 APR 2010 to 06 MAY 2010

LOC I-DRT	APP CRS	Rwy Idg	6000
111.9	132°	TDZE	1002
Chan 56		Apt Elev	1002

ILS or LOC RWY 13

DEL RIO INTL (DRT)

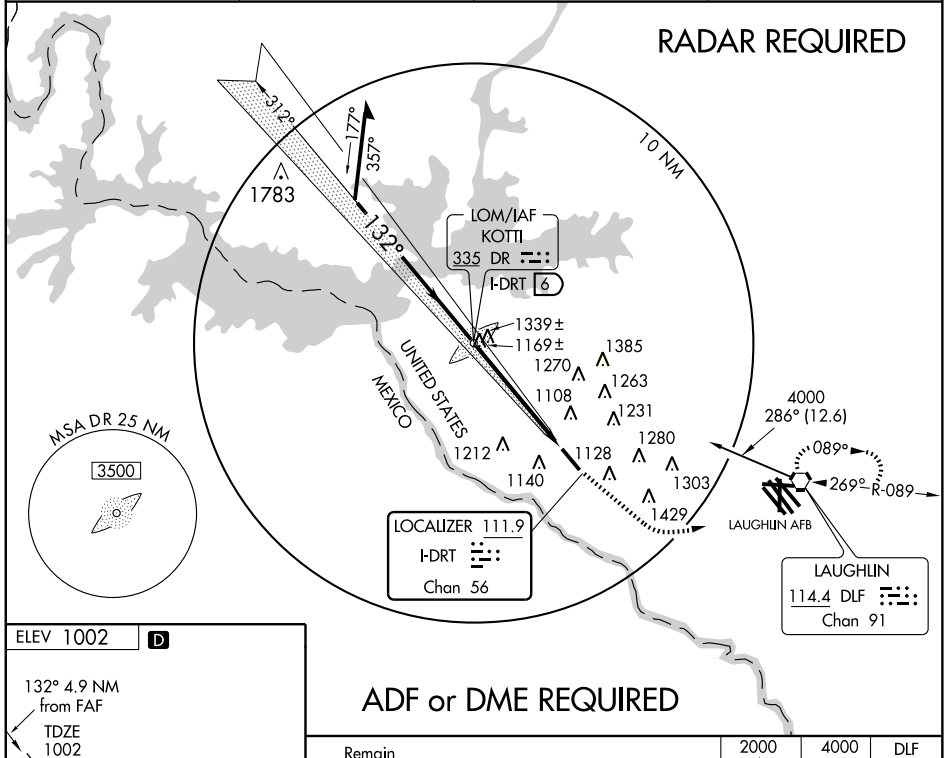
T
A NA — Circling NA for Cat D SW of Rwy 13-31. When local altimeter setting not received, use Laughlin AFB altimeter setting and increase all DAs 30 feet, all MDAs 40 feet, increase S-LOC 13 Cat D and Circling Cat D visibility ¼ mile. VDP NA when using Laughlin AFB altimeter setting.

MALSR

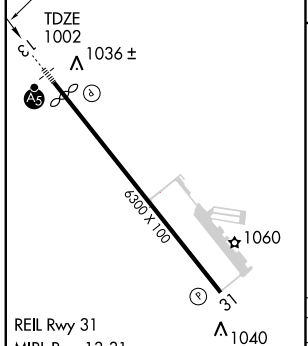
MISSED APPROACH: Climb to 2000 via heading 122° then climbing left turn to 4000 direct DLF VORTAC and hold. Continue climb-in-hold to 4000.

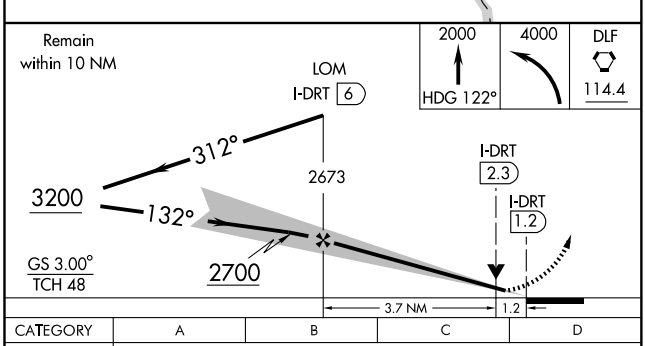
ASOS	DEL RIO APP CON ★	CLNC DEL	UNICOM
118.525	119.6 259.1	120.5	122.8 (CTAF) L

RADAR REQUIRED



ADF or DME REQUIRED





FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

CATEGORY	A	B	C	D
S-ILS 13	1202-½ 200 (200-½)			
S-LOC 13	1420-½ 418 (500-½)		1420-¾ 418 (500-¾)	
CIRCLING	1440-1 438 (500-1)	1460-1 458 (500-1)	1560-1½ 558 (600-1½)	1640-2 638 (700-2)

SC-3, 08 APR 2010 to 06 MAY 2010

LOM DR	APP CRS	Rwy Idg	6000
335	132°	TDZE	1002
		Apt Elev	1002

NDB RWY 13

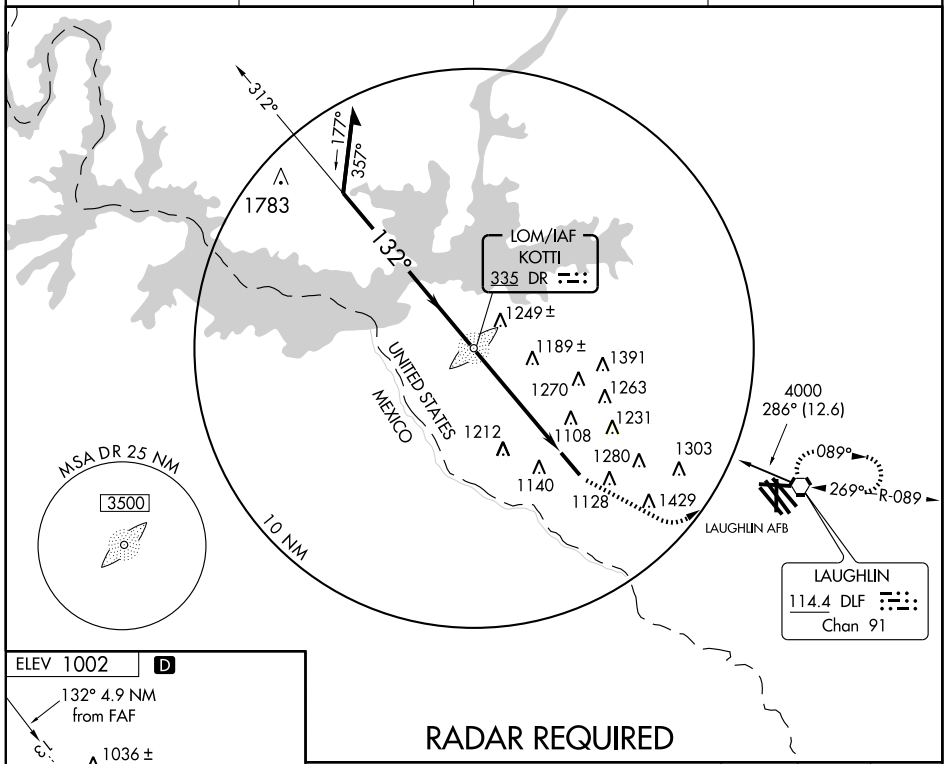
DEL RIO INTL (DRT)

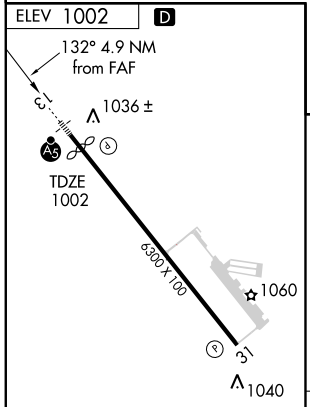
T NA — Circling NA for Cat D SW of Rwy 13-31. If local altimeter setting not received, use Laughlin AFB altimeter setting and increase all MDAs 40 feet. Inoperative table does not apply to S-13 Cat C.

MALSR

MISSED APPROACH: Climb to 4000 via heading 122° then left turn direct DLF VORTAC and hold.

ASOS	DEL RIO APP CON ★	CLNC DEL	UNICOM
118.525	119.6 259.1	120.5	122.8 (CTAF) L

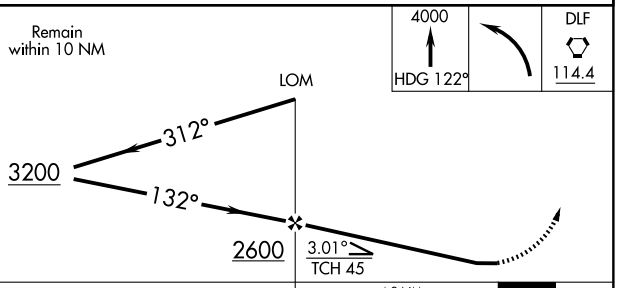




REIL Rwy 31
MIRL Rwy 13-31

FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

RADAR REQUIRED



CATEGORY	A	B	C	D
S-13	1500-1	498 (500-1)	1500-1¼ 498 (500-1¼)	1500-1½ 498 (500-1½)
CIRCLING	1500-1	498 (500-1)	1560-1½ 558 (600-1½)	1640-2 638 (700-2)

SC-3, 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	6000
CH 86499	132°	TDZE	1002
W13A		Apt Elev	1002

RNAV (GPS) RWY 13

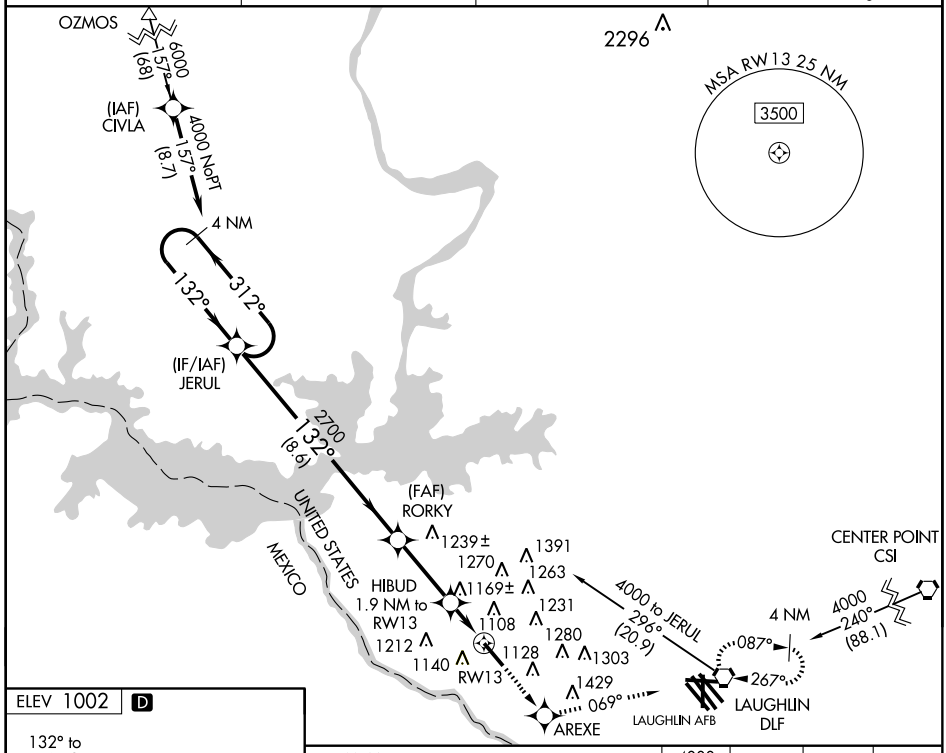
DEL RIO INTL (DRT)

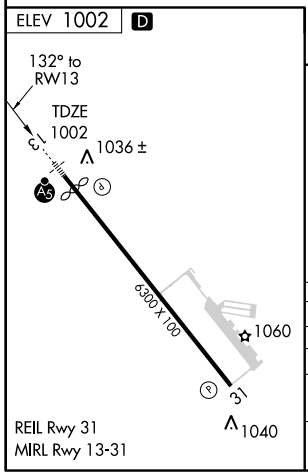
T A W Circling NA for Cat D southwest of Rwy 13-31. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Laughlin AFB altimeter setting and increase all DA 30 feet and all MDA 40 feet, increase LPV visibility all Cats, LNAV visibility Cats C and D and Circling visibility Cat D ¼ mile. Baro-VNAV NA when using Laughlin AFB altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17° C (2°F) or above 47°C (116°F).

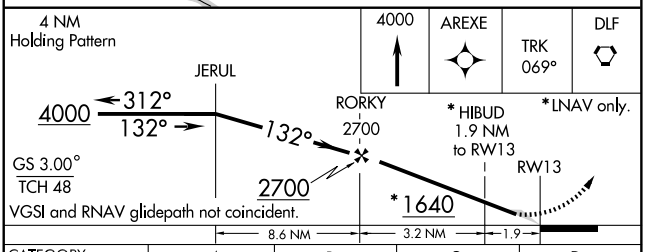
MALSR

MISSED APPROACH: Climb to 4000 direct AREXE and on 069° track to DLF VORTAC and hold, continue climb-in-hold to 4000.

ASOS	DEL RIO APP CON ★	CLNC DEL	UNICOM
118.525	119.6 259.1	120.5	122.8 (CTAF)







CATEGORY	A	B	C	D
LPV DA	1252-½ 250 (300-½)			
LNAV/VNAV DA	1401-1 399 (400-1)			
LNAV MDA	1500-½ 498 (500-½)		1500-¾ 498 (500-¾)	1500-1 498 (500-1)
CIRCLING	1500-1 498 (500-1)		1560-1½ 558 (600-1½)	1640-2 638 (700-2)

VORTAC DLF	APP CRS	Rwy Idg	N/A
114.4	269°	TDZE	N/A
Chan 91		Apt Elev	1002

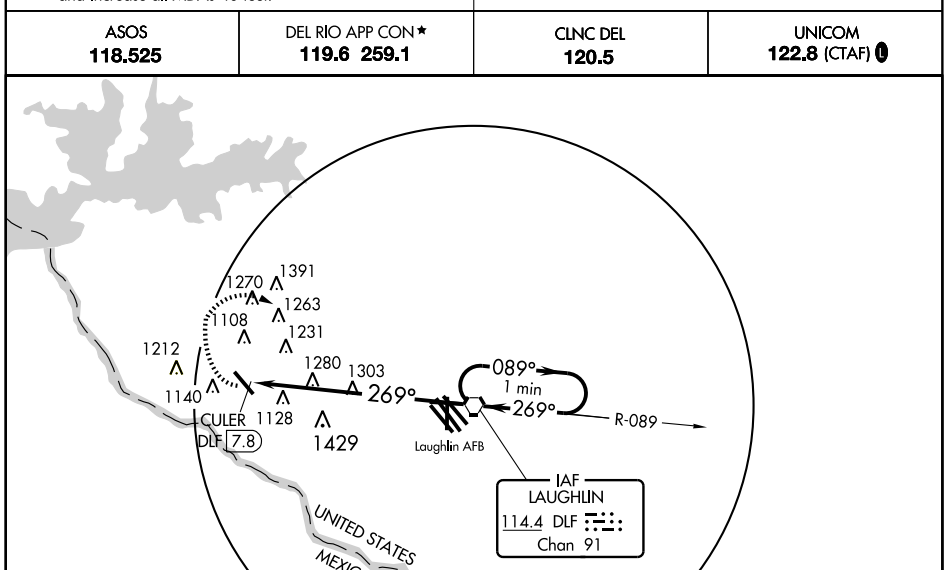
VOR-A

DEL RIO INTL (DRT)

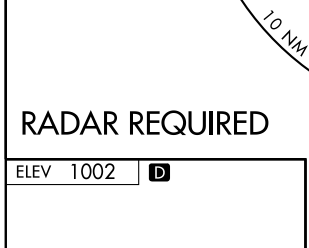
Circling NA for Cat D SW of Rwy 13-31. If local altimeter setting not received, use Laughlin AFB altimeter setting and increase all MDAs 40 feet.

MISSED APPROACH: Climbing right turn to 4000 via heading 340° then right turn direct DLF VORTAC and hold.

ASOS	DEL RIO APP CON ★	CLNC DEL	UNICOM
118.525	119.6 259.1	120.5	122.8 (CTAF)



RADAR REQUIRED





FAF to MAP 7.8 NM					
Knots	60	90	120	150	180
Min:Sec	7:48	5:12	3:54	3:07	2:36

CATEGORY	A	B	C	D
CIRCLING	1780-1 778 (800-1)	1780-1¼ 778 (800-1¼)	1780-2¼ 778 (800-2¼)	1780-2½ 778 (800-2½)

SC-3, 08 APR 2010 to 06 MAY 2010

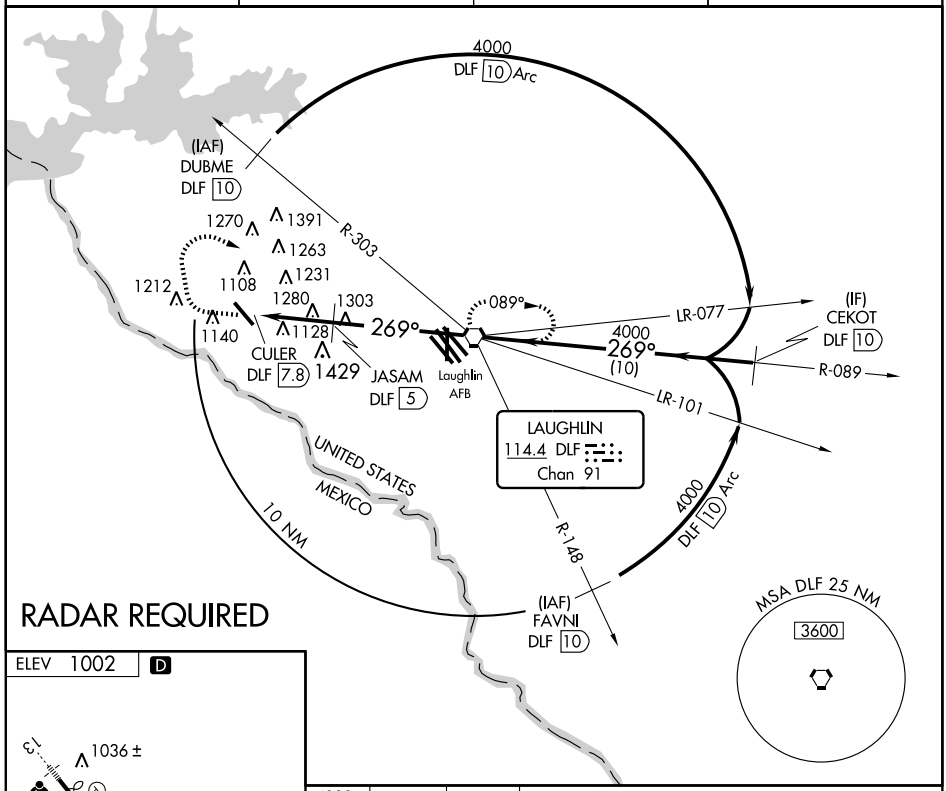
VORTAC DLF 114.4 Chan 91	APP CRS 269°	Rwy Idg N/A TDZE N/A Apt Elev 1002

VOR/DME-B
DEL RIO INTL (DRT)

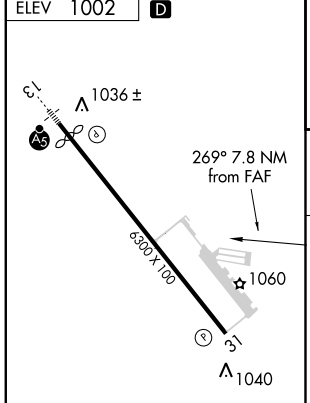
Circling NA for Cat D SW of Rwy 13-31. If local altimeter setting not received, use Laughlin AFB altimeter setting and increase all MDAs 40 feet.

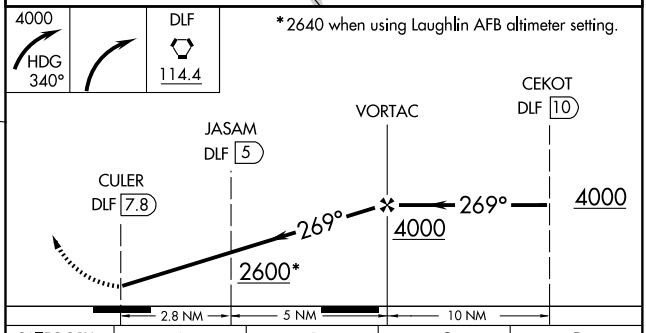
MISSED APPROACH: Climbing right turn to 4000 via heading 340° then right turn direct DLF VORTAC and hold.

ASOS	DEL RIO APP CON ★	CLNC DEL	UNICOM
118.525	119.6 259.1	120.5	122.8 (CTAF) L



RADAR REQUIRED





CATEGORY	A	B	C	D
CIRCLING	1580-1 578 (600-1)		1580-1½ 578 (600-1½)	1640-2 638 (700-2)

REIL Rwy 31
MIRL Rwy 13-31

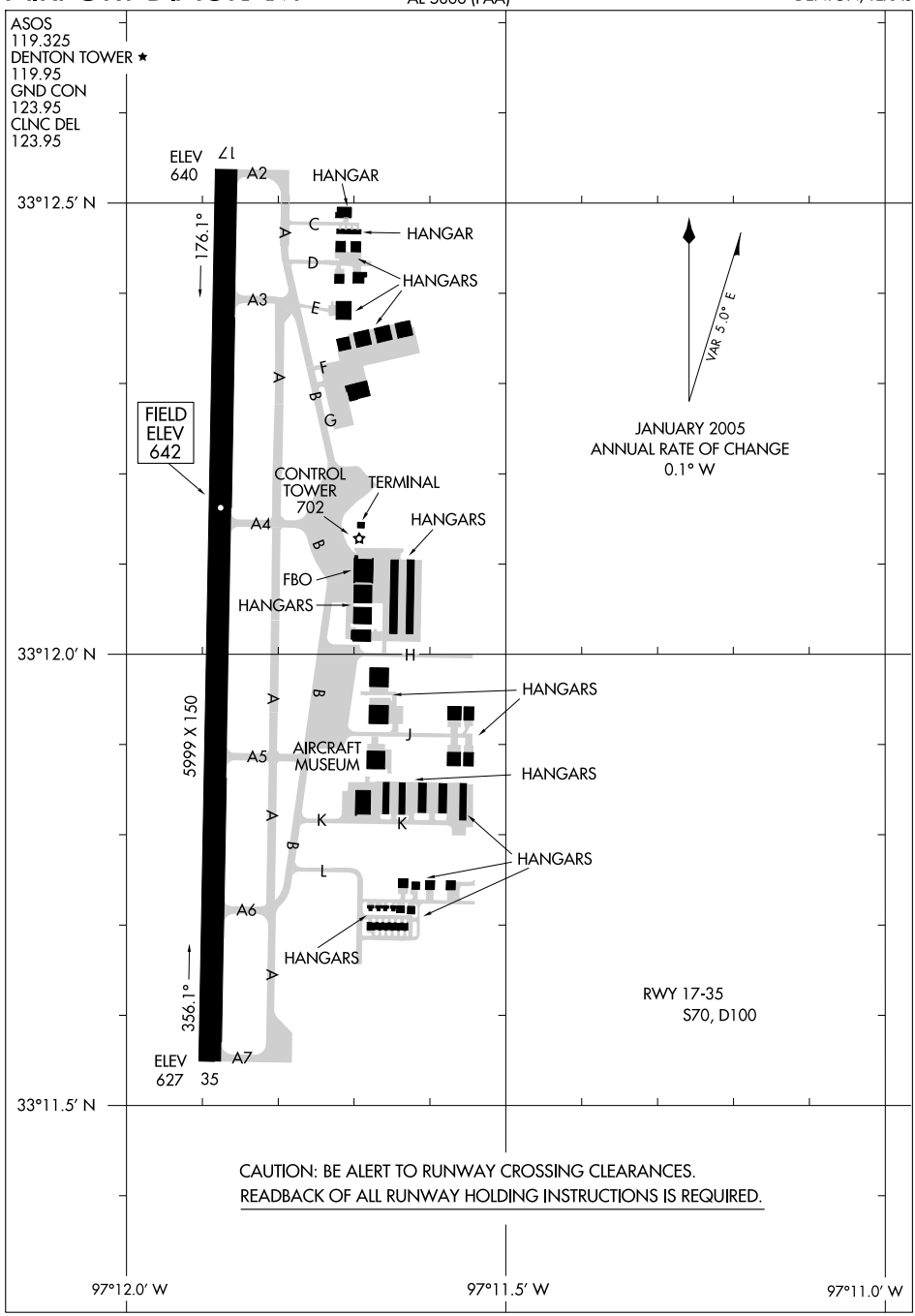
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09015

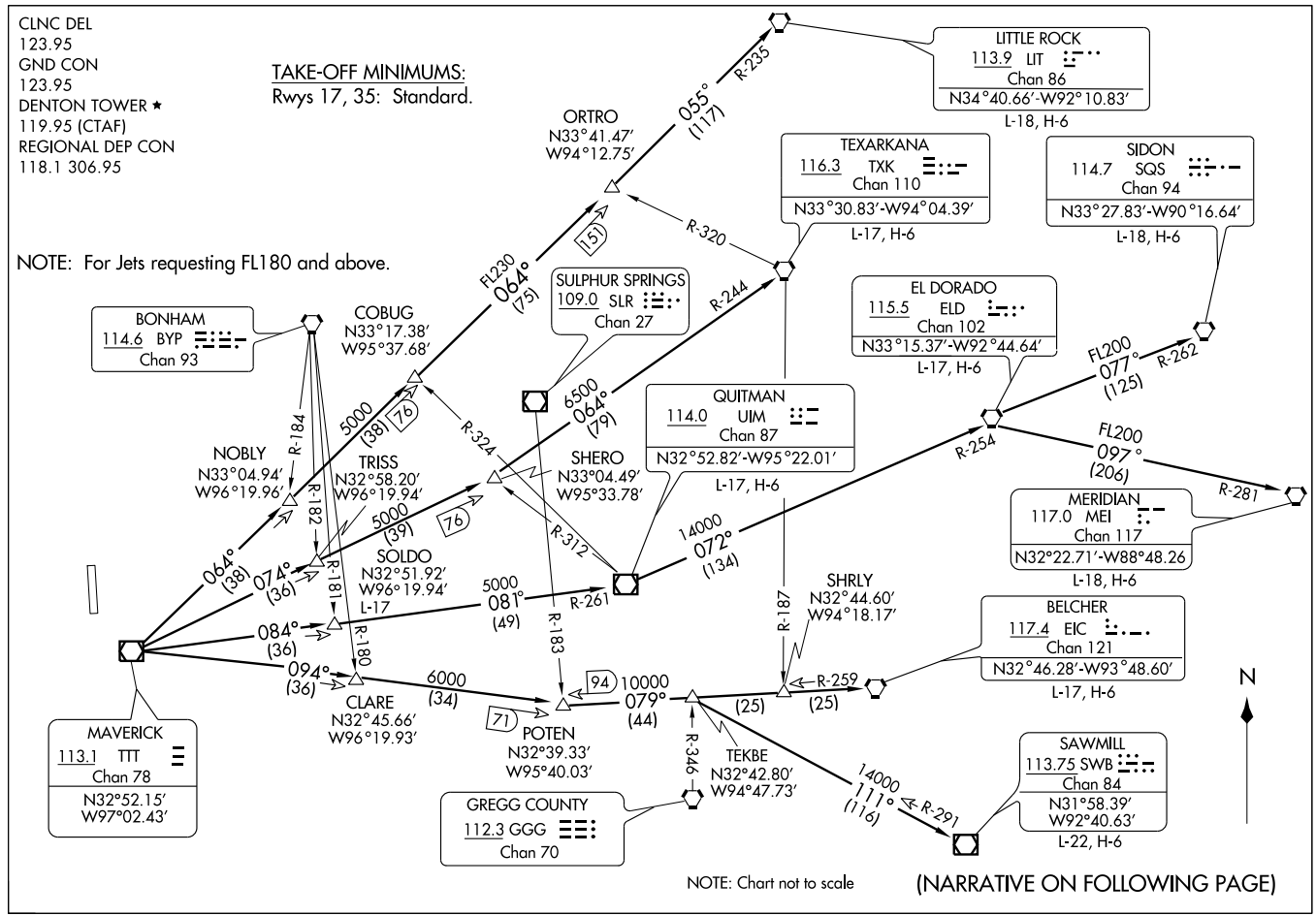
AIRPORT DIAGRAM

AL-5866 (FAA)

DENTON MUNI (DTO)
DENTON, TEXAS



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(DAL9.TTT) 09351

DALLAS NINE DEPARTURE

SL-5866 (FAA)

DENTON MUNI (DTO)

DENTON, TEXAS

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading and altitude to appropriate route.

JETS

Jets requesting 17,000 and below expect GARLAND Departure.

BELCHER TRANSITION (DALL9.EIC): (For aircraft inbound to the JAN, MLU and SHV terminal areas only.) From over TTT VOR/DME via TTT R-094 to POTEN INT, then via EIC R-259 to EIC VORTAC.

EL DORADO TRANSITION (DALL9.ELD): (For aircraft inbound to the Memphis Terminal area. Aircraft should file and/or expect appropriate STAR.) From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC.

LITTLE ROCK TRANSITION (DALL9.LIT): From over TTT VOR/DME via TTT R-064 to ORTRO INT, then via LIT R-235 to LIT VORTAC.

MERIDIAN TRANSITION (DALL9.MEI): (For aircraft inbound to the Atlanta Terminal area.) From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC, then via ELD R-097 and MEI R-281 to MEI VORTAC.

QUITMAN TRANSITION (DALL9.UIM): (For aircraft inbound to Shreveport Terminal area.) From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME.

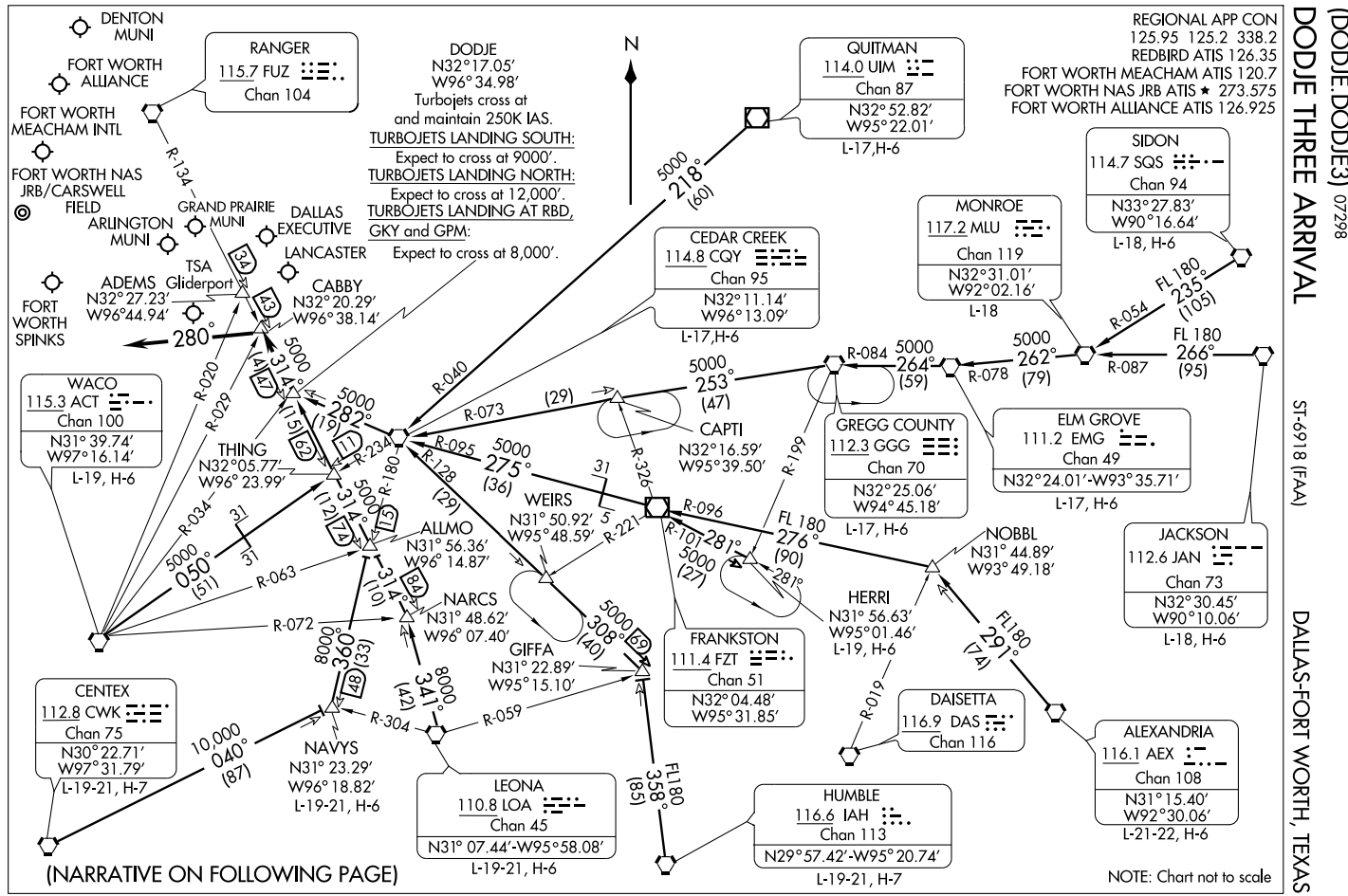
SAWMILL TRANSITION (DALL9.SWB): From over TTT VOR/DME via TTT R-094 to POTEN INT, then via EIC R-259 to TEKBE INT, then via SWB R-291 to SWB VOR/DME.

SIDON TRANSITION (DALL9.SQS): From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC, then via ELD R-077 and SQS R-262 to SQS VORTAC.

SOLDO TRANSITION (DALL9.SOLDO): From over TTT VOR/DME via TTT R-084 to SOLDO INT.

TEXARKANA TRANSITION (DALL9.TXK): From over TTT VOR/DME via TTT R-074 to SHERO INT, then via TXK R-244 to TXK VORTAC.

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DODGE THREE ARRIVAL
(DODJE.DODJE3) 07298
ST-6918 (FAA)
DALLAS-FORT WORTH, TEXAS
REGIONAL APP CON
125.95 125.2 338.2
REDBIRD ATIS 126.35
FORT WORTH MEACHAM ATIS 120.7
FORT WORTH NAS JRB ATIS ★ 273.575
FORT WORTH ALLIANCE ATIS 126.925
DENTON MUNI
FORT WORTH ALLIANCE
FORT WORTH MEACHAM INTL
FORT WORTH NAS JRB/CARSWELL FIELD
ARLINGTON MUNI
GRAND PRAIRIE MUNI
DALLAS EXECUTIVE
LANCASTER
TSA
ADEMS Gliderport
N32°27.23′
W96°44.94′
CABBY
N32°20.29′
W96°38.14′
FORT WORTH SPINKS
RANGER
115.7 FUZ
Chan 104
R-134
DODJE
N32°17.05′
W96°34.98′
Turbojets cross at and maintain 250K IAS.
TURBOJETS LANDING SOUTH:
Expect to cross at 9000′.
TURBOJETS LANDING NORTH:
Expect to cross at 12,000′.
TURBOJETS LANDING AT RBD, GKY and GPM:
Expect to cross at 8,000′.
N
QUITMAN
114.0 UIM
Chan 87
N32°52.82′
W95°22.01′
L-17,H-6
5000
218°
(60)
CEDAR CREEK
114.8 CQY
Chan 95
N32°11.14′
W96°13.09′
L-17,H-6
MONROE
117.2 MLU
Chan 119
N32°31.01′
W92°02.16′
L-18
SIDON
114.7 SQS
Chan 94
N33°27.83′
W90°16.64′
L-18, H-6
FL 180
235°
(105)
R-054
R-087
5000
262°
(79)
R-078
R-084
5000
264°
(59)
FL 180
266°
(95)
WACO
115.3 ACT
Chan 100
N31° 39.74′
W97°16.14′
L-19, H-6
THING
N32°05.77′
W96° 23.99′
CAPTI
N32°16.59′
W95°39.50′
GREGG COUNTY
112.3 GGG
Chan 70
N32°25.06′
W94°45.18′
L-17, H-6
ELM GROVE
111.2 EMG
Chan 49
N32°24.01′-W93°35.71′
L-17, H-6
JACKSON
112.6 JAN
Chan 73
N32°30.45′
W90°10.06′
L-18, H-6
WEIRS
N31° 50.92′
W95° 48.59′
ALLMO
N31° 56.36′
W96° 14.87′
NARCS
N31° 48.62′
W96° 07.40′
GIFFA
N31° 22.89′
W95° 15.10′
NOBBL
N31° 44.89′
W93° 49.18′
HERRI
N31° 56.63′
W95° 01.46′
L-19, H-6
FRANKSTON
111.4 FZT
Chan 51
N32° 04.48′
W95° 31.85′
DAISETTA
116.9 DAS
Chan 116
CENTEX
112.8 CWK
Chan 75
N30° 22.71′
W97° 31.79′
L-19-21, H-7
NAVYS
N31° 23.29′
W96° 18.82′
L-19-21, H-6
LEONA
110.8 LOA
Chan 45
N31° 07.44′-W95° 58.08′
L-19-21, H-6
HUMBLE
116.6 IAH
Chan 113
N29° 57.42′-W95° 20.74′
L-19-21, H-7
ALEXANDRIA
116.1 AEX
Chan 108
N31° 15.40′
W92° 30.06′
L-21-22, H-6
(NARRATIVE ON FOLLOWING PAGE)
NOTE: Chart not to scale

DODJE THREE ARRIVAL (DODJE.DODJE3)

ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.DODJE3): From over AEX VORTAC via AEX R-291 to NOBBL INT, then via FZT R-096 to FZT VOR/DME, then via FZT R-275 and CQY R-095 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

CEDAR CREEK TRANSITION (CQY.DODJE3): From over CQY VORTAC via CQY R-282 to DODJE INT. Thence. . . .

CENTEX TRANSITION (CWK.DODJE3): From over CWK VORTAC via CWK R-040 to NAVYS INT, then via CQY R-180 to ALLMO INT, then via FUZ R-134 to DODJE INT. Thence. . . .

ELM GROVE TRANSITION (EMG.DODJE3): From over EMG VORTAC via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

GREGG COUNTY TRANSITION (GGG.DODJE3): From over GGG VORTAC via GGG R-253 and CQY R-073 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

HERRI TRANSITION (HERRI.DODJE3): (Assigned by ATC) From over HERRI INT via FZT R-101 to FZT VOR/DME, then via FZT R-275 and CQY R-095 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

HUMBLE TRANSITION (IAH.DODJE3): From over IAH VORTAC via IAH R-355 to GIFFA INT, then via CQY R-128 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

JACKSON TRANSITION (JAN.DODJE3): From over JAN VORTAC via JAN R-266 and MLU R-087 to MLU VORTAC, then via MLU R-262 and EMG R-078 to EMG VORTAC, then via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

LEONA TRANSITION (LOA.DODJE3): From over LOA VORTAC via LOA R-341 to NARCS INT, then via FUZ R-134 to DODJE INT. Thence. . . .

MONROE TRANSITION (MLU.DODJE3): From over MLU VORTAC via MLU R-262 and EMG R-078 to EMG VORTAC, then via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

NAVYS TRANSITION (NAVYS.DODJE3): From over NAVYS INT via CQY R-180 to ALLMO INT, then via FUZ R-134 to DODJE INT. Thence. . . .

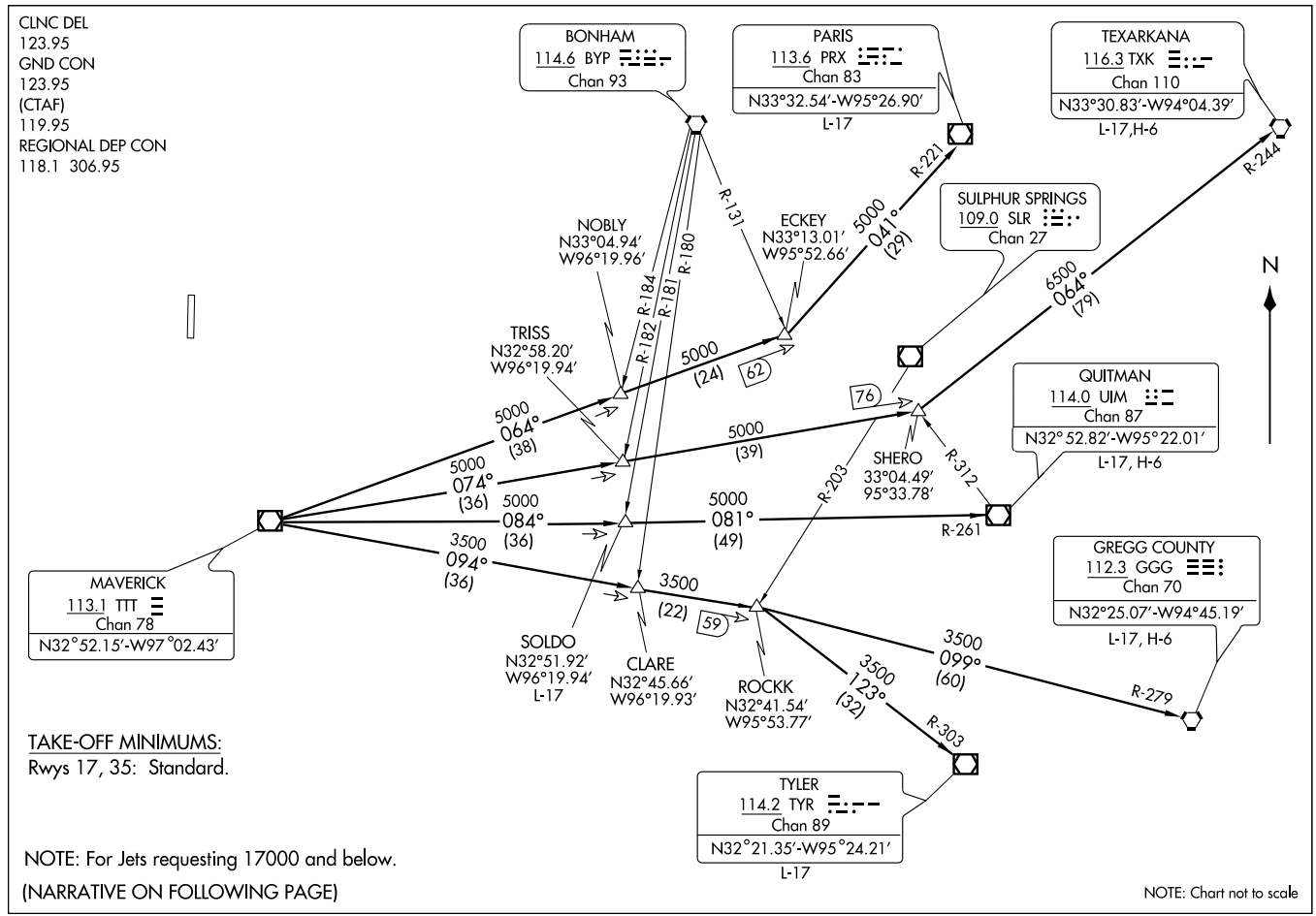
QUITMAN TRANSITION (UIM.DODJE3): From over UIM VOR/DME via UIM R-218 and CQY R-040 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

SIDON TRANSITION (SQS.DODJE3): From over SQS VORTAC via SQS R-235 and MLU R-054 to MLU VORTAC, then via MLU R-262 and EMG R-078 to EMG VORTAC, then via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

WACO TRANSITION (ACT.DODJE3): From over ACT VORTAC via ACT R-050 and CQY R-234 to THING INT, then via FUZ R-134 to DODJE INT. Thence. . . .

. . . .From over DODJE INT via FUZ R-134 to CABBY INT or ADEMS INT (when directed by ATC). Depart CABBY INT heading 280°. Expect radar vectors to final approach course.

SC-2, 08 APR 2010 to 06 MAY 2010



(GARL3.TTT) 0935

GARLAND THREE DEPARTURE

SL-5866 (FAA)

DENTON MUNI (DTO)

DENTON, TEXAS

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading to appropriate route.

LONGVIEW TRANSITION (GARL3.GGG): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via GGG R-279 to GGG VORTAC.
PARIS TRANSITION (GARL3.PRX): From over TTT VOR/DME via TTT R-064 to ECKEY INT, then via PRX R-221 to PRX VOR/DME.
QUITMAN TRANSITION (GARL3.UIM): From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME.
SOLDO TRANSITION (GARL3.SOLDO): (ATC assigned) From over TTT VOR/DME via TTT R-084 to SOLDO INT.
TEXARKANA TRANSITION (GARL3.TXK): From over TTT VOR/DME via TTT R-074 to SHERO INT, then via TXK R-244 to TXK VORTAC.
TYLER TRANSITION (GARL3.TYR): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via TYR R-303 to TYR VOR/DME.

SC-2, 08 APR 2010 to 06 MAY 2010

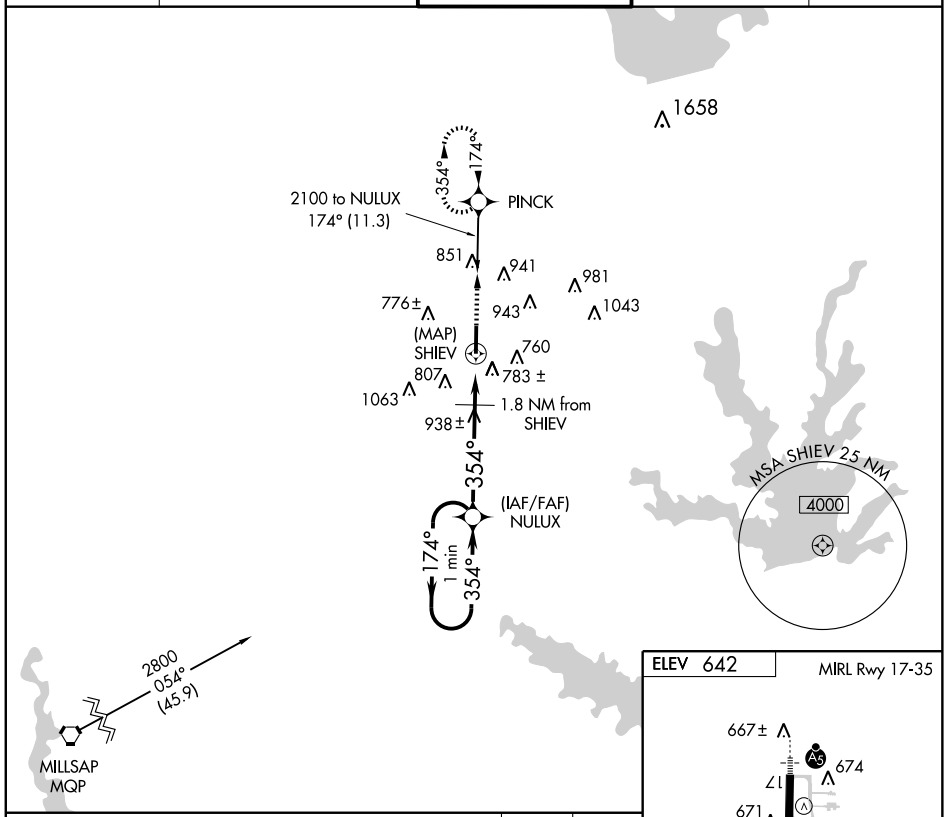
APP CRS	Rwy Idg	5999
354°	TDZE	642
	Apt Elev	642

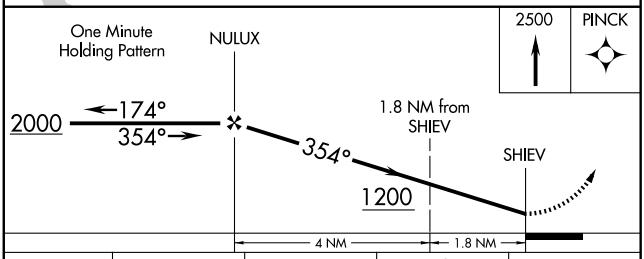
GPS RWY 35
DENTON MUNI (DTO)

NA

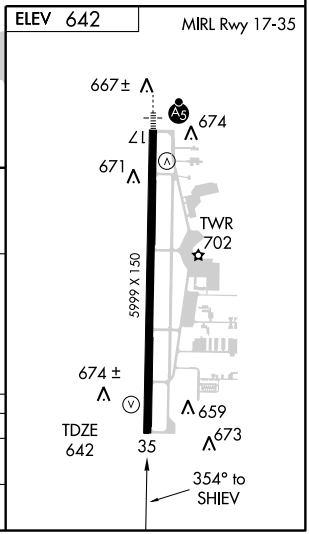
MISSED APPROACH: Climb to 2500 direct PINCK WP and hold.

ASOS	REGIONAL APP CON	DENTON TOWER ★	GND CON	CLNC DEL
119.325	118.1 306.95	119.95 (CTAF) L	123.95	123.95

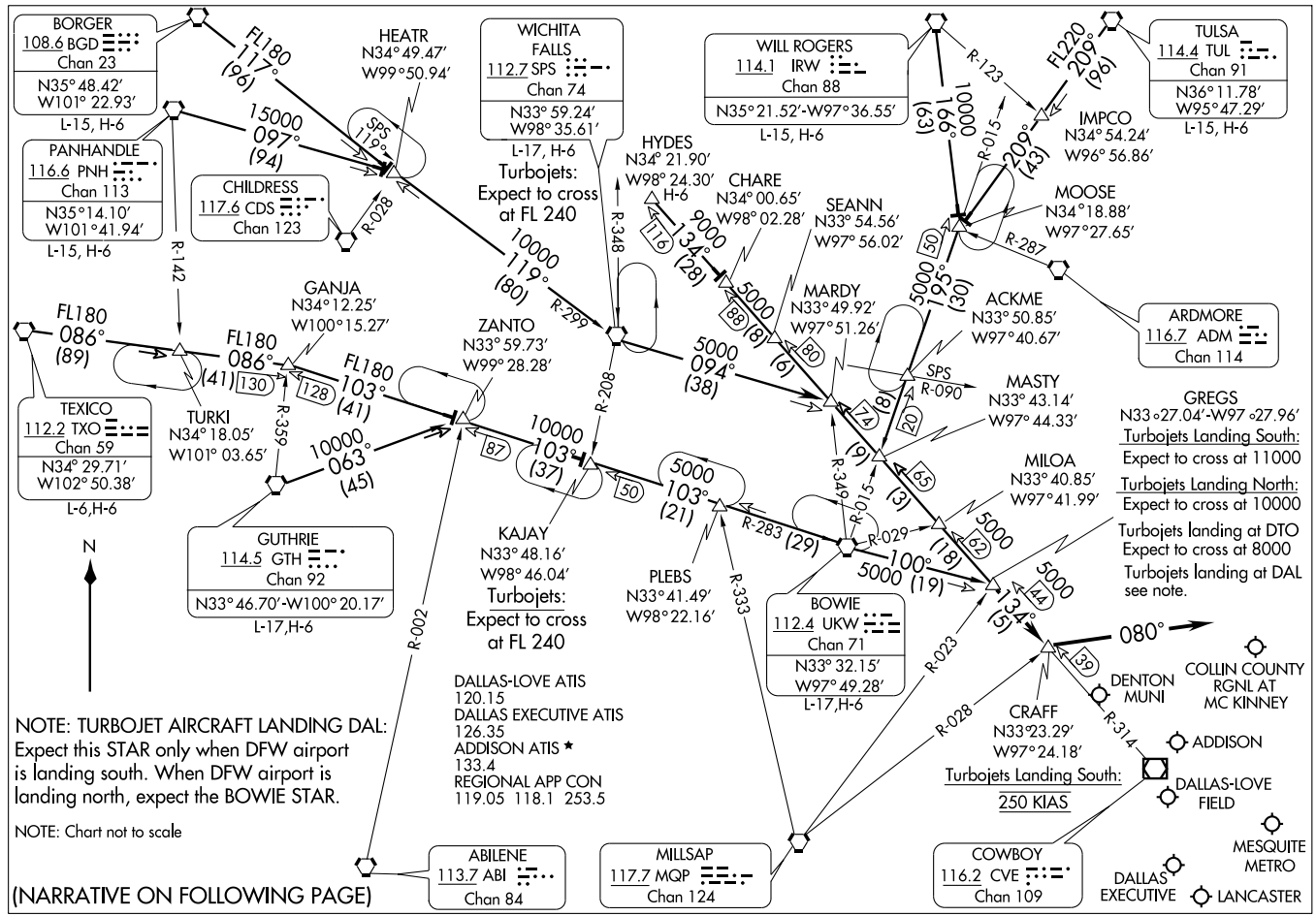




CATEGORY	A	B	C	D
S-35	1040-1 398 (400-1)			1040-1¼ 398 (400-1¼)
CIRCLING	1100-1 458 (500-1)		1120-1½ 478 (500-1½)	1260-2 618 (700-2)



SC-2, 08 APR 2010 to 06 MAY 2010


BORGER
108.6 BGD
Chan 23
N35° 48.42'
W101° 22.93'
L-15, H-6
PANHANDLE
116.6 PNH
Chan 113
N35° 14.10'
W101° 41.94'
L-15, H-6
CHILDRESS
117.6 CDS
Chan 123
HEATR
N34° 49.47'
W99° 50.94'
WICHITA FALLS
112.7 SPS
Chan 74
N33° 59.24'
W98° 35.61'
L-17, H-6
Turbojets: Expect to cross at FL 240
WILL ROGERS
114.1 IRW
Chan 88
N35° 21.52'-W97° 36.55'
L-15, H-6
TULSA
114.4 TUL
Chan 91
N36° 11.78'
W95° 47.29'
L-15, H-6
IMPCO
N34° 54.24'
W96° 56.86'
MOOSE
N34° 18.88'
W97° 27.65'
ARDMORE
116.7 ADM
Chan 114
HYDES
N34° 21.90'
W98° 24.30'
H-6
CHARE
N34° 00.65'
W98° 02.28'
SEANN
N33° 54.56'
W97° 56.02'
MARDY
N33° 49.92'
W97° 51.26'
ACKME
N33° 50.85'
W97° 40.67'
MASTY
N33° 43.14'
W97° 44.33'
GREGS
N33°27.04'-W97°27.96'
Turbojets Landing South:
Expect to cross at 11000
Turbojets Landing North:
Expect to cross at 10000
Turbojets landing at DTO
Expect to cross at 8000
Turbojets landing at DAL
see note.
MILOA
N33° 40.85'
W97° 41.99'
GANJA
N34° 12.25'
W100° 15.27'
ZANTO
N33° 59.73'
W99° 28.28'
TEXICO
112.2 TXO
Chan 59
N34° 29.71'
W102° 50.38'
L-6,H-6
TURKI
N34° 18.05'
W101° 03.65'
GUTHRIE
114.5 GTH
Chan 92
N33° 46.70'-W100° 20.17'
L-17,H-6
KAJAY
N33° 48.16'
W98° 46.04'
Turbojets: Expect to cross at FL 240
PLEBS
N33° 41.49'
W98° 22.16'
BOWIE
112.4 UKW
Chan 71
N33° 32.15'
W97° 49.28'
L-17,H-6
CRAFF
N33° 23.29'
W97° 24.18'
Turbojets Landing South:
250 KIAS
DENTON MUNI
COLLIN COUNTY RGNL AT MC KINNEY
ADDISON
DALLAS-LOVE FIELD
MESQUITE METRO
DALLAS EXECUTIVE
LANCASTER
ABILENE
113.7 ABI
Chan 84
MILLSAP
117.7 MQP
Chan 124
COWBOY
116.2 CVE
Chan 109
DALLAS-LOVE ATIS
120.15
DALLAS EXECUTIVE ATIS
126.35
ADDISON ATIS ★
133.4
REGIONAL APP CON
119.05 118.1 253.5
NOTE: TURBOJET AIRCRAFT LANDING DAL:
Expect this STAR only when DFW airport is landing south. When DFW airport is landing north, expect the BOWIE STAR.
NOTE: Chart not to scale
(NARRATIVE ON FOLLOWING PAGE)
N
FL180 117° (96)
15000 097° (94)
SPS 119°
R-028
R-142
FL180 086° (89)
FL180 086° (41)
130
128
FL180 103° (41)
R-359
10000° 063° (45)
10000 119° (80)
R-299
R-348
R-208
10000 103° (37)
87
50
5000 103° (21)
R-283 (29)
R-002
R-333
9000 134° (28)
116
5000 088° (8)
80
6
5000 094° (38)
74
8
20
9
R-349
R-015
65
3
R-029
5000 100° (19)
5000 062 (18)
5000 134° (5)
44
39
080°
R-023
R-028
R-314
R-123
10000 166° (63)
FL220 209° (96)
R-015
209° (43)
50
5000 195° (30)
R-287
SPS R-090

ARRIVAL DESCRIPTION

BORGER TRANSITION (BGD.GREGS6): From over BGD VORTAC via BGD R-117 to HEATR INT, then via SPS R-299 to SPS VORTAC, then via SPS R-094 to MARDY INT, then via CVE R-314 to GREGS INT. Thence . . . .

BOWIE TRANSITION (UKW.GREGS6): From over UKW VORTAC via UKW R-100 to GREGS INT. Thence . . . .

GUTHRIE TRANSITION (GTH.GREGS6): From over GTH VORTAC via GTH R-063 to ZANTO INT, then via UKW R-283 to UKW VORTAC, then via UKW R-100 to GREGS INT. Thence . . . .

HYDES TRANSITION (HYDES.GREGS6): From over HYDES INT via CVE R-314 to GREGS INT. Thence . . . .

PANHANDLE TRANSITION (PNH.GREGS6): From over PNH VORTAC via PNH R-097 to HEATR INT, then via SPS R-299 to SPS VORTAC, then via SPS R-094 to MARDY INT, then via CVE R-314 to GREGS INT. Thence. . . .

TEXICO TRANSITION (TXO.GREGS6): From over TXO VORTAC via TXO R-086 to GANJA INT, then via UKW R-283 to UKW VORTAC, then via UKW R-100 to GREGS INT. Thence . . . .

TULSA TRANSITION (TUL.GREGS6): From over TUL VORTAC via TUL R-209 to MOOSE INT, then via UKW R-015 to MASTY INT, then via CVE R-314 to GREGS INT. Thence . . . .

WICHITA FALLS TRANSITION (SPS.GREGS6): From over SPS VORTAC via SPS R-094 to MARDY INT, then via CVE R-314 to GREGS INT. Thence. . . .

WILL ROGERS TRANSITION (IRW.GREGS6): From over IRW VORTAC via IRW R-166 to MOOSE INT, then via UKW R-015 to MASTY INT, then via CVE R-314 to GREGS INT. Thence . . . .

. . . . From over GREGS INT via CVE R-314 to CRAFF INT thence heading 080° for vector to final approach course.

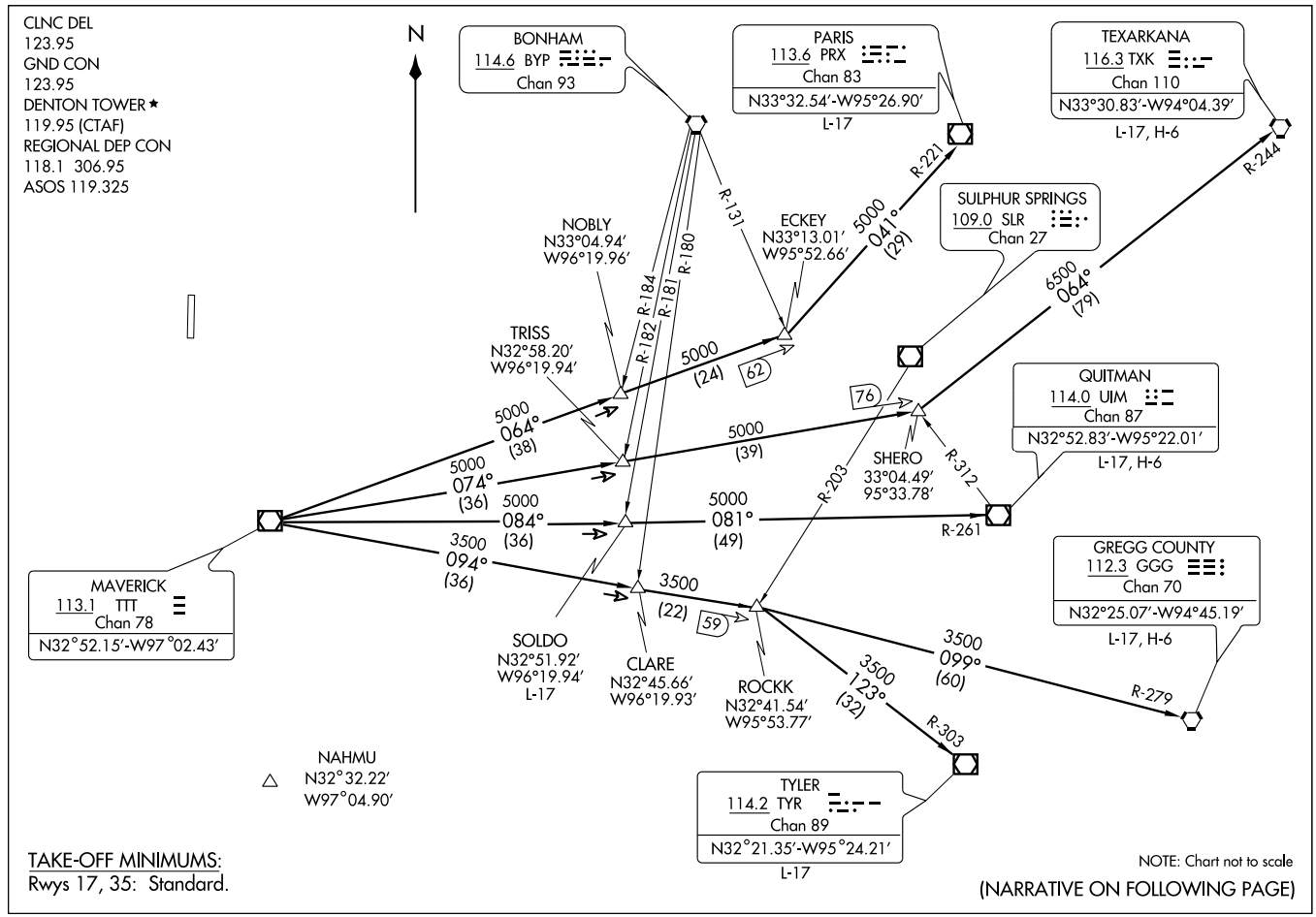
SC-2, 08 APR 2010 to 06 MAY 2010

HUBBARD SIX DEPARTURE

SL-5866 (FAA)

DENTON MUNI (DTO)
DENTON, TEXAS

CLNC DEL
123.95
GND CON
123.95
DENTON TOWER ★
119.95 (CTAF)
REGIONAL DEP CON
118.1 306.95
ASOS 119.325



TAKE-OFF MINIMUMS:
Rwys 17, 35: Standard.

NOTE: Chart not to scale

(NARRATIVE ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading and altitude to appropriate route.

LONGVIEW TRANSITION (HUBB6.GGG): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via GGG R-279 to GGG VORTAC.
PARIS TRANSITION (HUBB6.PRX): From over TTT VOR/DME via TTT R-064 to ECKEY INT, then via PRX R-221 to PRX VOR/DME.
QUITMAN TRANSITION (HUBB6.UIM): From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME.
SOLDO TRANSITION (HUBB6.SOLDO): (ATC assigned.) From over TTT VOR/DME via TTT R-084 to SOLDO INT.
TEXARKANA TRANSITION (HUBB6.TXK): From over TTT VOR/DME via TTT R-074 to SHERO INT, then via TXK R-244 to TXK VORTAC.
TYLER TRANSITION (HUBB6.TYR): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via TYR R-303 to TYR VOR/DME.

TAKE-OFF OBSTACLES:
Rwy 17:
Multiple trees beginning 190' from departure end of runway, 178' right of centerline, up to 66' AGL/665' MSL.
Building 371' from departure end of runway, 261' left of centerline, 14' AGL/643' MSL.
Rwy35:
Tree 1,242' from departure end of runway, 806' right of centerline, 63' AGL/692' MSL.

SC-2, 08 APR 2010 to 06 MAY 2010

DENTON, TEXAS

AL-5866 (FAA)

LOC I-DTO	APP CRS	Rwy Idg	5999
109.1	174°	TDZE	642
		Apt Elev	642

ILS or LOC RWY 17

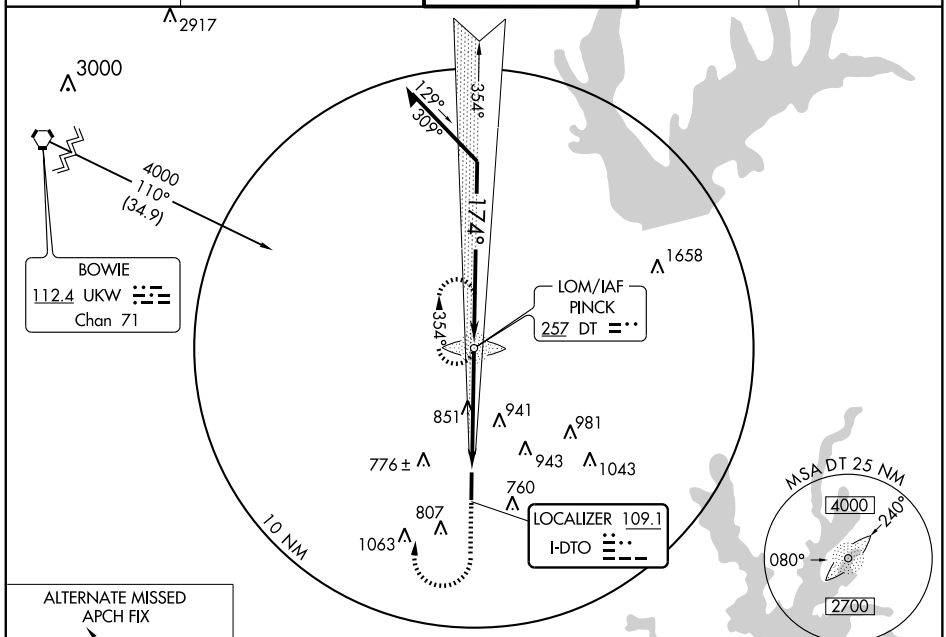
DENTON MUNI (DTO)

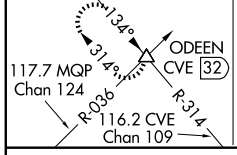
ADF REQUIRED

MALSR

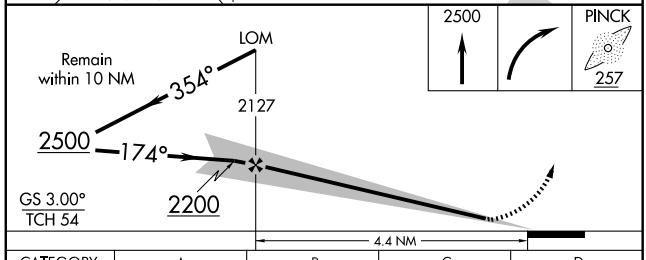
MISSED APPROACH: Climb to 2500, then right turn direct PINCK LOM and hold.

ASOS	REGIONAL APP CON	DENTON TOWER ★	GND CON	CLNC DEL
119.325	118.1 306.95	119.95 (CTAF) L	123.95	123.95



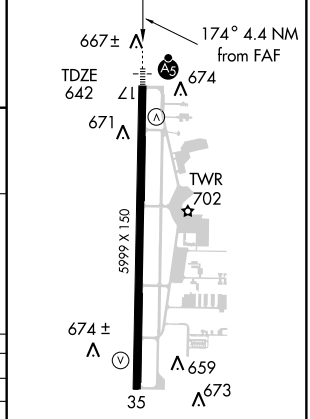


ADF REQUIRED



ELEV 642

MIRL Rwy 17-35



CATEGORY	A	B	C	D
S-ILS 17		842- ½	200 (200-½)	
S-LOC 17	1120-½ 478 (500-½)		1120-¾ 478 (500-¾)	1120-1 478 (500-1)
CIRCLING	1120-1 478 (500-1)		1120-1½ 478 (500-1½)	1260-2 618 (700-2)

FAF to MAP 4.4 NM

Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

SC-2, 08 APR 2010 to 06 MAY 2010

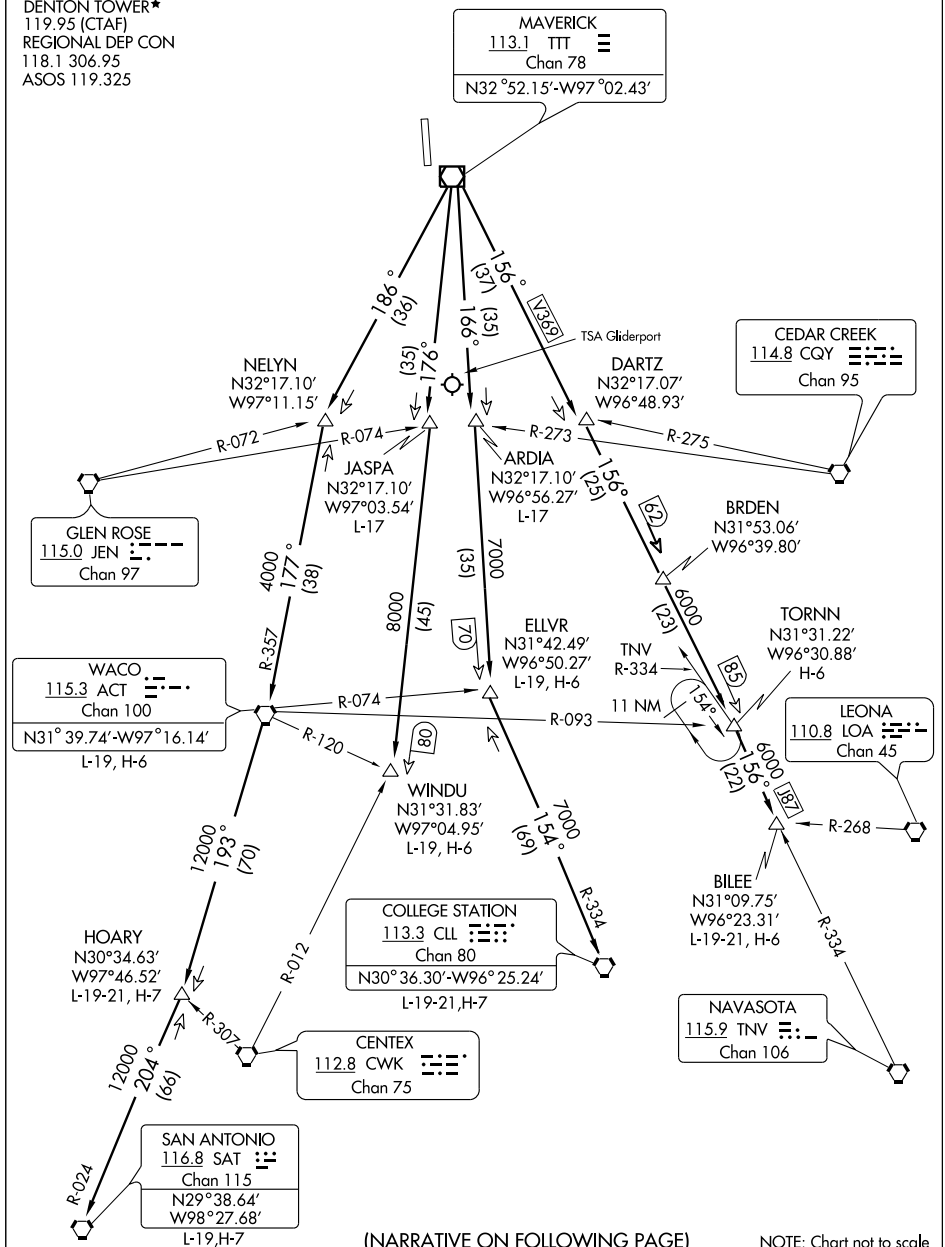
JOE POOL FOUR DEPARTURE

SL-5866 (FAA)

DENTON MUNI (DTO)
DENTON, TEXAS

CLNC DEL
123.95
GND CON
123.95
DENTON TOWER★
119.95 (CTAF)
REGIONAL DEP CON
118.1 306.95
ASOS 119.325

TAKE-OFF MINIMUMS:
Rwys 17, 35: Standard.



(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale

SC-2, 08 APR 2010 to 06 MAY 2010

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading and altitude, expect vector to appropriate route.

ARDIA TRANSITION (JPOOL4.ARDIA): (ATC assigned.) From over TTT VOR/DME via TTT R-166 to ARDIA INT.
BILEE TRANSITION (JPOOL4.BILEE): (For aircraft overflying the BILEE intersection, thence via the appropriate STAR to George Bush Intercontinental or East Houston terminal area airports, or via J-87 to overfly the TNV VORTAC.) From over TTT VOR/DME via TTT R-156 to BILEE INT.
BRDEN TRANSITION (JPOOL4.BRDEN): From over TTT VOR/DME via TTT R-156 to BRDEN INT.
COLLEGE STATION TRANSITION (JPOOL4.CLL): (For piston aircraft inbound to Houston Hobby and all aircraft inbound to West Houston terminal area airports.) From over TTT VOR/DME via TTT R-166 to ELLVR INT, then via CLL R-334 to CLL VORTAC.
ELLVR TRANSITION (JPOOL4.ELLVR): (For turboprop and turbojet aircraft inbound to Houston Hobby and turbojet aircraft inbound to EFD, GLS, and LBX.) From over TTT VOR/DME via TTT R-166 to ELLVR INT.
HOARY TRANSITION (JPOOL4.HOARY): (For E/F suffixed aircraft.) From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC, then via ACT R-193 to HOARY INT.
JASPA TRANSITION (JPOOL4.JASPA): (ATC assigned.) From over TTT VOR/DME via TTT R-176 to JASPA INT.
SAN ANTONIO TRANSITION (JPOOL4.SAT): (For aircraft overflying Centex and San Antonio.) From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC, then via ACT R-193 to HOARY INT, then via SAT R-024 to SAT VORTAC.
TORNN TRANSITION (JPOOL4.TORNN): (For aircraft landing at Lafayette, Lake Charles or Beaumont/Port Arthur airports.) From over TTT VOR/DME via TTT R-156 to TORNN INT.
WACO TRANSITION (JPOOL4.ACT): (For aircraft inbound to Waco or Gray terminal area airports.) From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC.
WINDU TRANSITION (JPOOL4.WINDU): (For aircraft inbound to Austin or San Antonio terminal airports, aircraft should file and/or expect the BLEWE or MARCS arrival at WINDU.) From over TTT VOR/DME via TTT R-176 to WINDU INT.

SC-2, 08 APR 2010 to 06 MAY 2010

KINGDOM SEVEN DEPARTURE SL-5866 (FAA)

CLNC DEL 123.95
GND CON 123.95
DENTON TOWER ★ 119.95 (CTAF)
REGIONAL DEP CON 118.1 306.95
ASOS 119.325

TAKE-OFF OBSTACLES:
Note: Rwy 17, Multiple trees beginning 190′ from DER, 178′ right of centerline, up to 66′ AGL/665′ MSL. Building 371′ from DER, 261′ left of centerline, 14′ AGL/643′ MSL.
Note: Rwy 35, Tree 1242′ from DER, 806′ right of centerline, 63′ AGL/692′ MSL.

N

WICHITA FALLS
112.7 SPS
Chan 74
N33°59.24′-W98°35.61′
L-17, H-6

R-148 (25) V568

KARYN
N33°35.82′
W98°24.42′

R-271

BOWIE
112.4 UKW
Chan 71

R-146

GUTHRIE
114.5 GTH
Chan 92
N33°46.70′
W100°20.17′
L-17, H-6

6000 326° (63) V18

4000 328° (22)

R-225

R-165

FERRA
N33° 05.47′
W97°44.00′

RANGER
115.7 FUZ
Chan 104
N32°53.37′
W97°10.77′

MUZZO
N33°15.10′
W98°14.61′

65 34

4000 (27)

2300 285° (37)

CEOLA
N32°51.98′
W97°44.00′

2100 274° (7)

RUWLO
N32°47.28′
W99°07.77′

R-330

2500 261° (28)

2800 250° (36)

8000 (71)

99

8000 265° V18 (36) 93

BEKLE
N32°49.27′
W99°49.92′

R-265

4000 261° (13)

R-081

MAVERICK
113.1 TTT
Chan 78
N32°52.15′-W97°02.43′

PODDE
N32°43.58′
W97°44.00′
L-17

R-006

R-004

R-343

TAKE-OFF MINIMUMS:
Rwys 17, 35 standard.

BROWNWOOD
108.6 BWD
Chan 23

MILLSAP
117.7 MQP
Chan 124
N32°43.57′
W97°59.85′
L-17, H-6

GLEN ROSE
115.0 JEN
Chan 97

NOTE: Chart not to scale

NOTE: For all aircraft requesting 17,000′ and below.
(NARRATIVE ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace fly assigned heading and altitude to appropriate route.

GUTHRIE TRANSITION (KING7.GTH): (For all aircraft landing within Lubbock terminal area or proceeding westbound via V-18 to GTH VORTAC). From over TTT VOR/DME via TTT R-274 to FUZ VORTAC, then via FUZ R-261 to RUWLO INT, then via MQP R-265 to BEKLE INT, then via GTH R-146 to GTH VORTAC.
MILLSAP TRANSITION (KING7.MQP): (For all aircraft overflying the MQP VORTAC westbound via V-18 or direct). From over TTT VOR/DME via TTT R-250 to PODDE INT, then via MQP R-081 to MQP VORTAC.
PODDE TRANSITION (KING7.PODDE): (ATC assigned.) From over TTT VOR/DME via TTT R-250 to PODDE INT.
WICHITA FALLS TRANSITION (KING7.SPS): (For all aircraft landing within the Wichita Falls terminal area or overflying the SPS VORTAC). From over TTT VOR/DME via TTT R-285 to MUZZO INT, then via SPS R-148 to SPS VORTAC.

SC-2, 08 APR 2010 to 06 MAY 2010

LOM DT	APP CRS	Rwy Idg	5999
257	174°	TDZE	642
		Apt Elev	642

NDB or GPS RWY 17

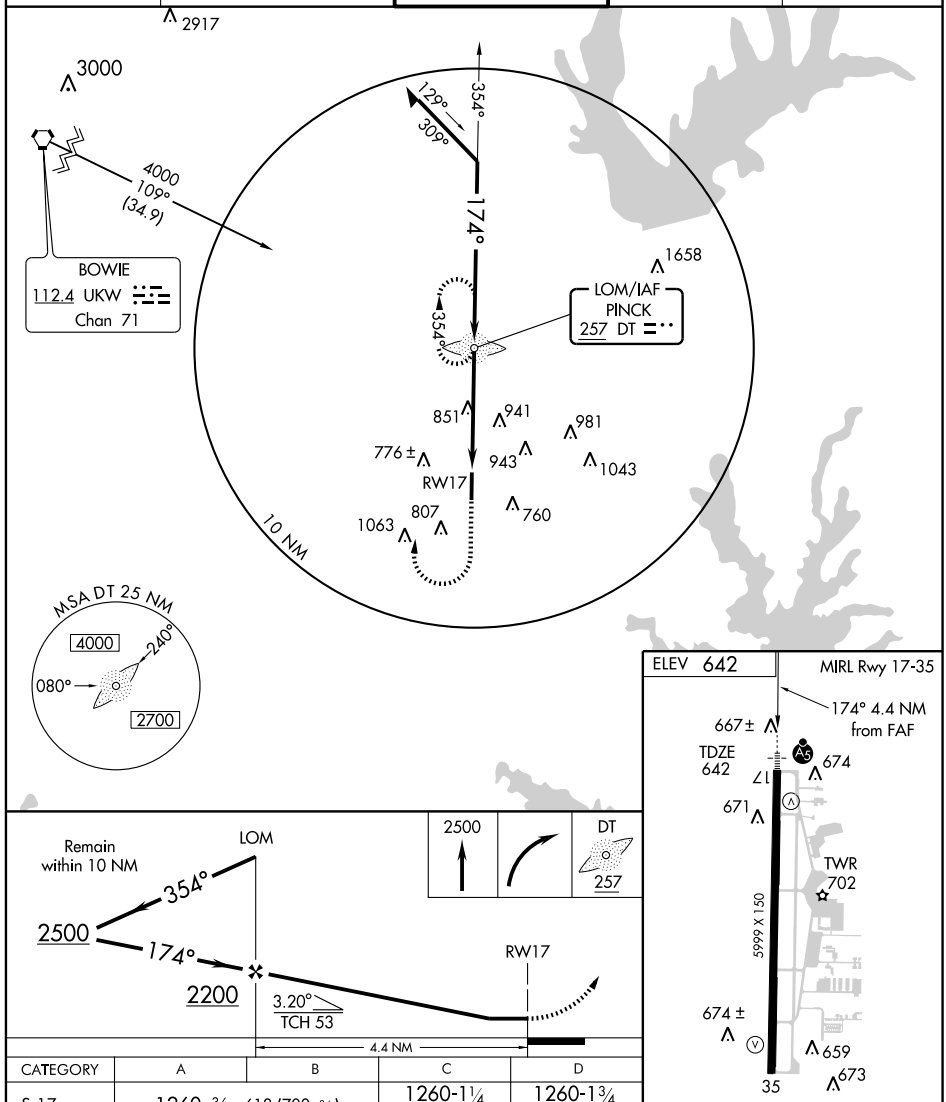
DENTON MUNI (DTO)

NA

MALSR

MISSED APPROACH: Climb to 2500, then right turn direct DT LOM and hold.

ASOS	REGIONAL APP CON	DENTON TOWER★	GND CON	CLNC DEL
119.325	118.1 306.95	119.95 (CTAF)	123.95	123.95

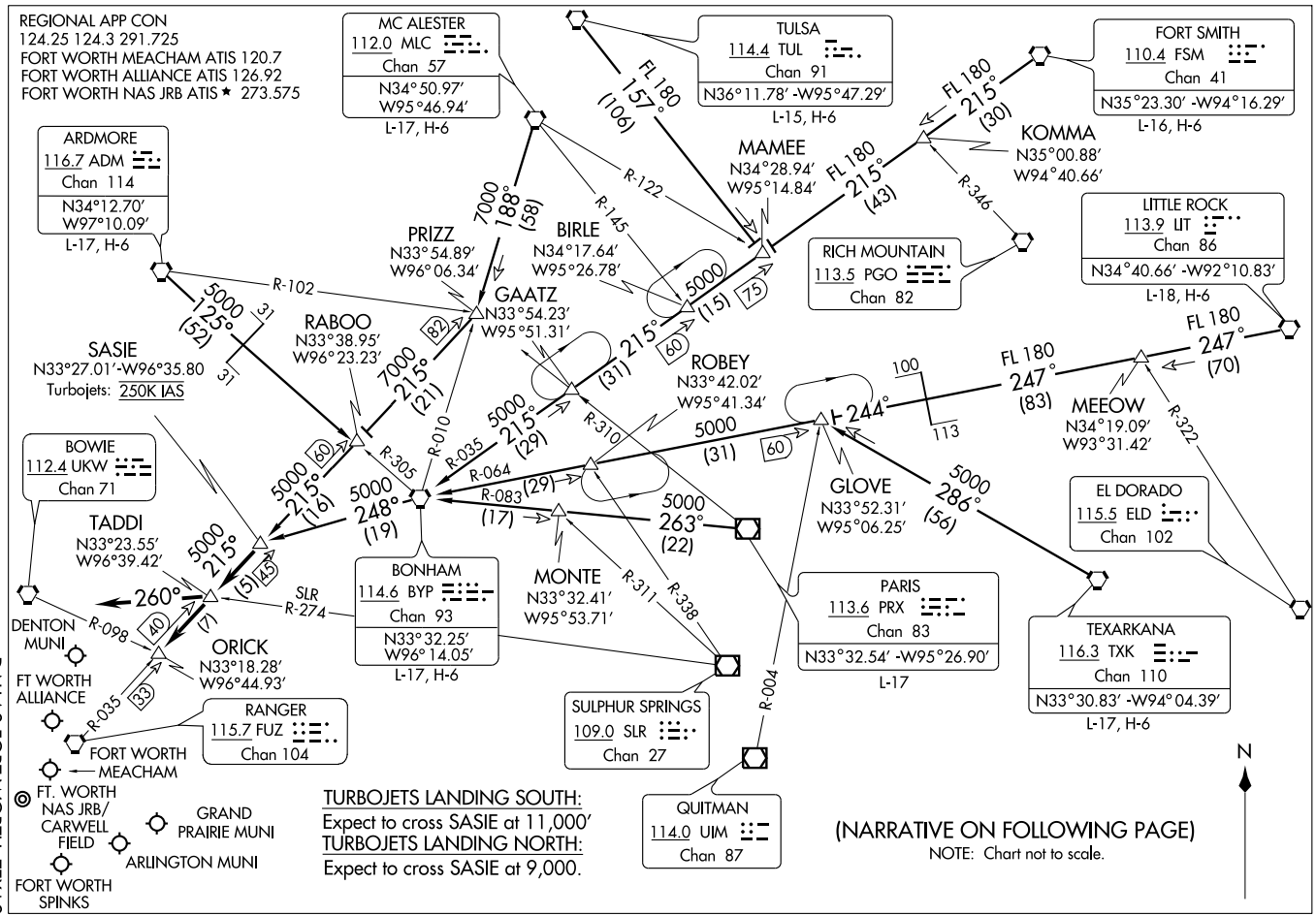


CATEGORY	A	B	C	D
S-17	1260-¾	618 (700-¾)	1260-1¼ 618 (700-1¼)	1260-1¾ 618 (700-1¾)
CIRCLING	1260-1	618 (700-1)	1260-1¾ 618 (700-1¾)	1260-2 618 (700-2)

FAF to MAP 4.4 NM

Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

SC-2, 08 APR 2010 to 06 MAY 2010



SASIE TWO ARRIVAL

(SASIE.SASIE2) 09351

ST-6918 (FAA)

DALLAS-FORT WORTH, TEXAS

ARRIVAL DESCRIPTION

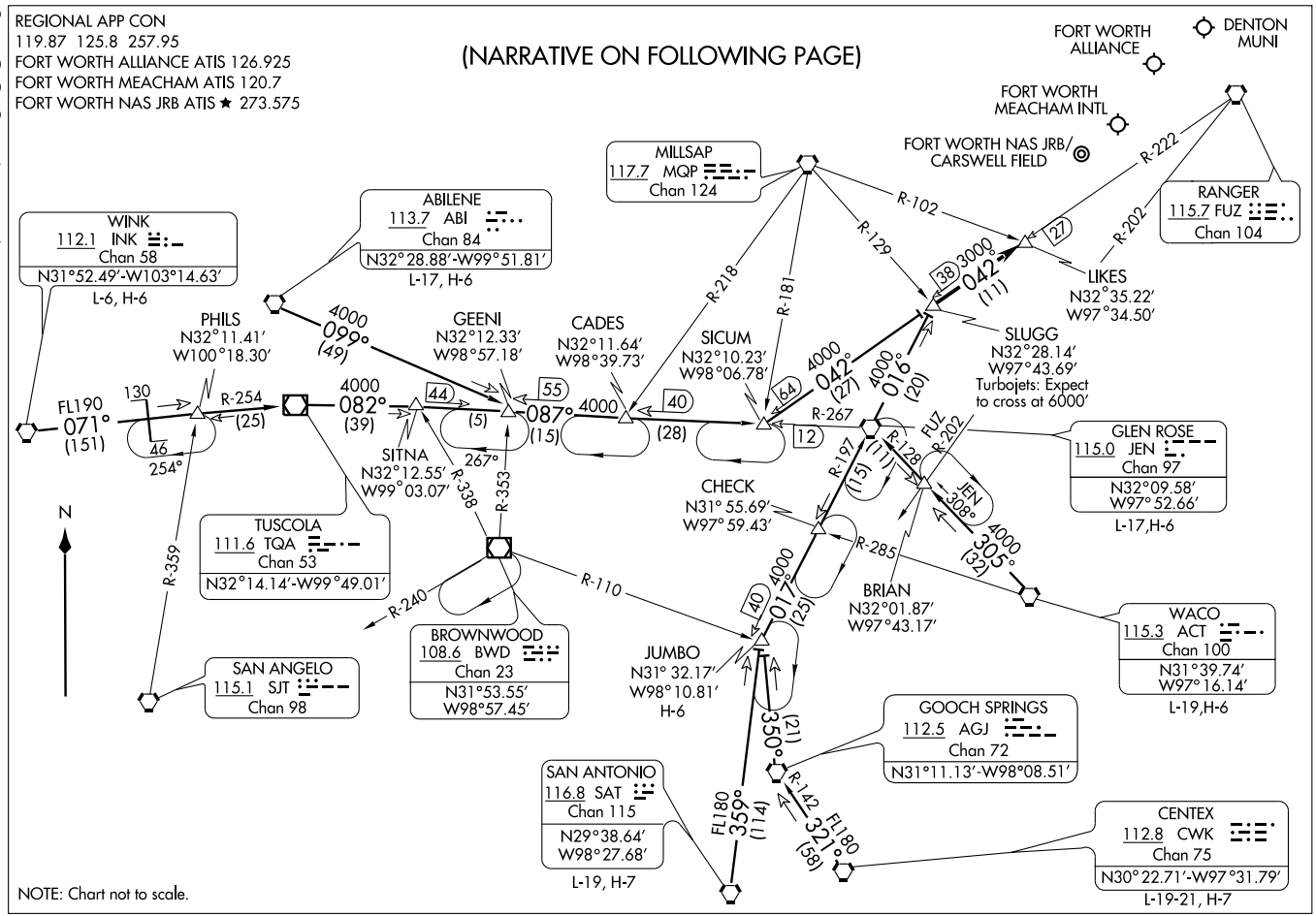
ARDMORE TRANSITION (ADM.SASIE2): From over ADM VORTAC via ADM R-125 and BYP R-305 to RABOO INT, then via FUZ R-035 to SASIE INT. Thence. . . .
BONHAM TRANSITION (BYP.SASIE2): From over BYP VORTAC via BYP R-248 to SASIE INT. Thence. . . .
FORT SMITH TRANSITION (FSM.SASIE2): From over FSM VORTAC via FSM R-215 to MAMEE INT, then via BYP R-035 to BYP VORTAC, then via BYP R-248 to SASIE INT. Thence. . . .
LITTLE ROCK TRANSITION (LIT.SASIE2): From over LIT VORTAC via LIT R-247 and BYP R-064 to GLOVE INT, then via BYP R-064 to BYP VORTAC, then via BYP R-248 to SASIE INT. Thence. . . .
MC ALESTER TRANSITION (MLC.SASIE2): From over MLC VORTAC via MLC R-188 to PRIZZ INT, then via FUZ R-035 to SASIE INT. Thence. . . .
PARIS TRANSITION (PRX.SASIE2): From over PRX VOR/DME via PRX R-263 and BYP R-083 to BYP VORTAC, then via BYP VORTAC R-248 to SASIE INT. Thence. . . .
TEXARKANA TRANSITION (TXK.SASIE2): From over TXK VORTAC via TXK R-286 to GLOVE INT, then via BYP R-064 to BYP VORTAC, then via BYP R-248 to SASIE INT. Thence. . . .
TULSA TRANSITION (TUL.SASIE2): From over TUL VORTAC via TUL R-157 to MAMEE INT, then via BYP R-035 to BYP VORTAC, the via BYP R-248 to SASIE INT. Thence. . . .
. . . . From over SASIE INT via FUZ R-035 to TADDI INT or ORICK INT (when directed by ATC). Depart TADDI INT heading 260° for vectors to final approach course.

SC-2, 08 APR 2010 to 06 MAY 2010

SLUGG SIX ARRIVAL

REGIONAL APP CON
119.87 125.8 257.95
FORT WORTH ALLIANCE ATIS 126.925
FORT WORTH MEACHAM ATIS 120.7
FORT WORTH NAS JRB ATIS ★ 273.575

(NARRATIVE ON FOLLOWING PAGE)



ARRIVAL ROUTE DESCRIPTION

ABILENE TRANSITION (ABI.SLUGG6): From over ABI VORTAC via ABI R-099 to GEENI INT, then via JEN R-267 to SICUM INT, then via FUZ R-222 to SLUGG INT. Thence . . . .

CENTEX TRANSITION (CWK.SLUGG6): From over CWK VORTAC via CWK R-321 and AGJ R-142 to AGJ VORTAC, then via AGJ R-350 to JUMBO INT, then via JEN R-197 to JEN VORTAC, then via JEN R-016 to SLUGG INT. Thence . . . .

GLEN ROSE TRANSITION (JEN.SLUGG6): From over JEN VORTAC via JEN R-016 to SLUGG INT. Thence . . . .

JUMBO TRANSITION (JUMBO.SLUGG6): From over JUMBO INT via JEN R-197 to JEN VORTAC, then via JEN R-016 to SLUGG INT. Thence . . . .

SAN ANTONIO TRANSITION (SAT.SLUGG6): From over SAT VORTAC via SAT R-359 to JUMBO INT, then via JEN R-197 to JEN VORTAC, then via JEN R-016 to SLUGG INT. Thence . . . .

WACO TRANSITION (ACT.SLUGG6): From over ACT VORTAC via ACT R-305 and JEN R-128 to JEN VORTAC, then via JEN R-016 to SLUGG INT. Thence . . . .

WINK TRANSITION (INK.SLUGG6): From over INK VORTAC via INK R-071 and TQA R-254 to TQA VOR/DME, then via TQA R-082 to GEENI INT, then via JEN R-267 to SICUM INT, then via FUZ R-222 to SLUGG INT. Thence . . . .

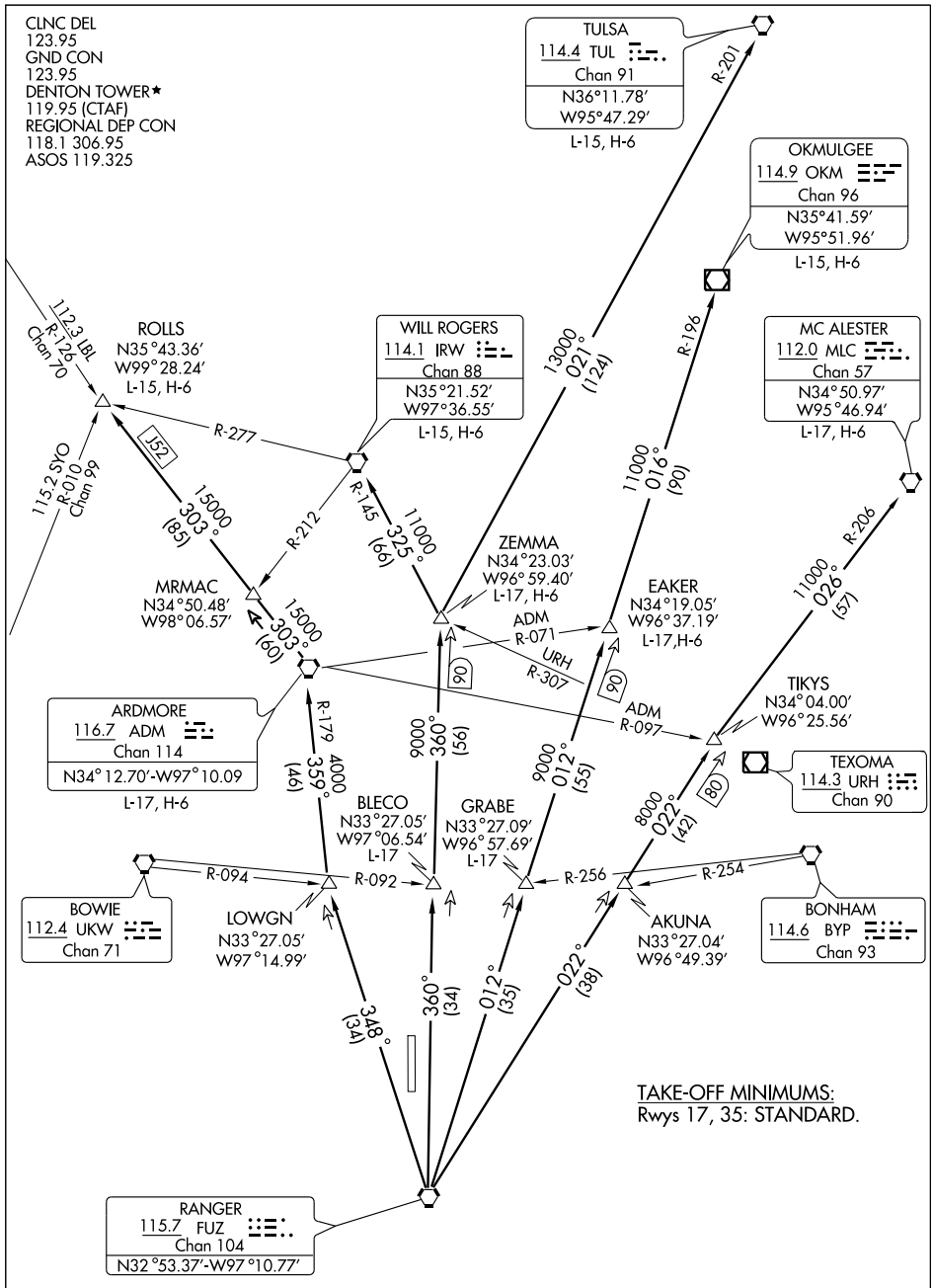
. . . . From over SLUGG INT, via FUZ R-222 to LIKES INT. Expect vectors to final approach course.

SC-2, 08 APR 2010 to 06 MAY 2010

TEXOMA ONE DEPARTURE

SL-5866 (FAA)

DENTON MUNI (DTO)
DENTON, TEXAS



(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale

SC-2, 08 APR 2010 to 06 MAY 2010

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace fly assigned heading and altitude to appropriate route.

ARDMORE TRANSITION (TEX1.ADM): From over FUZ VORTAC via FUZ R-348 to LOWGN INT, then via ADM R-179 to ADM VORTAC.

BLECO TRANSITION (TEX1.BLECO): (ATC assigned.) From over FUZ VORTAC via FUZ R-360 to BLECO INT.

EAKER TRANSITION (TEX1.EAKER): (For aircraft inbound to the Tulsa terminal area.) From over FUZ VORTAC via FUZ R-012 to EAKER INT.

GRABE TRANSITION (TEX1.GRABE): (ATC assigned.) From over FUZ VORTAC via FUZ R-012 to GRABE INT.

MCALESTER TRANSITION (TEX1.MLC): (For all aircraft overflying the MLC VORTAC or intercepting J105.) From over FUZ VORTAC via FUZ R-022 to TIKYS INT, then via MLC R-206 to MLC VORTAC.

OKMULGEE TRANSITION (TEX1.OKM): (For all aircraft overflying OKM VOR/DME proceeding via J181 to BDF to destinations in the Chicago terminal area and north.) From over FUZ VORTAC via FUZ R-012 to EAKER INT, then via OKM R-196 to OKM VOR/DME.

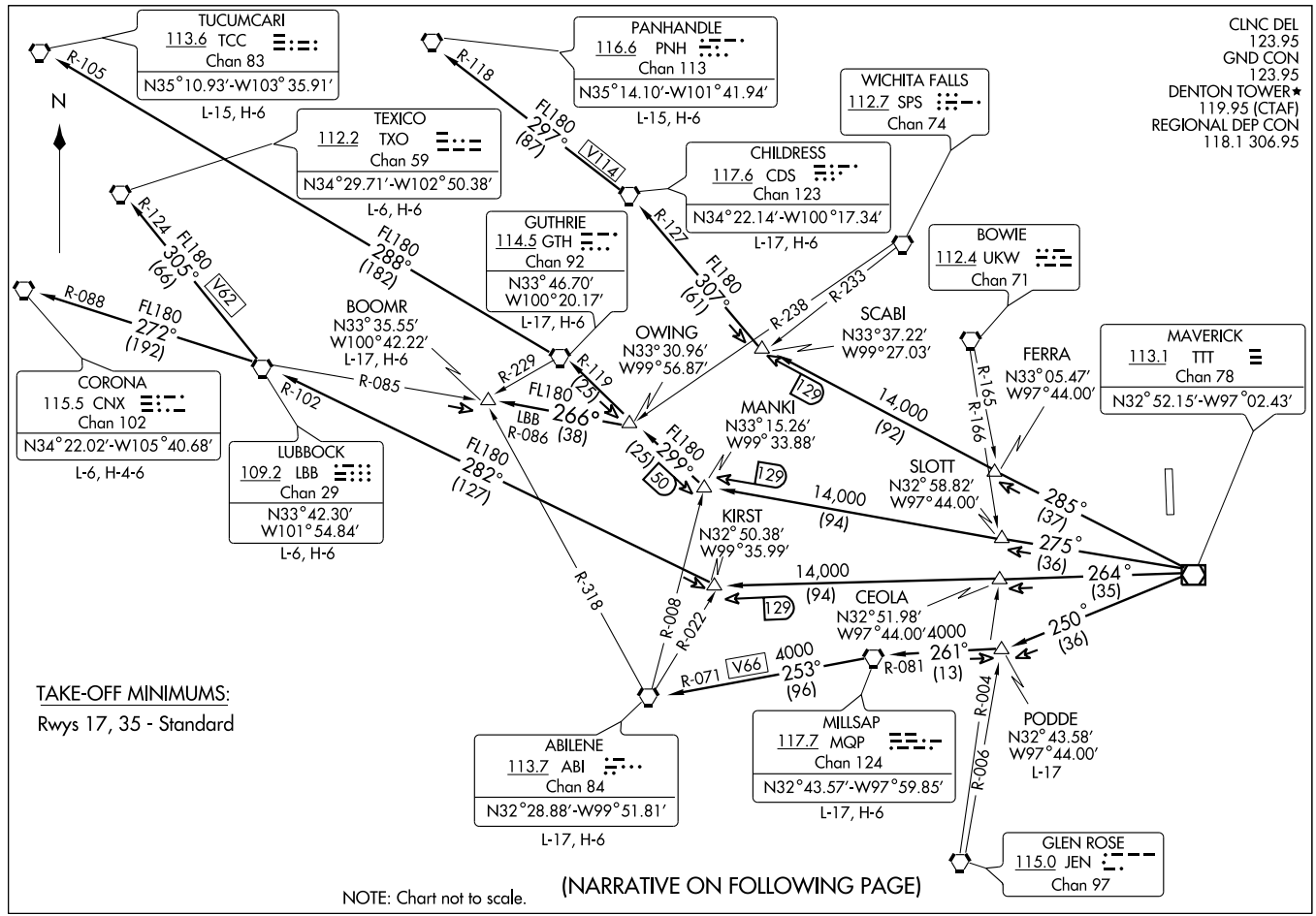
ROLLS TRANSITION (TEX1.ROLLS): (For all aircraft proceeding northwestbound via J52.) From over FUZ VORTAC via FUZ R-348 to LOWGN INT, then via ADM R-179 to ADM VORTAC, then via ADM R-303 to ROLLS INT.

TULSA TRANSITION (TEX1.TUL): (For all aircraft overflying TUL VORTAC.) From over FUZ VORTAC via FUZ R-360 to ZEMMA INT, then via TUL R-201 to TUL VORTAC.

WILL ROGERS TRANSITION (TEX1.IRW): (For all aircraft inbound to the Oklahoma City area or overflying IRW VORTAC.) From over FUZ VORTAC via FUZ R-360 to ZEMMA INT, then via IRW R-145 to IRW VORTAC.

ZEMMA TRANSITION (TEX1.ZEMMA): (ATC assigned.) From over FUZ VORTAC via FUZ R-360 to ZEMMA INT.

SC-2, 08 APR 2010 to 06 MAY 2010



(KDTO) DENTON MUNI (DTO) 08269

WORTH FIVE DEPARTURE

DENTON, TEXAS

SL-5866 (FAA)

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading and altitude to appropriate route.

ABILENE TRANSITION (WORTH5.ABI): From over TTT VOR/DME via TTT R-250 to PODDE INT, then via MQP R-081 to MQP VORTAC, then via MQP R-253 and ABI R-071 to ABI VORTAC.

BOOMR TRANSITION (WORTH5.BOOMR): From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to OWING INT, then via LBB R-086 to BOOMR INT.

CHILDRESS TRANSITION (WORTH5.CDS): From over TTT VOR/DME via TTT R-285 to SCABI INT, then via CDS R-127 to CDS VORTAC.

CORONA TRANSITION (WORTH5.CNX): From over TTT VOR/DME via TTT R-264 to KIRST INT, then via LBB R-102 to LBB VORTAC, then via LBB R-272 and CNX R-088 to CNX VORTAC.

GUTHRIE TRANSITION (WORTH5.GTH): From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to GTH VORTAC.

LUBBOCK TRANSITION (WORTH5.LBB): From over TTT VOR/DME via TTT R-264 to KIRST INT, then via LBB R-102 to LBB VORTAC.

MILLSAP TRANSITION (WORTH5.MQP): From over TTT VOR/DME via TTT R-250 to PODDE INT, then via MQP R-081 to MQP VORTAC.

PANHANDLE TRANSITION (WORTH5.PNH): From over TTT VOR/DME via TTT R-285 to SCABI INT, then via CDS R-127 to CDS VORTAC, then via CDS R-297 and PNH R-118 to PNH VORTAC.

PODDE TRANSITION (WORTH5.PODDE): (ATC Assigned) From over TTT VOR/DME via TTT R-250 to PODDE INT.

TEXICO TRANSITION (WORTH5.TXO): From over TTT VOR/DME via TTT R-264 to KIRST INT, then via LBB R-102 to LBB VORTAC, then via LBB R-305 and TXO R-124 to TXO VORTAC.

TUCUMCARI TRANSITION (WORTH5.TCC): From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to GTH VORTAC, then via GTH R-288 and TCC R-105 to TCC VORTAC.

SC-2, 08 APR 2010 to 06 MAY 2010

NDB HHH	APP CRS	Rwy Idg	3400
359	356°	TDZE	703
		Apt Elev	703

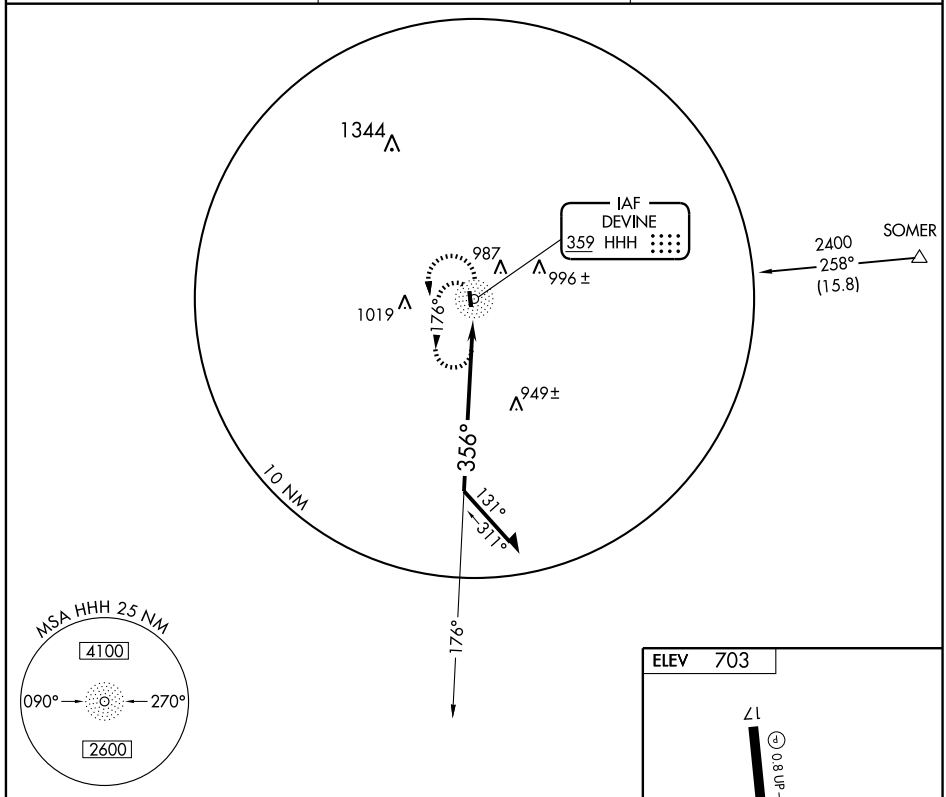
NDB RWY 35

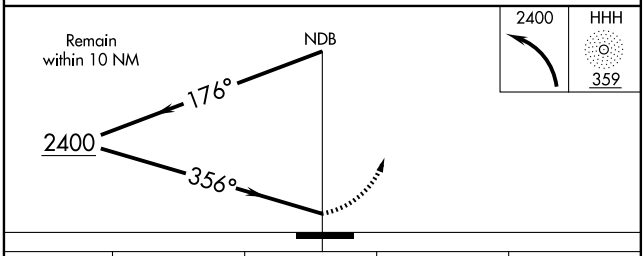
DEVINE MUNI (23R)

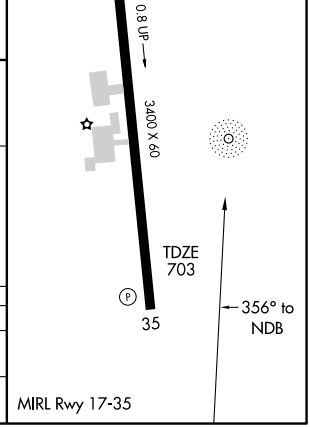
Use Castroville Muni altimeter setting; when not received, use Hondo Muni altimeter setting and increase all MDA 40 feet.

MISSED APPROACH: Climbing left turn to 2400 in HHH NDB holding pattern.

CASTROVILLE AWOS	SAN ANTONIO APP CON	CTAF
119.250	118.05 353.5	122.9 L







CATEGORY	A	B	C	D
S-35	1340-1	637 (700-1)	NA	
CIRCLING	1380-1	677 (700-1)	NA	

SC-3. 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	3400
346°	TDZE	703
	Apt Elev	703

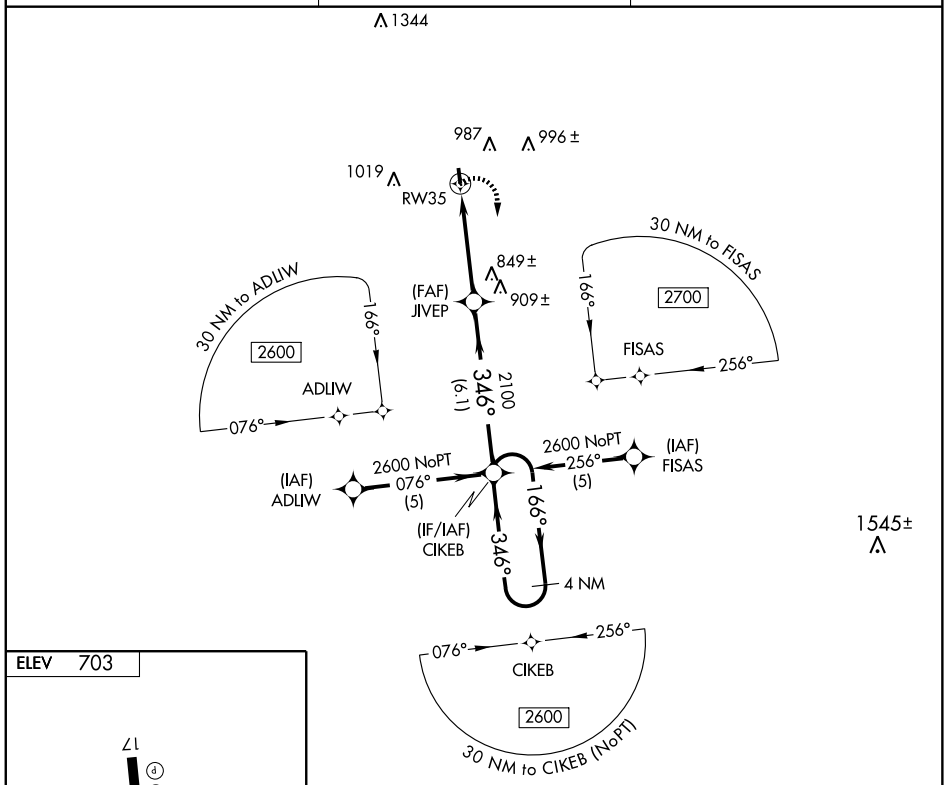
RNAV (GPS) RWY 35

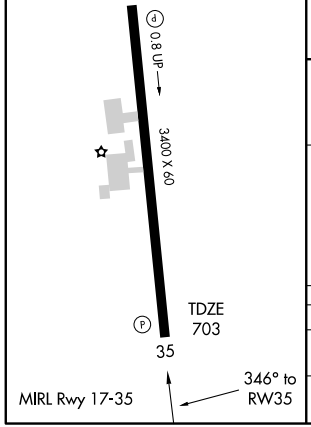
DEVINE MUNI (23R)

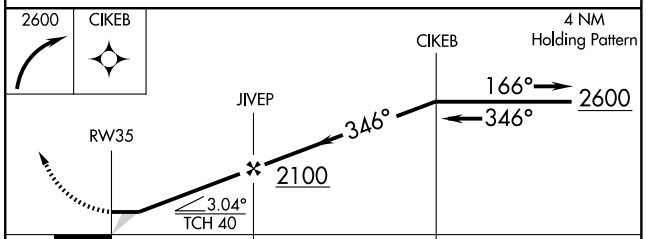
DME/DME RNP-0.3 NA. Use Castroville Muni altimeter setting; when not received, use Hondo Muni altimeter setting and increase all MDA 40 feet.

MISSED APPROACH: Climbing right turn to 2600 direct CIKEB and hold.

CASTROVILLE AWOS	SAN ANTONIO APP CON	CTAF
119.250	118.05 353.5	122.9 (L)







CATEGORY	A	B	C	D
LNAV MDA	1140-1	437 (500-1)	NA	
CIRCLING	1380-1	677 (700-1)	NA	

SC-3, 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	6001
CH 63016	014°	TDZE	3706
W01A		Apt Elev	3706

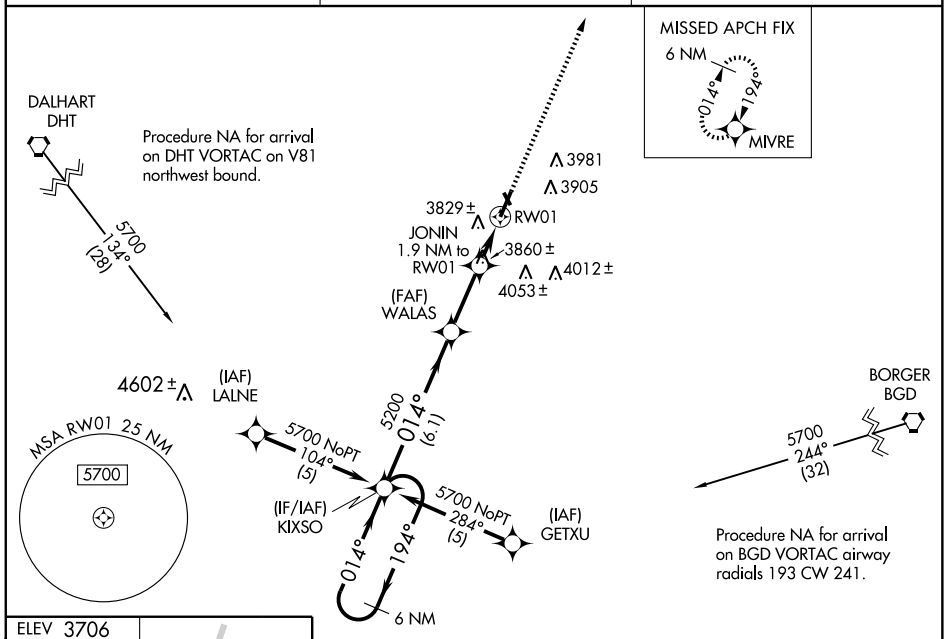
RNAV (GPS) RWY 1

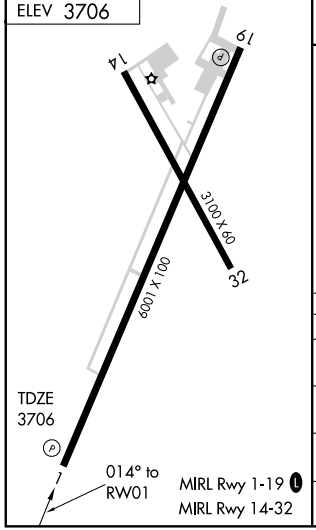
DUMAS/MOORE COUNTY (DUX)

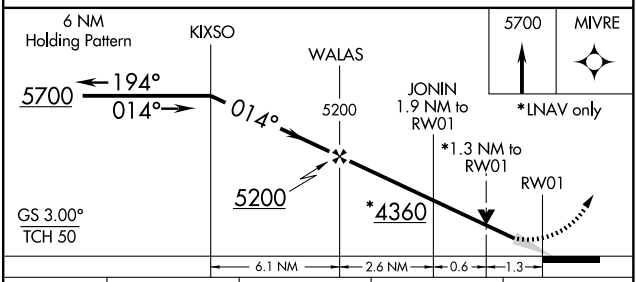
Baro-VNAV NA when using Dalhart altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C (-7°F) or above 41°C (105°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Dalhart altimeter setting and increase DA 104 feet and all MDA 120 feet, increase LNAV/VNAV all Cats, LNAV Cats C and D and Circling Cat C and D visibility ¼ mile. VDP NA with Dalhart altimeter setting.

MISSED APPROACH: Climb to 5700 direct to MIVRE and hold.

AWOS-3	ALBUQUERQUE CENTER	UNICOM
118.075	127.85 285.475	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	3906-1 200 (200-1)			
LNAV/VNAV DA	4132-1½ 426 (500-1½)			
LNAV MDA	4160-1 454 (500-1)		4160-1¼ 454 (500-1¼)	4160-1½ 454 (500-1½)
CIRCLING	4160-1 454 (500-1)	4220-1 514 (600-1)	4220-1½ 514 (600-1½)	4300-2 594 (600-2)

SC-2, 08 APR 2010 to 06 MAY 2010

WAAS CH 69416 W19A | APP CRS 194° | Rwy Idg 6001 TDZE 3701 Apt Elev 3706

RNAV (GPS) RWY 19

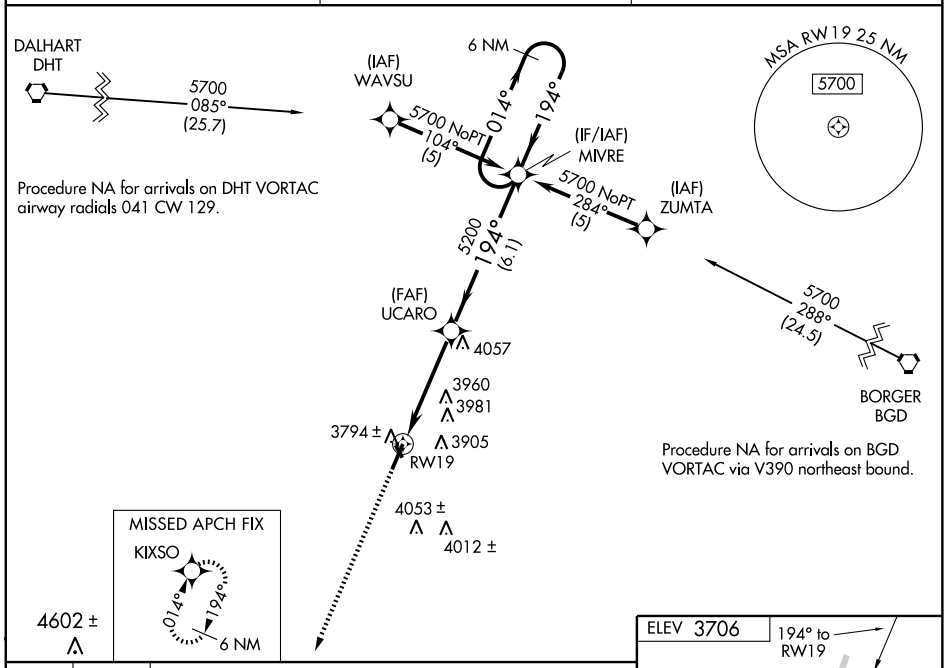
DUMAS/MOORE COUNTY (DUX)

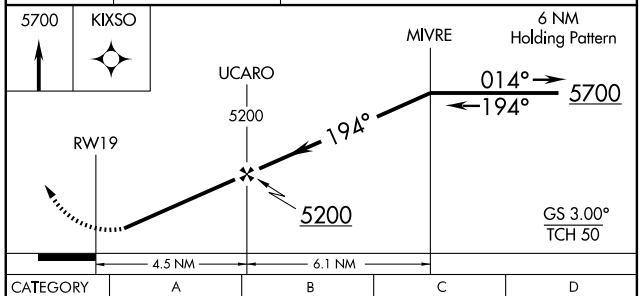
Baro-VNAV NA when using Dalhart altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C (-7°F) or above 41°C (105°F). DME/DME RNP-0.3 NA.

Visibility reduction by helicopters NA. When local altimeter setting not received, use Dalhart altimeter setting and increase DA 104 feet and all MDA 120 feet, increase LPV all Cats, and Circling Cat D visibility ¼ mile, and LNAV/VNAV all Cats, LNAV Cats C/D and Circling Cat C visibility ½ mile.

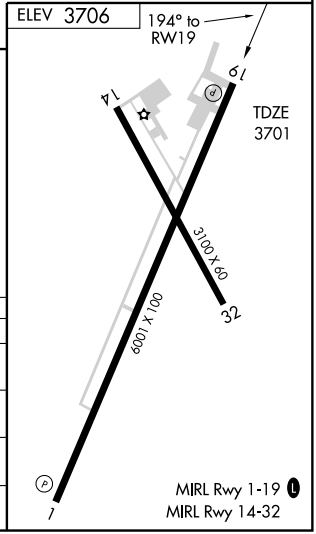
MISSED APPROACH: Climb to 5700 direct to KIXSO and hold.

AWOS-3	ALBUQUERQUE CENTER	UNICOM
118.075	127.85 285.475	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	3951-1	250 (300-1)		
LNAV/VNAV DA	4340-2¼	639 (700-2¼)		
LNAV MDA	4260-1	559 (600-1)	4260-1½ 559 (600-1½)	4260-1¾ 559 (600-1¾)
CIRCLING	4260-1	554 (600-1)	4260-1½ 554 (600-1½)	4300-2 594 (600-2)



SC-2, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	N/A
106°	TDZE	N/A
	Apt Elev	3705

VOR/DME-A

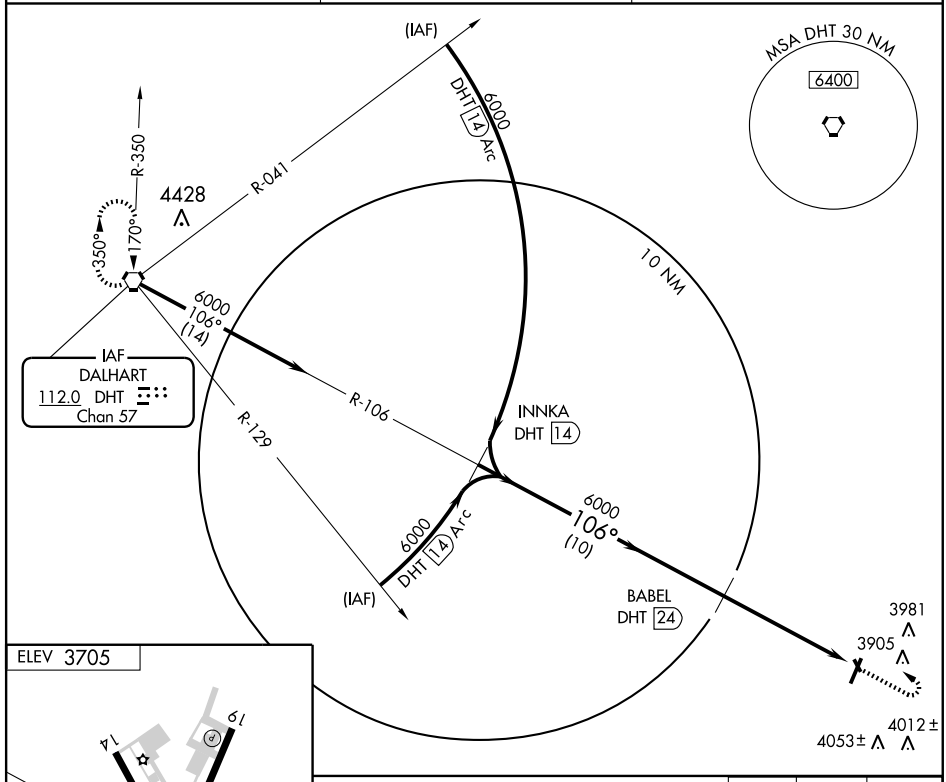
DUMAS/MOORE COUNTY (DUX)

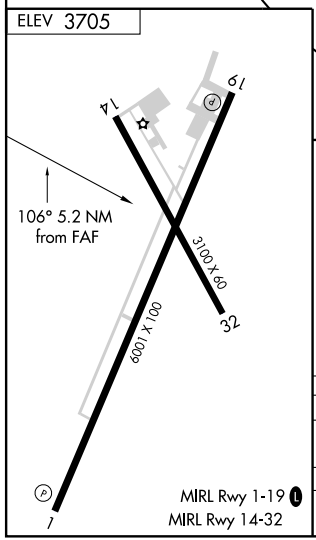
Obtain local altimeter on CTAF; when not received, use Amarillo altimeter setting. When neither received, procedure not authorized.

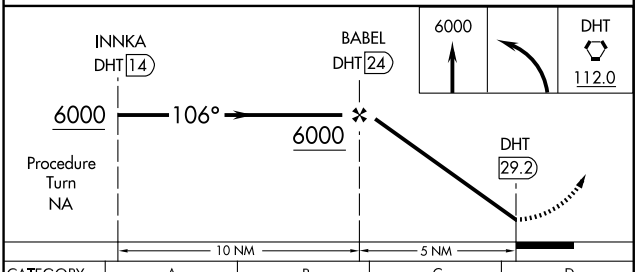
NA

MISSED APPROACH: Climb to 6000 then turn left direct DHT VORTAC and hold.

AWOS-3	ALBUQUERQUE CENTER	UNICOM
118.075	127.85 285.475	122.8 L (CTAF)







CATEGORY	A	B	C	D
CIRCLING	4700-1¼ 995 (1000-1¼)	4700-1½ 995 (1000-1½)	4700-3 995 (1000-3)	
AMARILLO ALTIMETER SETTING MINIMUMS				
CIRCLING	4820-1¼ 1115 (1200-1¼)	4820-1½ 1115 (1200-1½)	4820-3 1115 (1200-3)	

SC-2, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	3801
166°	TDZE	184
	Apt Elev	184

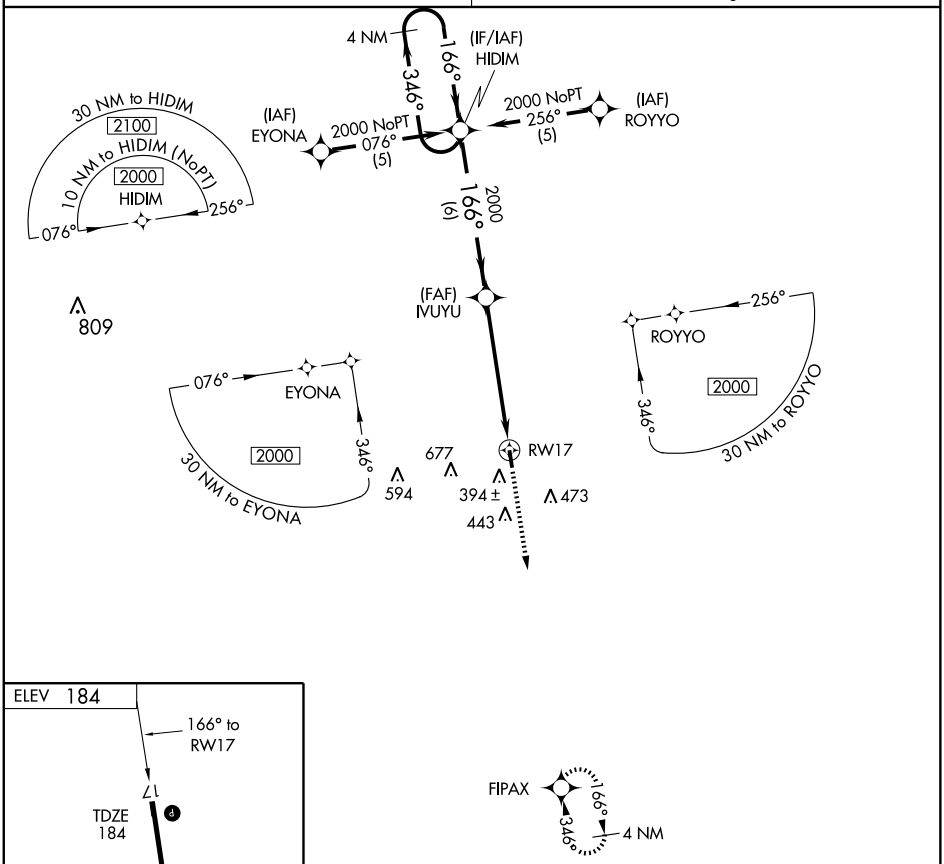
RNAV (GPS) RWY 17

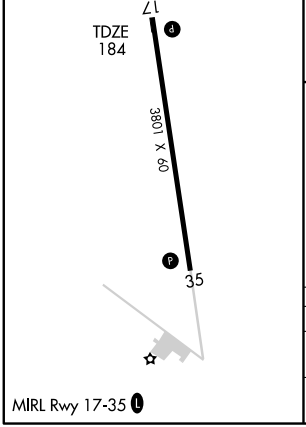
EAGLE LAKE (ELA)

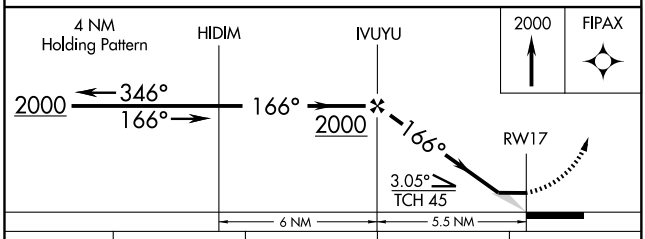
DME/DME RNP-0.3 NA.
NA Use Sugar Land Rgnl altimeter setting.

MISSED APPROACH: Climb to 2000 direct FIPAX and hold.

HOUSTON CENTER	CTAF
128.6 360.8	122.9 L







CATEGORY	A	B	C	D
LNAV MDA	680-1	496 (500-1)	680-1¼ 496 (500-1¼)	NA
CIRCLING	840-1	656 (700-1)	840-1¾ 656 (700-1¾)	NA

SC-5, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	3801
346°	TDZE	184
	Apt Elev	184

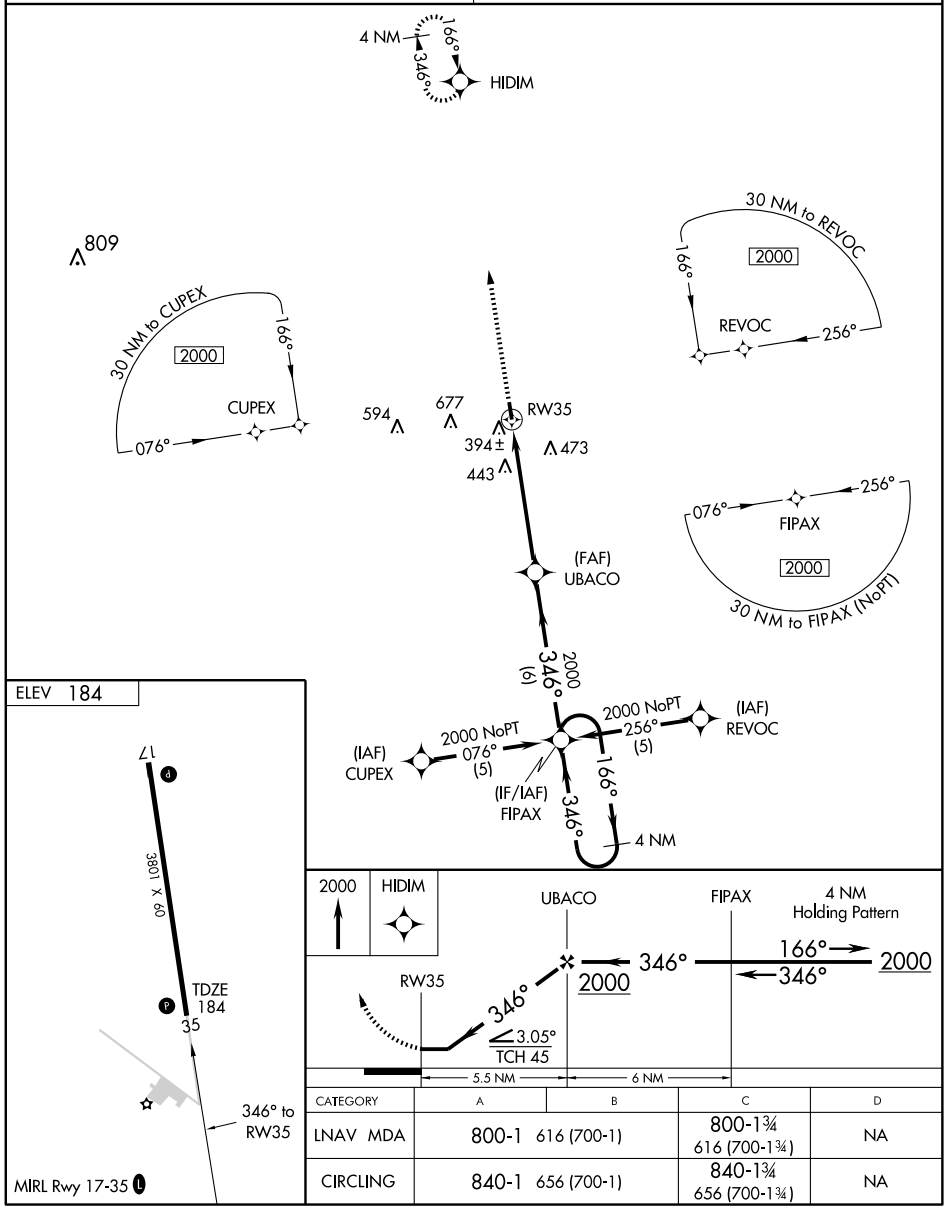
RNAV (GPS) RWY 35

EAGLE LAKE (ELA)

DME/DME RNP-0.3 NA.
NA Use Sugar Land Rgnl altimeter setting.

MISSED APPROACH: Climb to 2000 direct HIDIM and hold.

HOUSTON CENTER	CTAF
128.6 360.8	122.9 L



CATEGORY	A	B	C	D
LNAV MDA	800-1	616 (700-1)	800-1¾ 616 (700-1¾)	NA
CIRCLING	840-1	656 (700-1)	840-1¾ 656 (700-1¾)	NA

SC-5, 08 APR 2010 to 06 MAY 2010

VOR ELA 116.4 Chan 111	APP CRS 177°	Rwy Idg 3801 TDZE 184 Apt Elev 184

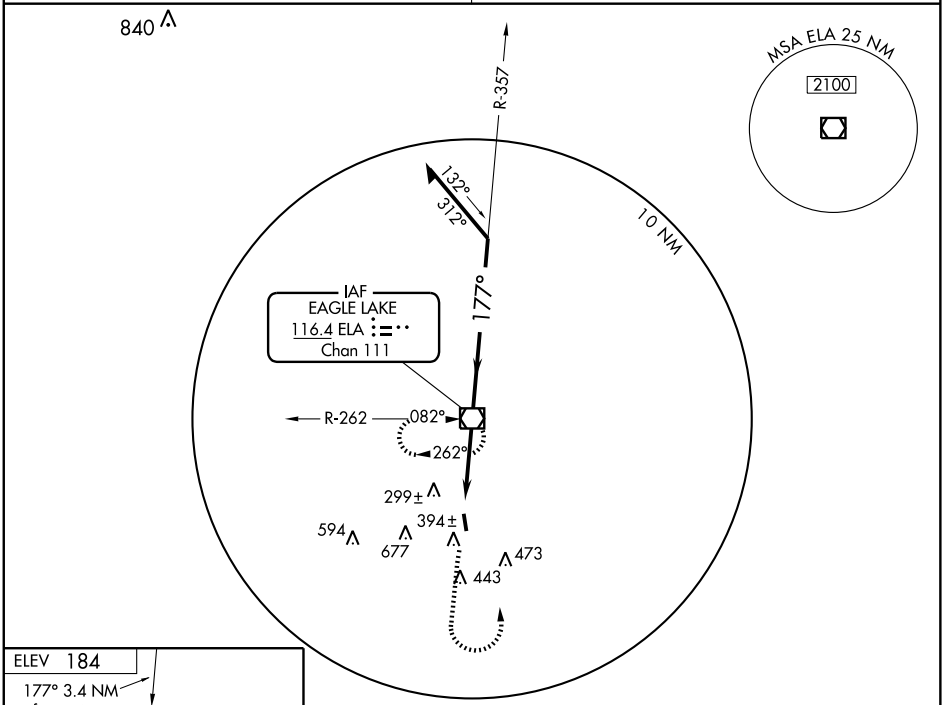
VOR RWY 17
EAGLE LAKE (ELA)

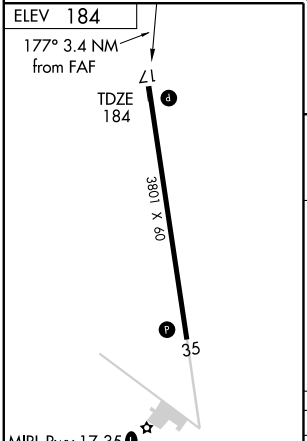
Use Sugar Land Rgnl altimeter setting.
NA

MISSED APPROACH: Climb to 2000, then left turn direct ELA VOR/DME and hold.

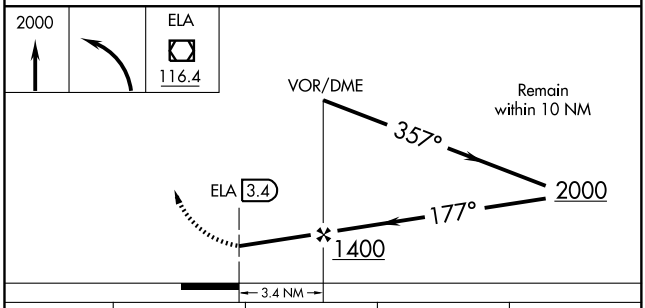
HOUSTON CENTER
128.6 360.8

CTAF
122.9 L





FAF to MAP 3.4 NM					
Knots	60	90	120	150	180
Min:Sec	3:24	2:16	1:42	1:22	1:08



CATEGORY	A	B	C	D
S-17	660-1	476 (500-1)	660-1¼ 476 (500-1¼)	NA
CIRCLING	840-1	656 (700-1)	840-1¾ 656 (700-1¾)	NA

SC-5, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	5506
144°	TDZE	887
	Apt Elev	887

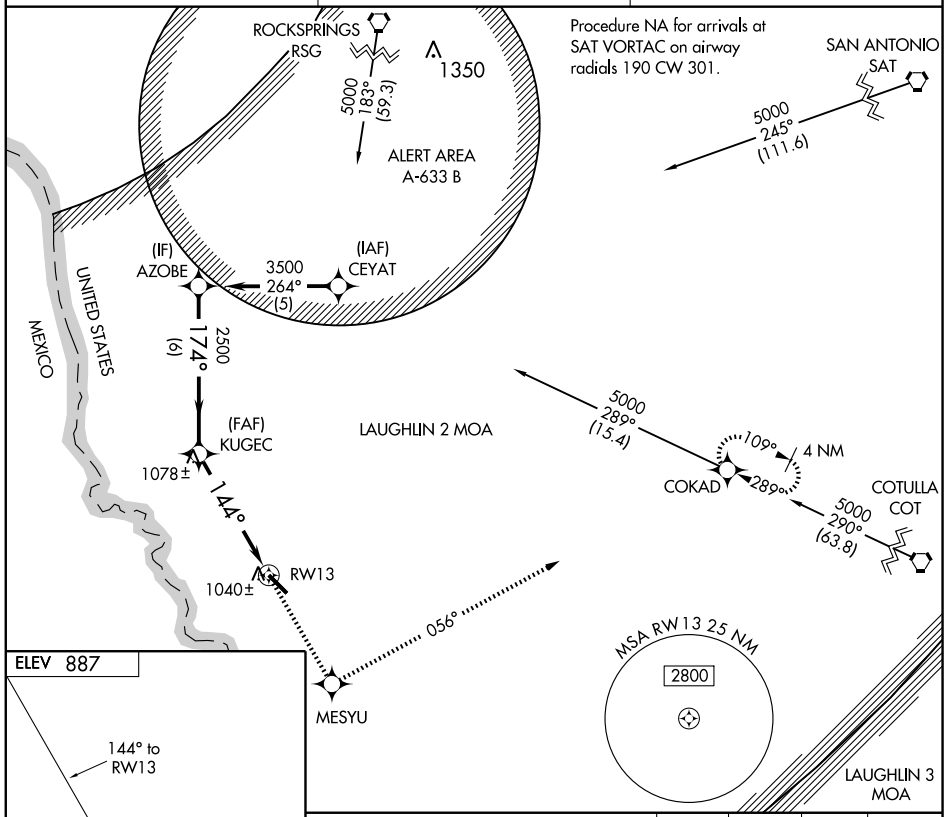
RNAV (GPS) RWY 13

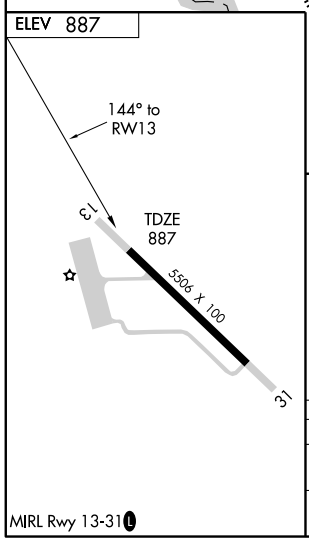
EAGLE PASS/ MAVERICK COUNTY MEMORIAL INTL (5T9)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Laughlin AFB altimeter setting; when not received, use Del Rio Intl altimeter setting.

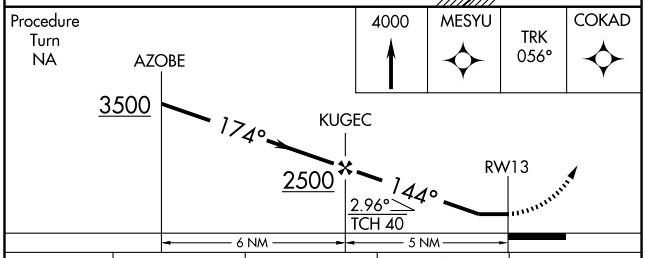
MISSED APPROACH: Climb to 4000 direct MESYU and via track 056° to COKAD and hold.

LAUGHLIN AFB ATIS	DEL RIO APP CON	UNICOM
114.4	127.75 326.2	122.8 (CTAF)





MIRL Rwy 13-31 (L)



CATEGORY	A	B	C	D
LNAV MDA	1460-1	573 (600-1)	1460-1½ 573 (600-1½)	NA
CIRCLING	1500-1	613 (700-1)	1500-1¾ 613 (700-1¾)	NA

SC-3, 08 APR 2010 to 06 MAY 2010

WAAS CH 63207 W31A	APP CRS 309°	Rwy Idg 5506 TDZE 882 Apt Elev 887

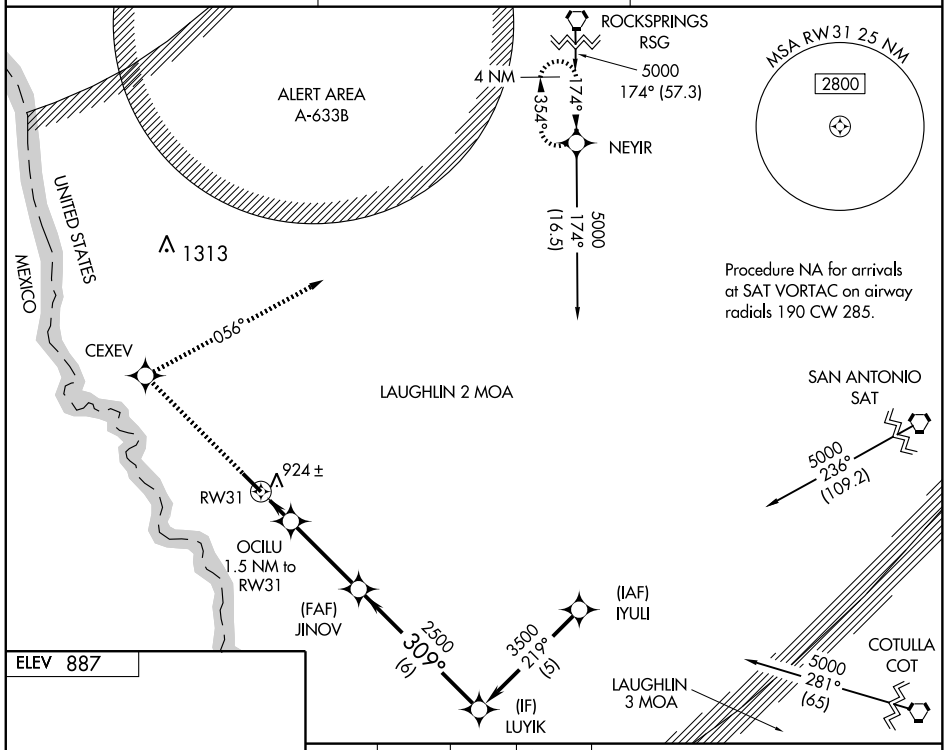
RNAV (GPS) RWY 31

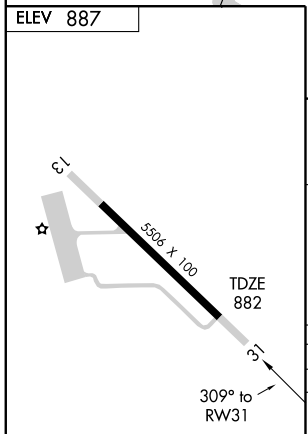
EAGLE PASS/ MAVERICK COUNTY MEMORIAL INTL (5T9)

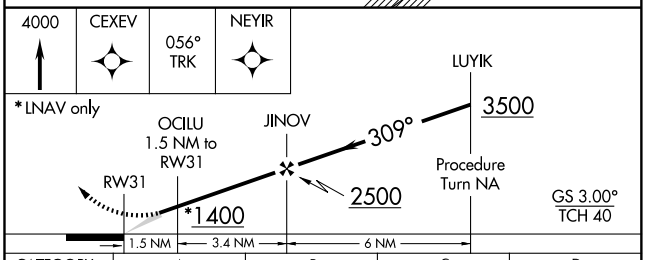
Baro-VNAV NA. DME/DME RNP-0.3 NA. Use Laughlin AFB altimeter setting; when not received, use Del Rio Intl altimeter setting.

MISSED APPROACH: Climb to 4000 direct CEXEV and via 056° track to NEYIR and hold.

LAUGHLIN AFB ATIS	DEL RIO APP CON	UNICOM
114.4	127.75 326.2	122.8 (CTAF)







CATEGORY	A	B	C	D
LPV DA	1236-1¼ 354 (400-1¼)			NA
LNAV/ VNAV DA	1298-1½ 416 (500-1½)			NA
LNAV MDA	1280-1 398 (400-1)			NA
CIRCLING	1500-1 613 (700-1)		1500-1¾ 613 (700-1¾)	NA

SC-3. 08 APR 2010 to 06 MAY 2010

NDB OIP	APP CRS	Rwy Idg	4020
410	355°	TDZE	1458
		Apt Elev	1464

NDB RWY 35

EASTLAND MUNI (ETN)

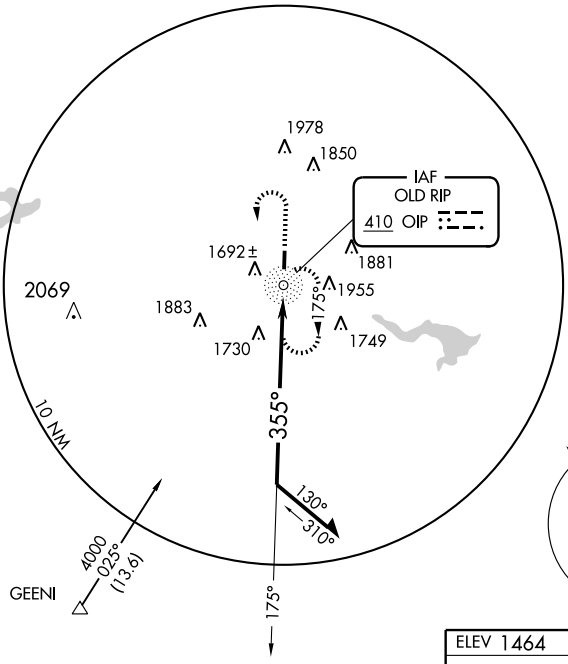
NA

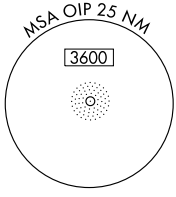
Use Abilene altimeter setting.

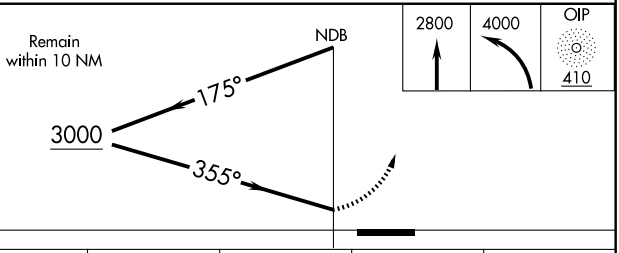
MISSED APPROACH: Climb to 2800 then climbing left turn to 4000 to OIP NDB and hold.

FORT WORTH CENTER
127.15 314.0

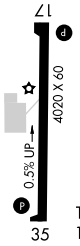
UNICOM
122.8 (CTAF) L

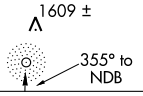






ELEV 1464 MIRL Rwy 17-35 L





CATEGORY	A	B	C	D
S-35	2280-1 822 (900-1)	2280-1¼ 822 (900-1¼)	2280-2½ 822 (900-2½)	NA
CIRCLING	2280-1 816 (900-1)	2280-1¼ 816 (900-1¼)	2380-2¾ 916 (1000-2¾)	NA

Knots	60	90	120	150	180
Min:Sec					

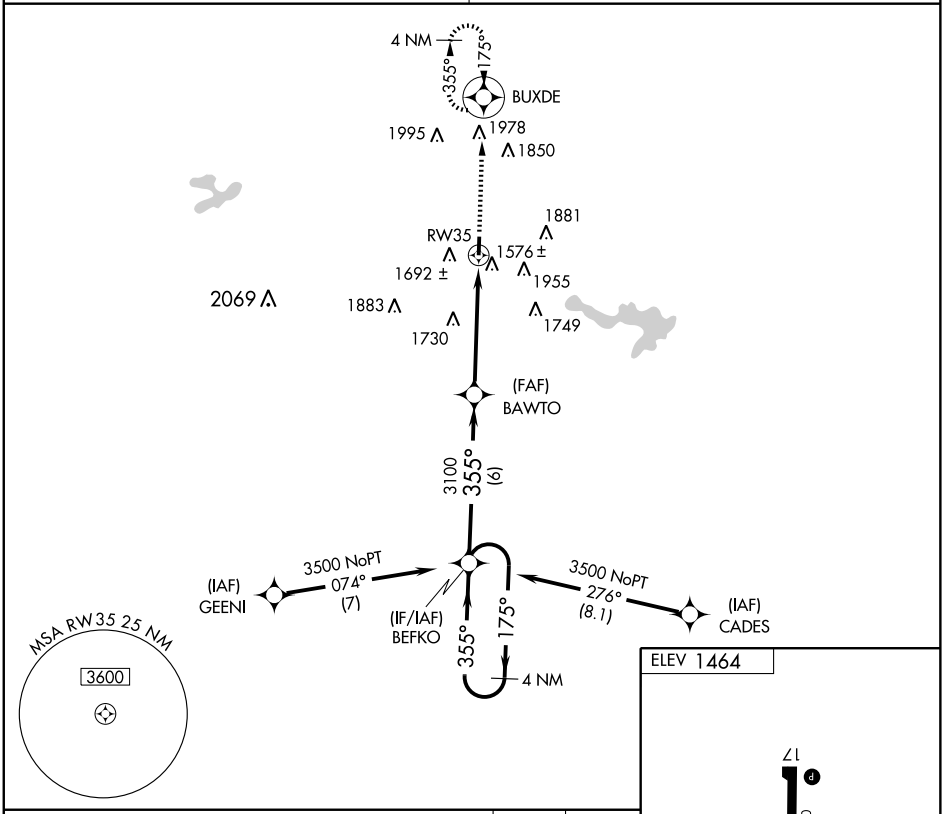
SC-2. 08 APR 2010 to 06 MAY 2010

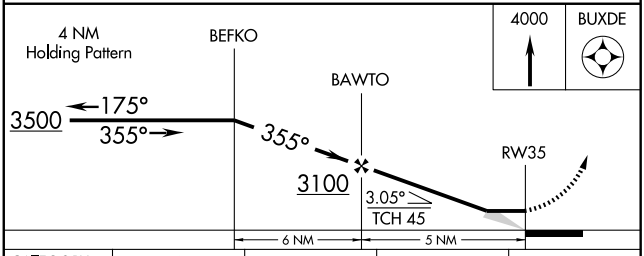
APP CRS	Rwy Idg	4020
355°	TDZE	1458
	Apt Elev	1464

RNAV (GPS) RWY 35

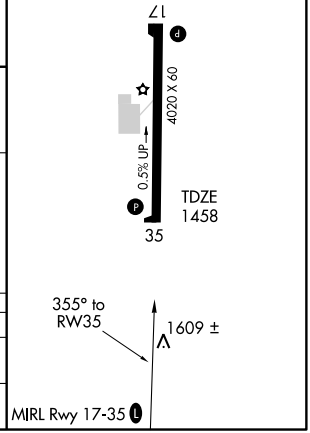
EASTLAND MUNI (ETN)

▼ Use Abilene altimeter setting. ⚠ NA DME/DME RNP-0.3 NA.	MISSED APPROACH: Climb to 4000 direct BUXDE WP and hold, continue climb-in hold to 4000.
FORT WORTH CENTER **127.15 314.0**	UNICOM **122.8** (CTAF) Ⓛ





CATEGORY	A	B	C	D
LNAV MDA	2180-1	722 (800-1)	2180-2 722 (800-2)	NA
CIRCLING	2200-1	736 (800-1)	2380-2¾ 916 (1000-2¾)	NA



SC-2, 08 APR 2010 to 06 MAY 2010

WAAS CH 77901 W14A	APP CRS 138°	Rwy Idg 5000 / TDZE 75 / Apt Elev 75

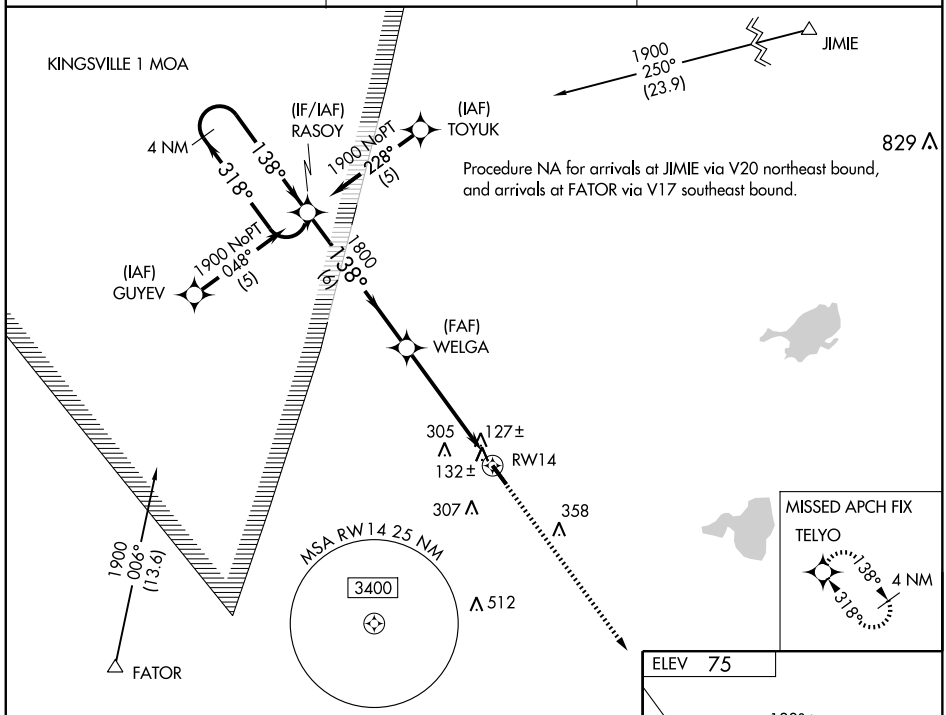
RNAV (GPS) RWY 14

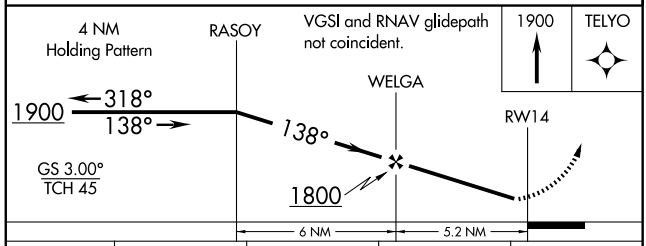
SOUTH TEXAS INTL AT EDINBURG (EBG)

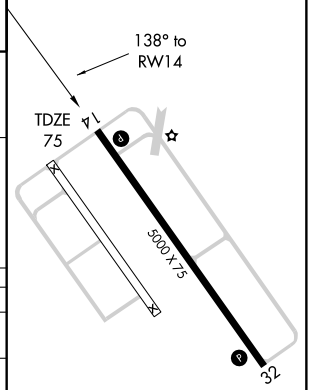
Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (120°F).

MISSED APPROACH: Climb to 1900 direct TELYO and hold.

AWOS-3	CORPUS APP CON	UNICOM
118.025	121.0 377.2	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	325-1 250 (300-1)			
LNAV/VNAV DA	441-1¼ 366 (400-1¼)			
LNAV MDA	440-1 365 (400-1)			440-1¼ 365 (400-1¼)
CIRCLING	500-1¼ 425 (500-1¼)	540-1¼ 465 (500-1¼)	620-1½ 545 (600-1½)	640-2 565 (600-2)

MIRL Rwy 14-32 L

SC-3, 08 APR 2010 to 06 MAY 2010

WAAS CH 70701 W32A	APP CRS 318°	Rwy Idg 5000 TDZE 73 Apt Elev 75

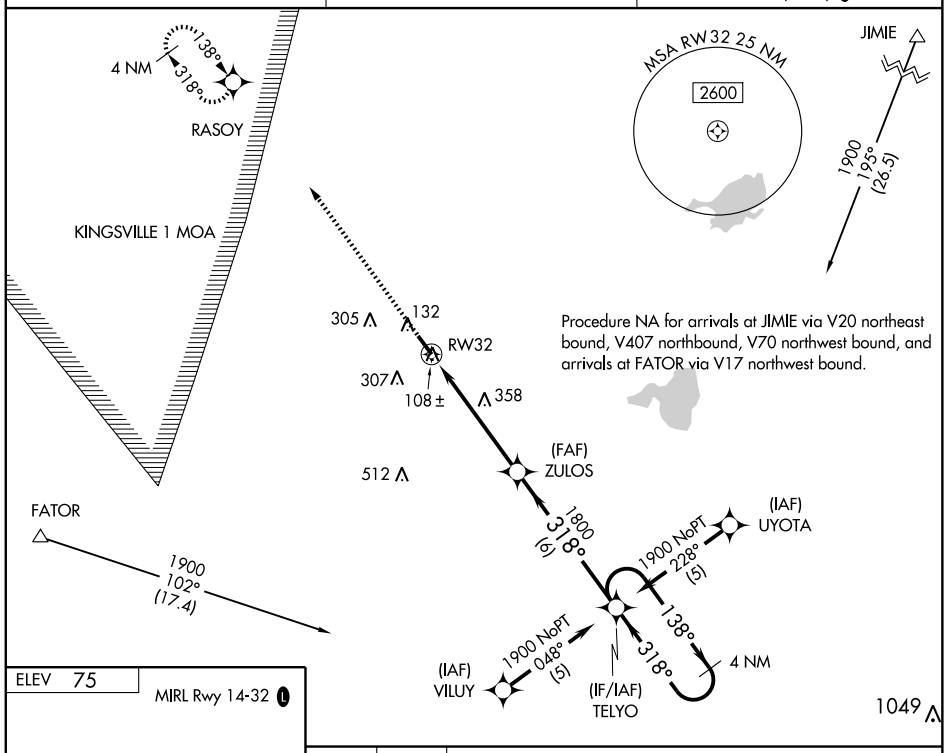
RNAV (GPS) RWY 32

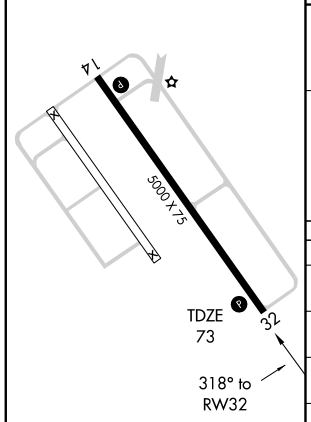
SOUTH TEXAS INTL AT EDINBURG (EBG)

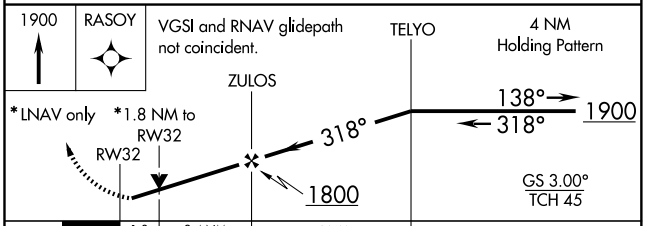
Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (120°F).

MISSED APPROACH: Climb to 1900 direct RASOY and hold.

AWOS-3	CORPUS APP CON	UNICOM
118.025	121.0 377.2	122.8 (CTAF) L

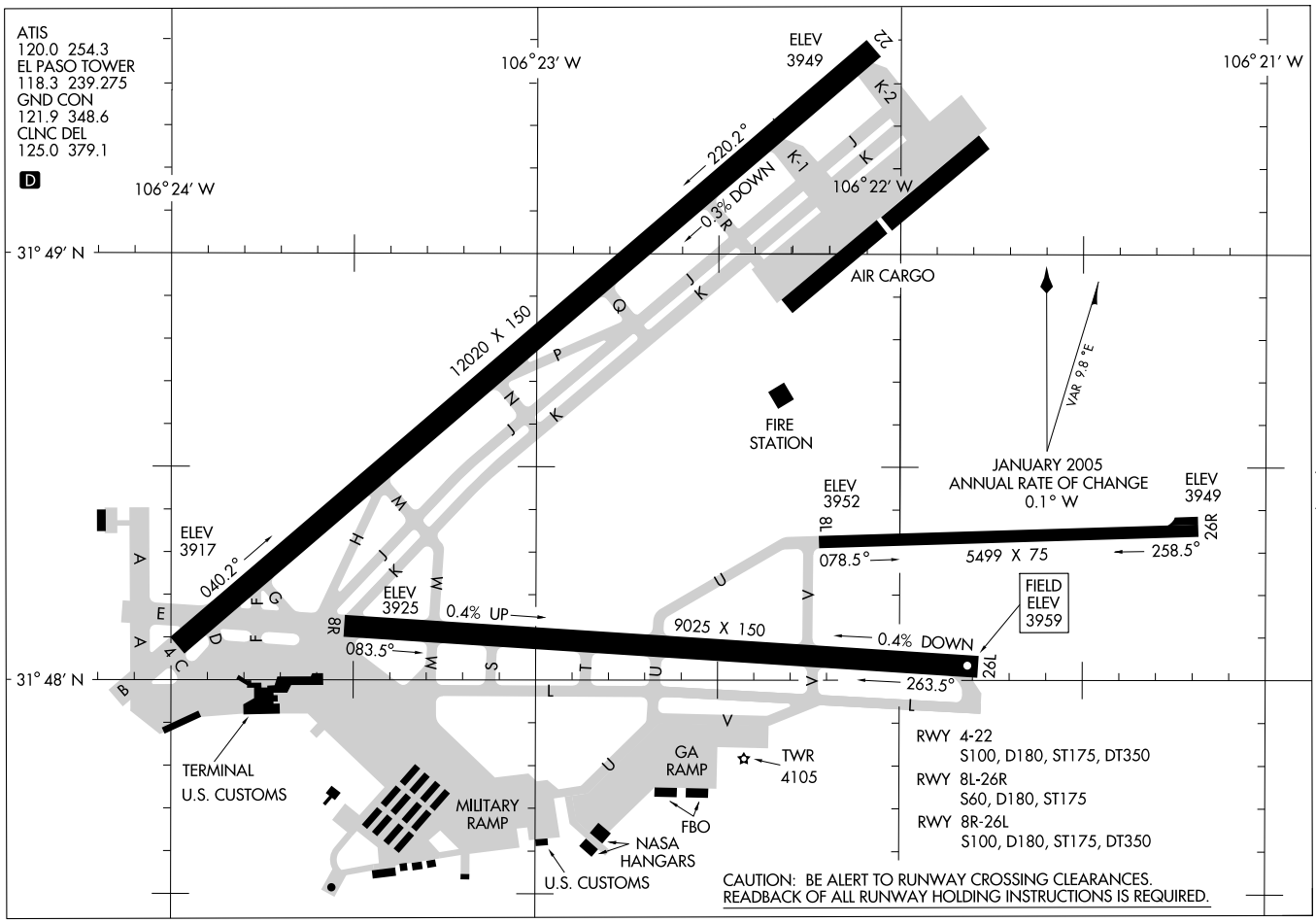






CATEGORY	A	B	C	D
LPV DA	323-¾ 250 (300-¾)			
LNAV/VNAV DA	361-1 288 (300-1)			
LNAV MDA	660-1 587 (600-1)		660-1½ 587 (600-1½)	660-1¾ 587 (600-1¾)
CIRCLING	660-1 585 (600-1)		660-1½ 585 (600-1½)	660-2 585 (600-2)

SC-3. 08 APR 2010 to 06 MAY 2010


ATIS
120.0 254.3
EL PASO TOWER
118.3 239.275
GND CON
121.9 348.6
CLNC DEL
125.0 379.1
D
106° 24′ W
106° 23′ W
106° 22′ W
106° 21′ W
31° 49′ N
31° 48′ N
ELEV
3949
4-22
220.2°
0.3% DOWN
AIR CARGO
12020 X 150
FIRE
STATION
VAR 9.8°E
JANUARY 2005
ANNUAL RATE OF CHANGE
0.1° W
ELEV
3952
ELEV
3949
18
26R
078.5°
5499 X 75
258.5°
ELEV
3917
040.2°
ELEV
3925
0.4% UP
8R
083.5°
9025 X 150
0.4% DOWN
FIELD
ELEV
3959
26L
263.5°
TERMINAL
U.S. CUSTOMS
MILITARY
RAMP
GA
RAMP
TWR
4105
FBO
NASA
HANGARS
U.S. CUSTOMS
RWY 4-22
S100, D180, ST175, DT350
RWY 8L-26R
S60, D180, ST175
RWY 8R-26L
S100, D180, ST175, DT350
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

HI-VOR/DME or TACAN RWY 26L

JAL-134 [USAF]

EL PASO INTL (KELP)

VORTAC ELP 115.2 Chan 99	APCH CRS 245°	Rwy ldg 9025 TDZE 3959 Arpt Elev 3959

* When ALS inop increase CAT C vis to 1 mile.

** Circling NA for CAT E W of RWY 22.

ODALS

MISSED APPROACH: Climbing left turn to 7000 via heading 080°and ELP VORTAC R-115 to ANJIE/ELP 10 DME and hold, continue climb in hold to 7000.

ATIS	EL PASO APP CON	EL PASO TOWER	GND CON	CLNC DEL	ASR
120.0 254.3	S of V16 119.15 353.5 N of V16 124.25 298.85	118.3 239.275	121.9 348.6	125.0 379.1	

CAUTION: Steeply rising terrain 4.5 NM W of airport.

Procedure NA for arrival on EWM VORTAC airway radials 079 CW 089.

NEWMAN 112.4 EWM Chan 71

EL PASO 115.2 ELP Chan 99

UNITED STATES MEXICO

BIGGS AAF

CINAG ELP 2.8

RISGE ELP 7

(IF) NUQUH ELP 15

ANJIE ELP 10

(IAF) XAVGE ELP 15

(IAF) FANNY ELP 30

18,000 (35) 126°

261°

245°

295°

115°

R-245

R-115

R-081

LR-090

4084 4180 4256 4309 5361 5506 6787 7192 5990 5168 5000

MSA ELP 25 NM 8400

20 NM

EMERG SAFE ALT 1.00 NM 16,000

7000 Hdg 080°

ELP R-115

ANJIE ELP 10

NUQUH R-081 15

XAVGE R-115 15

FANNY R-115 30

CINAG 2.8

VORTAC

RISGE 7

JIDEN 3.8

8000 6500 5400 4400

Arc 15

FL180

3.03° TCH 75

0.5 3.8 NM

ELEV 3959

4056

12,020 x 150

0.3% DOWN

A5

5499 x 75

0.4% DOWN

9025 x 150

TDZE 3959

4106

3965

245°4.3 NM from VORTAC

CATEGORY	C	D	E
S-26L *	4340-¾ 381 (400-¾)	4340-1¼ 381 (400-1¼)	
CIRCLING **	4460-1½ 501 (600-1½)	4520-2 561 (600-2)	4660-2½ 701 (800-2½)

MIRL Rwy 8L-26R
REIL Rwy 4, 8R
HIRL Rwy 4-22 and 8R-26L

SC-3, 08 APR 2010 to 06 MAY 2010

LOC I-ELP	APP CRS	Rwy Idg	12020
111.5	219°	TDZE	3949
Chan 52		Apt Elev	3959

ILS or LOC RWY 22

EL PASO INTL (ELP)

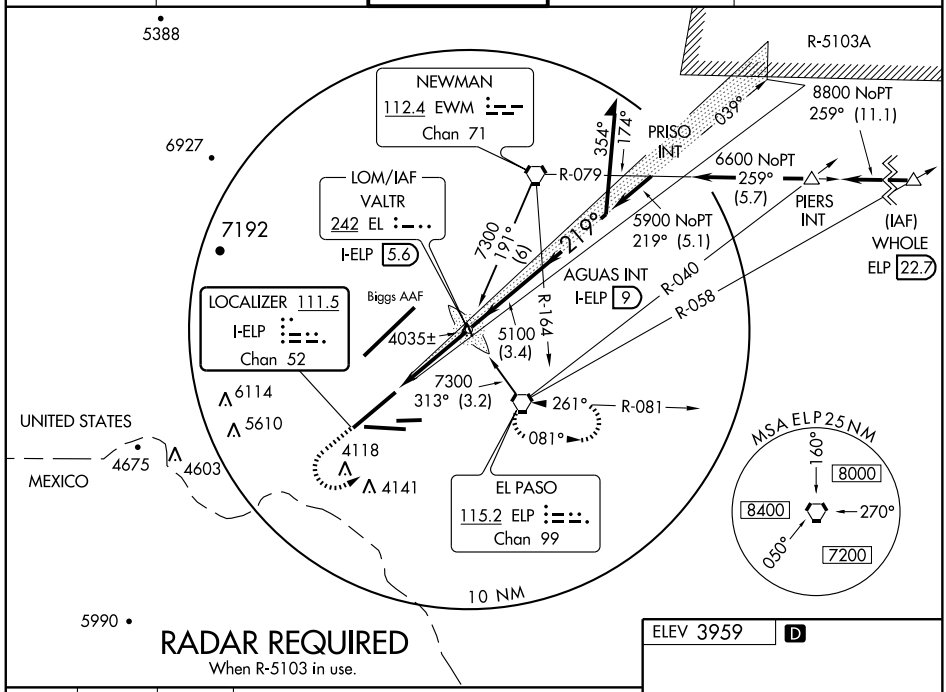
ASR

Cat E circling not authorized west of airport. Procedure turn not authorized for Cat E aircraft. For inoperative MALSR increase S-ILS 22 Cat E visibility to RVR 4000 and S-LOC 22 Cat E visibility to RVR 6000. **Visibility Cat A/B/C/D RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 4600, then climbing left turn to 7300 direct ELP VORTAC and hold. (TACAN equiped aircraft continue climbing to 9000 via ELP R-058 to WHOLE Int/ ELP 22.7 DME)

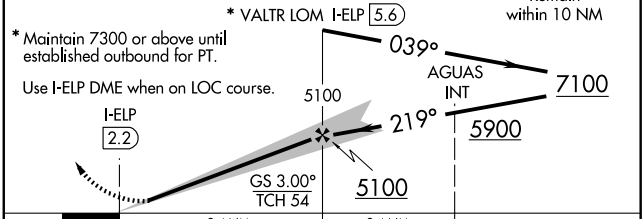
ATIS	EL PASO APP CON	EL PASO TOWER	GND CON	CLNC DEL
120.0 254.3	124.25 298.85	118.3 239.275	121.9 348.6	125.0 379.1



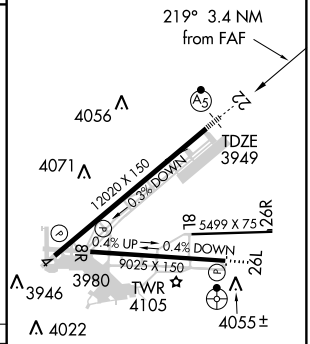
RADAR REQUIRED

When R-5103 in use.

4600	7300	ELP
		115.2



ELEV 3959 D



CATEGORY	A	B	C	D	E
S-ILS R22	**4149/24 200 (200-½)				
S-LOC R22	4300/24 351 (400-½)			4300/40 351 (400-¾)	
CIRCLING*	4420-1 462 (500-1)		4420-1½ 462 (500-1½)	4520-2 562 (600-2)	4660-2½ 702 (800-2½)

MIRL Rwy 8L-26R
REIL Rwys 4 and 8R
HIRL Rwys 4-22 and 8R-26L

SC-3, 08 APR 2010 to 06 MAY 2010

LOC/DME I-ETF	APP CRS	Rwy Idg 12020
111.5	039°	TDZE 3923
Chan 52		Apt Elev 3959

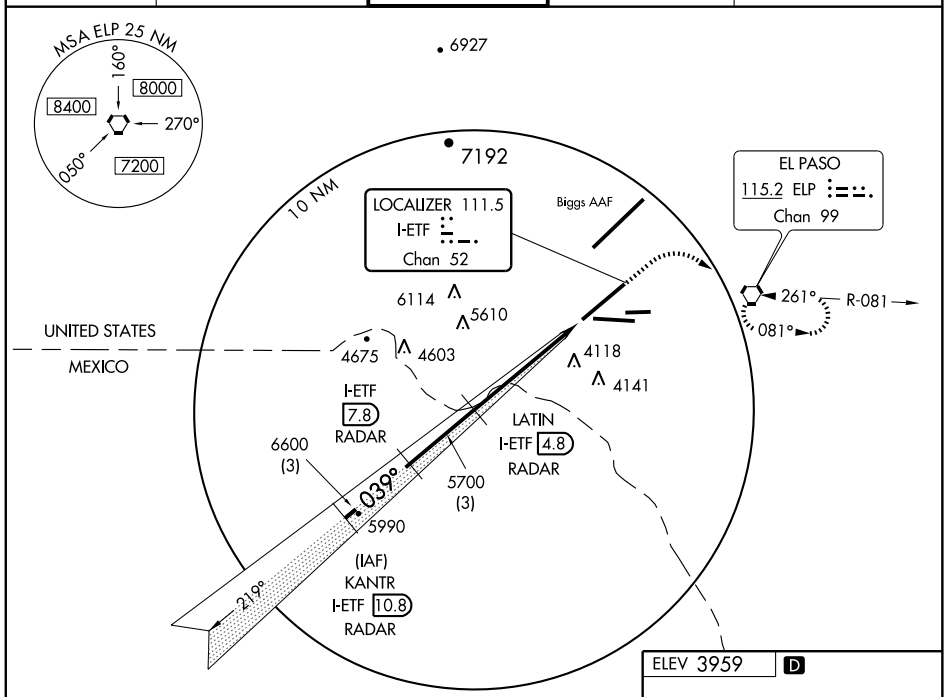
LOC/DME RWY 4

EL PASO INTL (ELP)

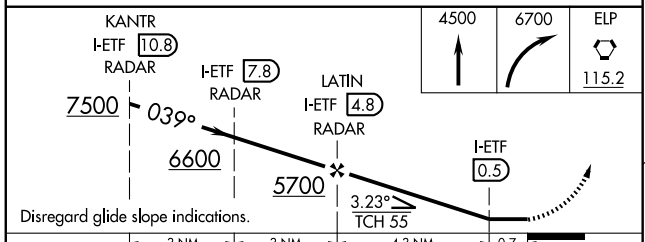
ASR

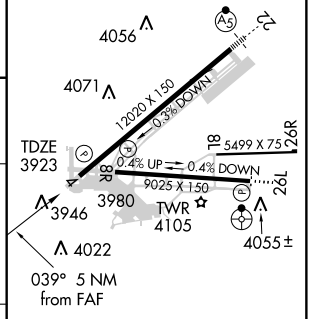
MISSED APPROACH: Climb to 4500 then climbing right turn to 6700 direct ELP VORTAC and hold.

ATIS	EL PASO APP CON	EL PASO TOWER	GND CON	CLNC DEL
120.0 254.3	124.25 298.85	118.3 239.275	121.9 348.6	125.0 379.1



RADAR REQUIRED





CATEGORY	A	B	C	D
S-4	4300-1 377 (400-1)			4300-1¼ 377 (400-1¼)
CIRCLING	4420-1 462 (500-1)		4420-1½ 462 (500-1½)	4520-2 562 (600-2)

MIRL Rwy 8L-26R
REIL Rwys 4 and 8R
HIRL Rwys 4-22 and 8R-26L

SC-3, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	12020
039°	TDZE	3923
	Apt Elev	3959

RNAV (GPS) RWY 4

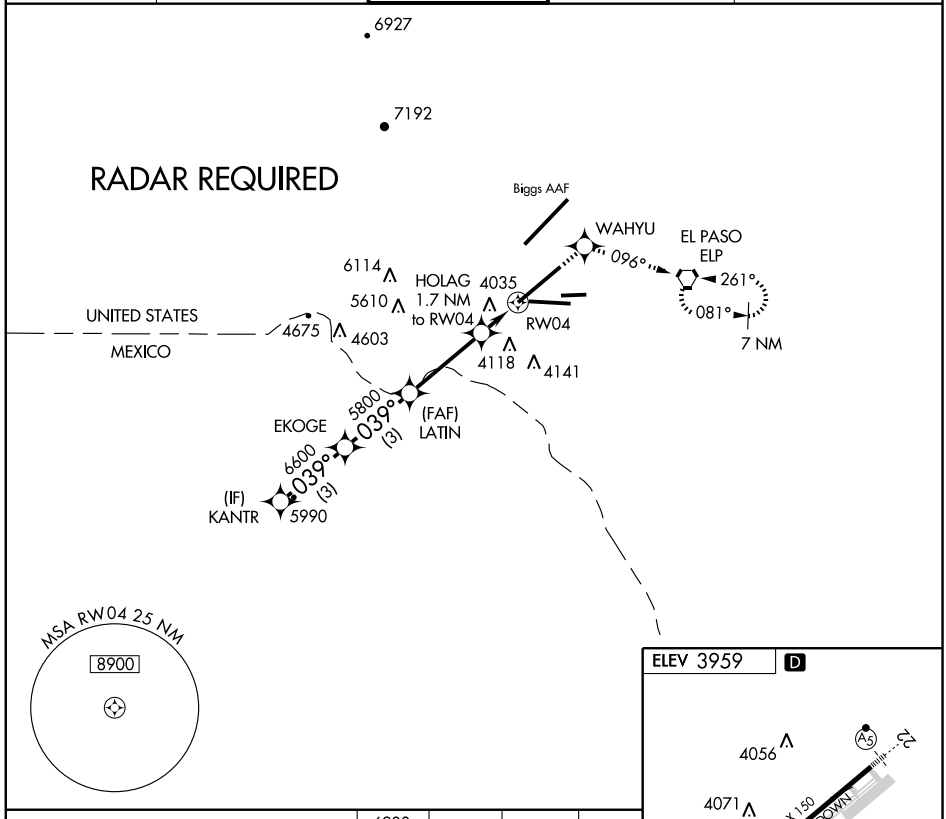
EL PASO INTL (ELP)

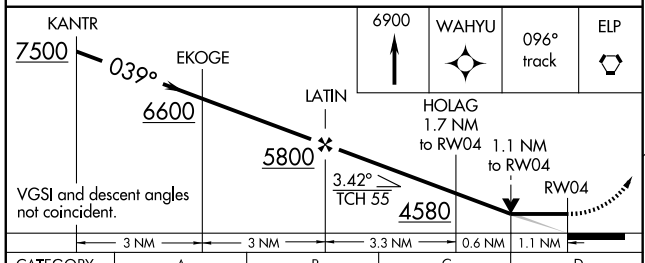
ASR

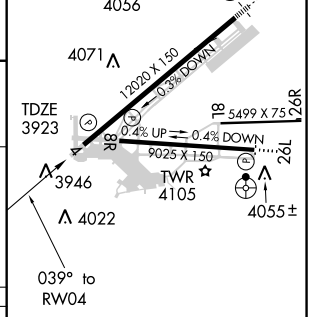
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 6900 direct WAHYU and on 096° track to EL PASO VORTAC and hold, continue climb-in-hold to 6900.

ATIS	EL PASO APP CON	EL PASO TOWER	GND CON	CLNC DEL
120.0 254.3	124.25 298.85	118.3 239.275	121.9 348.6	125.0 379.1







CATEGORY	A	B	C	D
LNAV MDA	4320/50 397 (400-1)			4320/60 397 (400-1¼)
CIRCLING	4420-1 461 (500-1)	4460-1 501 (600-1)	4460-1½ 501 (600-1½)	4520-2 561 (600-2)

SC-3, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	12020
219°	TDZE	3949
	Apt Elev	3959

RNAV (GPS) RWY 22

EL PASO INTL (ELP)

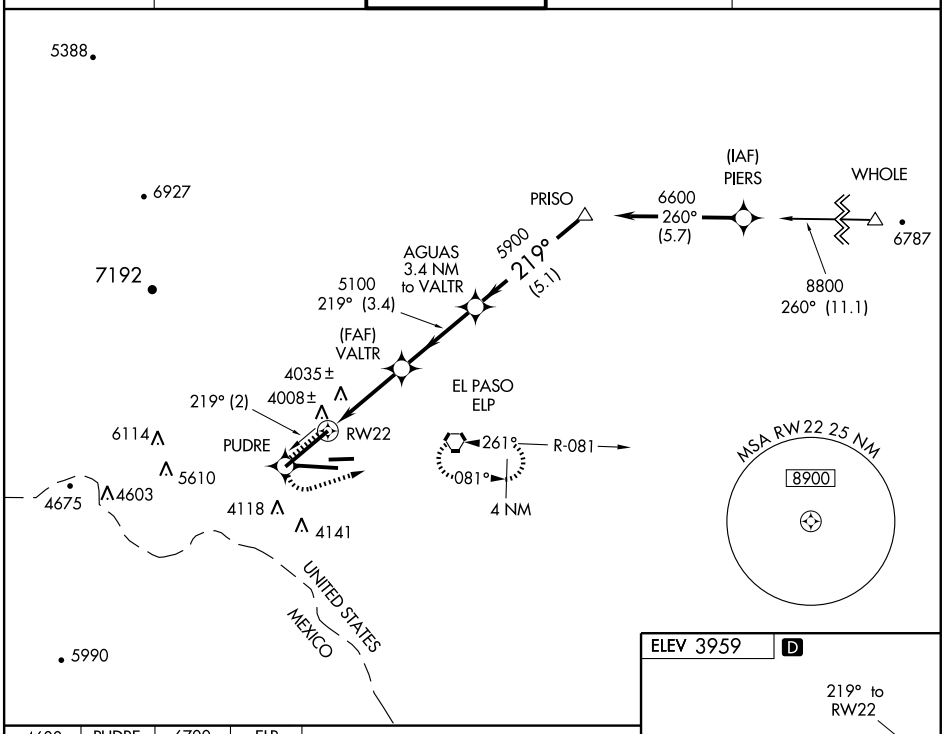
ASR

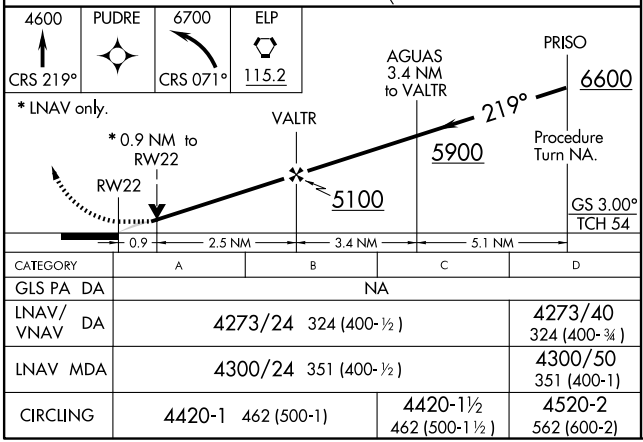
DME/DME RNP-0.3 not authorized. For uncompensated Baro-VANV, systems, LNAV/VNAV NA below -22°C (-7°F) or above 40°C (104°F). For inoperative MALSRS increase LNAV/VNAV Cat D visibility to RVR 5000 and LNAV Cat D to RVR 6000.

MALSR

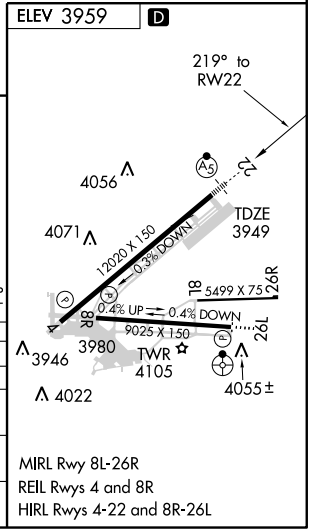
MISSED APPROACH: Climb to 4600 via 219° course to PUDRE then climbing left turn via 071° course to 6700 to ELP VORTAC and hold.

ATIS	EL PASO APP CON	EL PASO TOWER	GND CON	CLNC DEL
120.0 254.3	124.25 298.85	118.3 239.275	121.9 348.6	125.0 379.1





CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	4273/24 324 (400-½)			4273/40 324 (400-¾)
LNAV MDA	4300/24 351 (400-½)			4300/50 351 (400-1)
CIRCLING	4420-1 462 (500-1)		4420-1½ 462 (500-1½)	4520-2 562 (600-2)



SC-3, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	9025
262°	TDZE	3959
	Apt Elev	3959

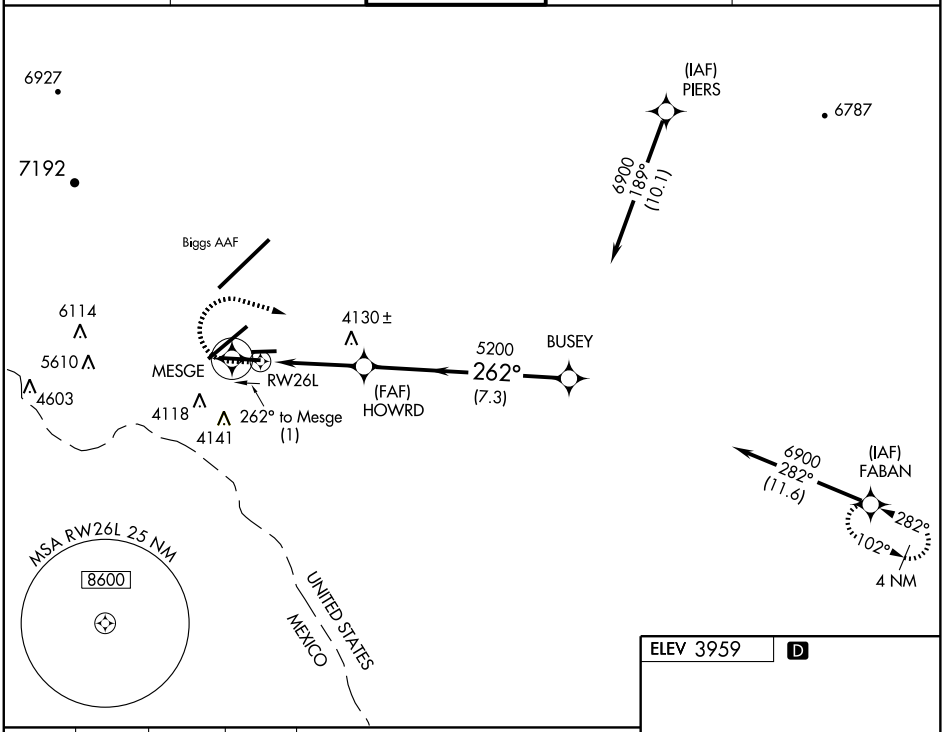
RNAV (GPS) RWY 26L
EL PASO INTL (ELP)

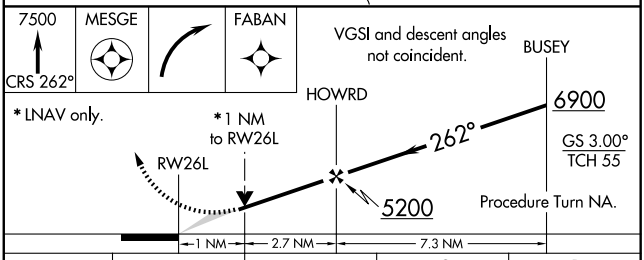
Baro-VNAV NA below -22°C (-7°F).
GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.
NA Inoperative table does not apply to LNAV/VNAV Cats A-D.
ASR Inoperative table does not apply to LNAV Cat C.

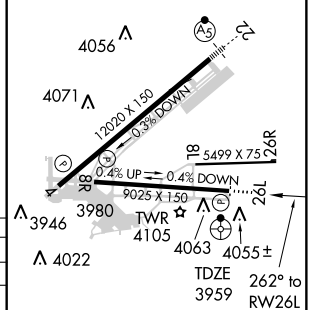
ODALS

MISSED APPROACH: Climb to 7500 via 262° course to MESGE then right turn direct FABAN and hold.

ATIS	EL PASO APP CON	EL PASO TOWER	GND CON	CLNC DEL
120.0 254.3	124.25 298.85	118.3 239.275	121.9 348.6	125.0 379.1







CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	4320-1¼ 362 (400-1¼)			
LNAV MDA	4360-¾ 402 (500-¾)		4360-1¼ 402 (500-1¼)	
CIRCLING	4420-1¼ 462 (500-1¼)		4420-1½ 462 (500-1½)	4520-2 562 (600-2)

MIRL Rwy 8L-26R
REIL Rwys 4 and 8R
HIRL Rwys 4-22 and 8R-26L

SC-3, 08 APR 2010 to 06 MAY 2010

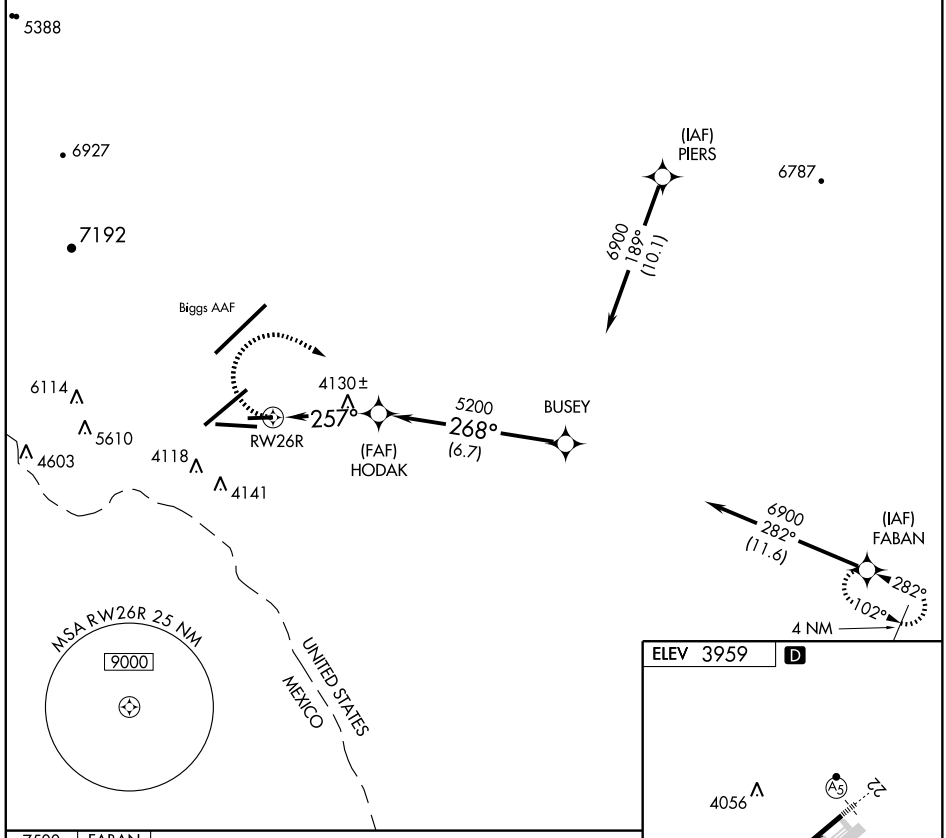
APP CRS	Rwy Idg	5499
257°	TDZE	3951
	Apt Elev	3959

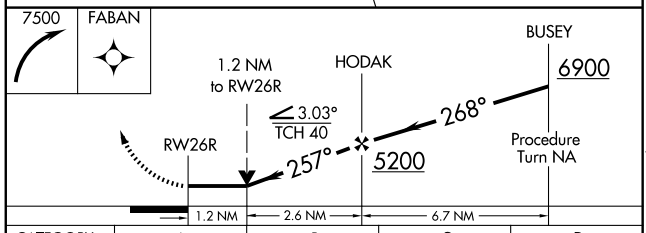
RNAV (GPS) RWY 26R
EL PASO INTL (ELP)

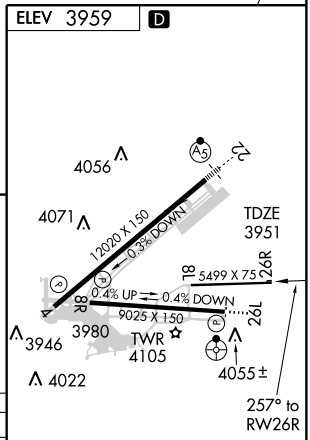
GPS or RNP-0.3 Required.
NA DME/DME RNP-0.3 NA.
ASR Straight-In Minimums NA at night.

MISSED APPROACH: Climbing right turn to 7500 direct FABAN and hold.

ATIS	EL PASO APP CON	EL PASO TOWER	GND CON	CLNC DEL
120.0 254.3	124.25 298.85	118.3 239.275	121.9 348.6	125.0 379.1







CATEGORY	A	B	C	D
LNAV MDA	4380-1	429 (500-1)	4380-1¼ 429 (500-1¼)	4380-1½ 429 (500-1½)
CIRCLING	4420-1	462 (500-1)	4420-1½ 462 (500-1½)	4520-2 562 (600-2)

MIRL Rwy 8L-26R
REIL Rwys 4 and 8R
HIRL Rwys 4-22 and 8R-26L

SC-3, 08 APR 2010 to 06 MAY 2010

VOR RWY 26L

EL PASO INTL (ELP)

VORTAC ELP	APP CRS	Rwy Idg	9025
115.2	245°	TDZE	3959
Chan 99		Apt Elev	3959

Circling NA for Cat E west of Rwy 4-22. Inoperative table does not apply to Cats C, D, and E. CINAG fix minimums: inoperative table does not apply to Cats D and E.

ASR

ODALS

MISSED APPROACH: Climb to 4500 then climbing left turn to 6900 direct ELP VORTAC and hold, continue climb-in-hold to 6900 (TACAN aircraft climb to 4500 then climbing left turn to 6900 via heading 050° and ELP VORTAC R-081 to FEMOL/9 DME and hold east, left turn, 261° inbound.)

ATIS	EL PASO APP CON	EL PASO TOWER	GND CON	CLNC DEL
120.0 254.3	124.25 298.85	118.3 239.275	121.9 348.6	125.0 379.1

Procedure NA for arrivals at WATEX via V94-611 northwest bound and at RIOWE via V16-222 eastbound.

NEWMAN 112.4 EWM Chan 71

(IAF) WATEX ELP 9

MSA ELP 25 NM: 160° 8000, 270° 7200, 050° 8400

6927 7192 6787

R-336 R-188 R-145 R-124 ELP 9 Arc 6900

Biggs AAF

CINAG INT ELP 2.8

NOCIG INT ELP 4

5400 261° (4)

6000 261° (5)

245° 081° 261° 081°

(IF) FEMOL INT ELP 9

(IAF) RIOWE

R-097 LR-095 LR-068 R-081

6900 to FEMOL Int 261° (5.1)

6114 5610 4675 4603 4118 4141

JIDEN ELP 3.8

(IAF) TYLAN ELP 9

6900 ELP 9 Arc

EL PASO 115.2 ELP Chan 99

UNITED STATES MEXICO

5990

9 NM

4500 6900 ELP 115.2

FEMOL INT ELP 9

NOCIG INT ELP 4

VORTAC

CINAG INT ELP 2.8 3.03° TCH 75

JIDEN ELP 3.8

245° 4400 5400 261° 6000 6900

Procedure Turn NA

0.5 1 NM 2.8 NM 4 NM 5 NM

ELEV 3959 D

4056 4071 4022 3946 4084± 4055± 3959

12020 X 150 0.3% DOWN

18 5499 X 75 26R

0.4% UP 0.4% DOWN

8R 9025 X 150 26L

TWR 4105

TDZE

245° 4.3 NM from FAF

MIRL Rwy 8L-26R

REIL Rwys 4 and 8R

HIRL Rwys 4-22 and 8R-26L

CATEGORY	A	B	C	D	E
S-26L	4480-¾ 521 (600-¾)		4480-1½ 521 (600-1½)	4480-1¾ 521 (600-1¾)	
CIRCLING	4480-1 521 (600-1)		4480-1½ 521 (600-1½)	4520-2 561 (600-2)	4660-2½ 701 (800-2½)
CINAG FIX MINIMUMS (DUAL VOR RECEIVERS OR DME REQUIRED)					
S-26L	4340-¾ 381 (400-¾)			4340-1¼ 381 (400-1¼)	
CIRCLING	4420-1 461 (500-1)	4460-1 501 (600-1)	4460-1½ 501 (600-1½)	4520-2 561 (600-2)	4660-2½ 701 (800-2½)

FAF to MAP 3.8 NM					
Knots	60	90	120	150	180
Min:Sec	3:48	2:32	1:54	1:31	1:16

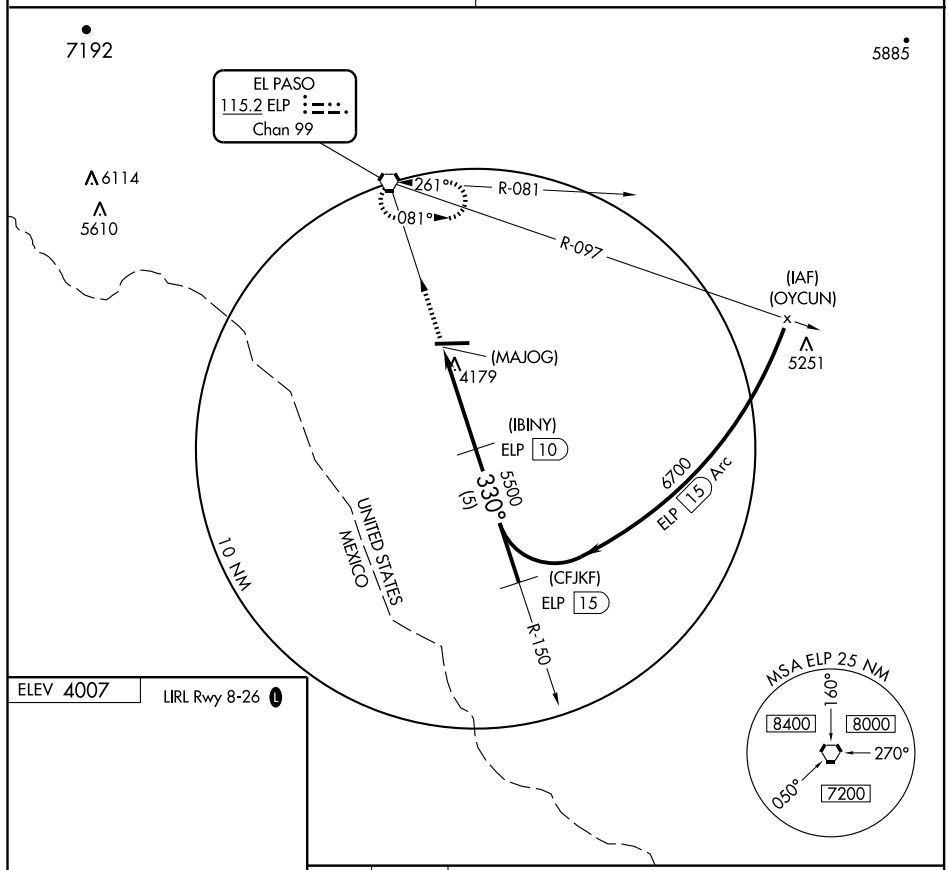
SC-3, 08 APR 2010 to 06 MAY 2010

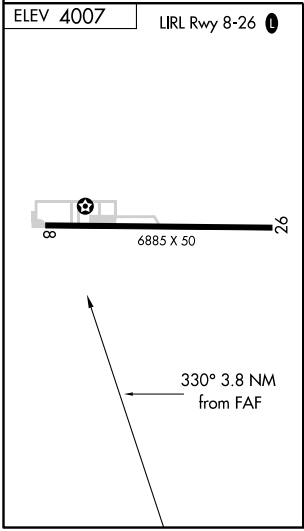
VORTAC ELP 115.2 Chan 99	APP CRS 330°	Rwy Idg N/A TDZE N/A Apt Elev 4007

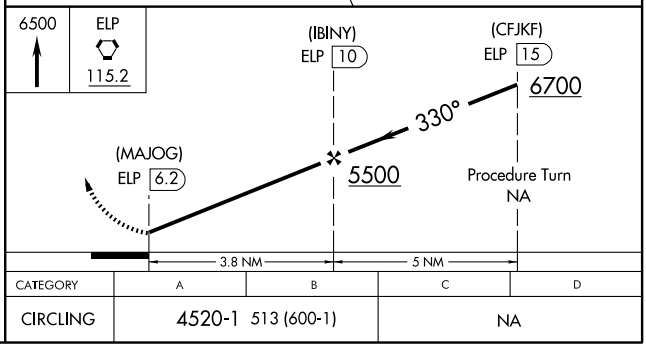
VOR/DME or GPS-A

EL PASO/ HORIZON (T27)

NA	Use El Paso Intl altimeter setting. Procedure not authorized at night.	MISSED APPROACH: Climb to 6500 direct ELP VORTAC and hold.
EL PASO APP CON **119.15**		UNICOM **123.0** (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	4520-1 513 (600-1)		NA	

SC-3, 08 APR 2010 to 06 MAY 2010

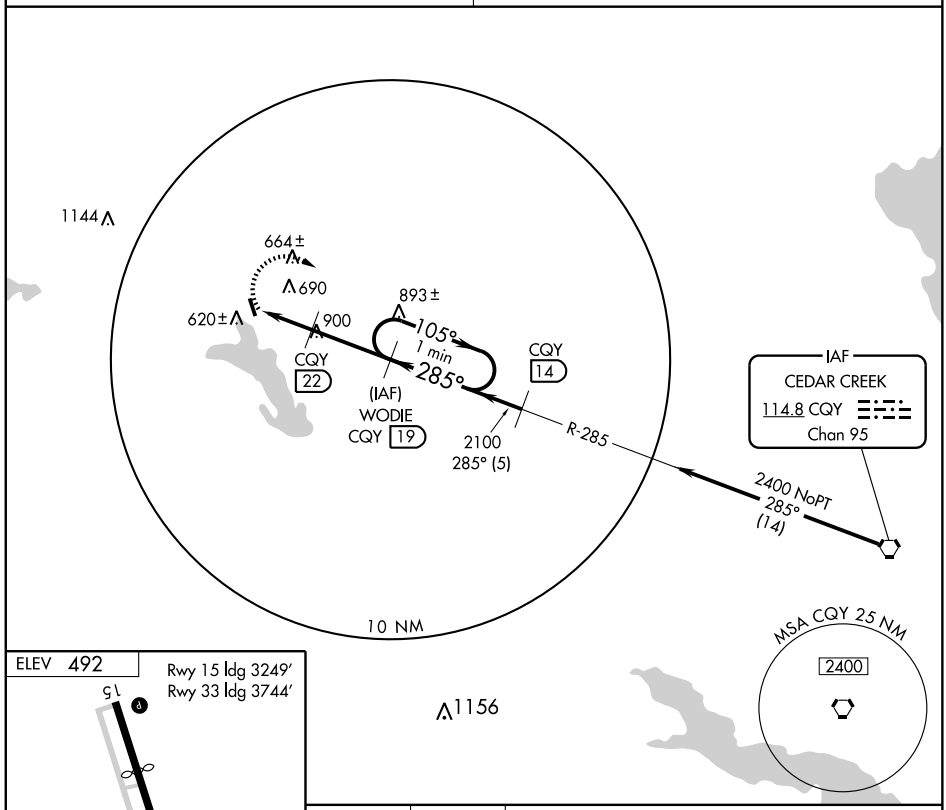
VORTAC CQY 114.8 Chan 95	APP CRS 285°	Rwy Idg N/A TDZE N/A Apt Elev 492

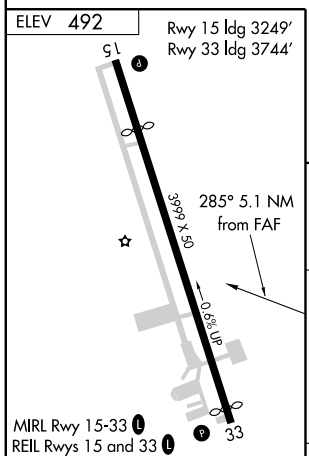
VOR/DME-A
ENNIS MUNI (F41)

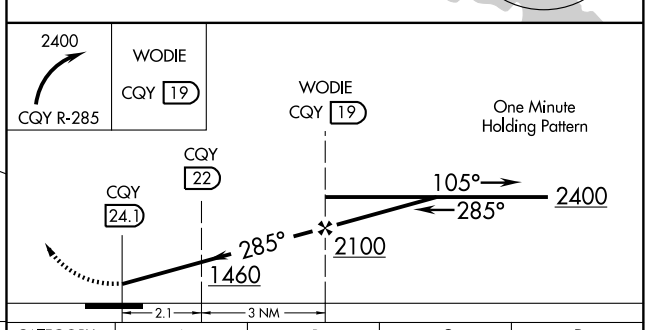
⚠ NA
Use Dallas Love Field altimeter setting.

MISSED APPROACH: Climbing right turn to 2400 via CQY R-285 to WODIE/CQY 19 DME and hold.

REGIONAL APP CON	(CTAF)
125.2 343.65	122.9 (L)







Knots	60	90	120	150	180
Min:Sec					

CATEGORY	A	B	C	D
CIRCLING	1020-1 528 (600-1)	1080-1¼ 588 (600-1¼)	1080-1½ 588 (600-1½)	NA

SC-2, 08 APR 2010 to 06 MAY 2010

NDB BKS	APP CRS	Rwy Idg	6002
353	349°	TDZE	113
		Apt Elev	113

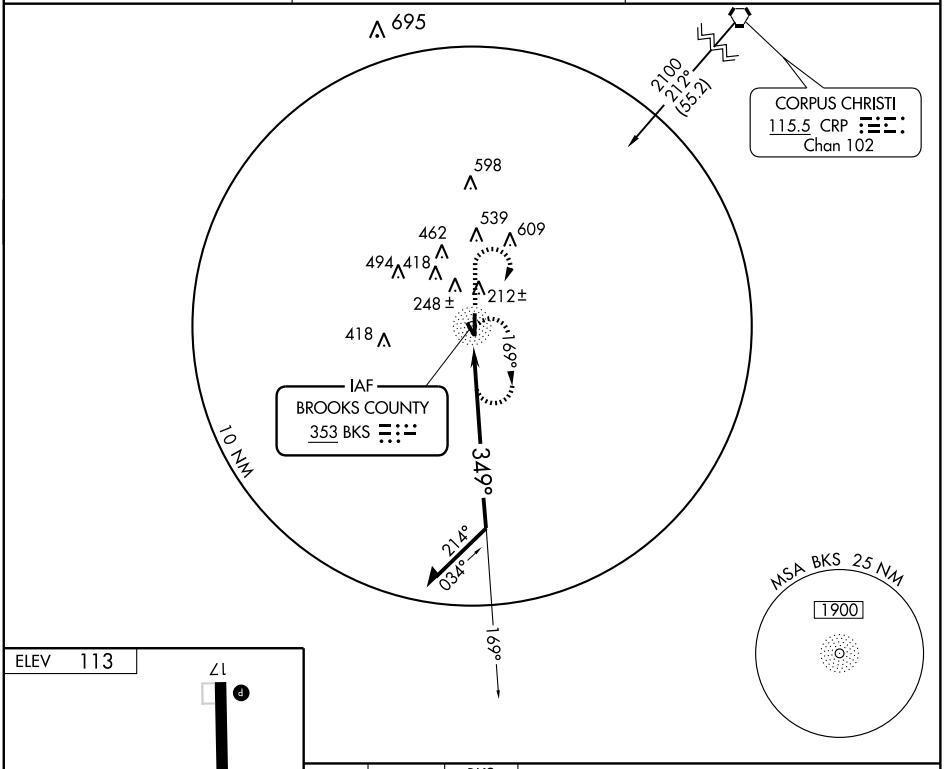
NDB RWY 35

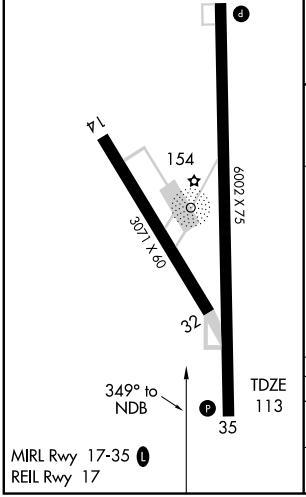
FALFURRIAS/ BROOKS COUNTY (BKS)

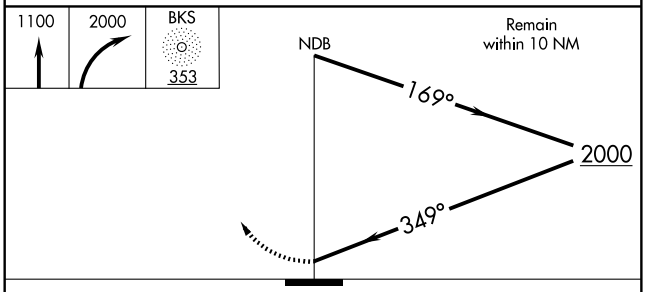
T NA Visibility reduction by helicopters NA. When local altimeter setting not received, use Alice altimeter setting and increase all MDA 100 feet and increase Cats C and D visibility ¼ mile. Circling NA for Cat D west of Rwy 17-35.

MISSED APPROACH: Climb to 1100 then climbing right turn to 2000 direct BKS NDB and hold.

AWOS-3	KINGSVILLE APP CON ★	UNICOM
118.125	119.9 290.45	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-35	740-1	627 (700-1)	740-1¾ 627 (700-1¾)	740-2 627 (700-2)
CIRCLING	740-1	627 (700-1)	740-1¾ 627 (700-1¾)	740-2 627 (700-2)

SC-3, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	6002
174°	TDZE	113
	Apt Elev	113

RNAV (GPS) RWY 17

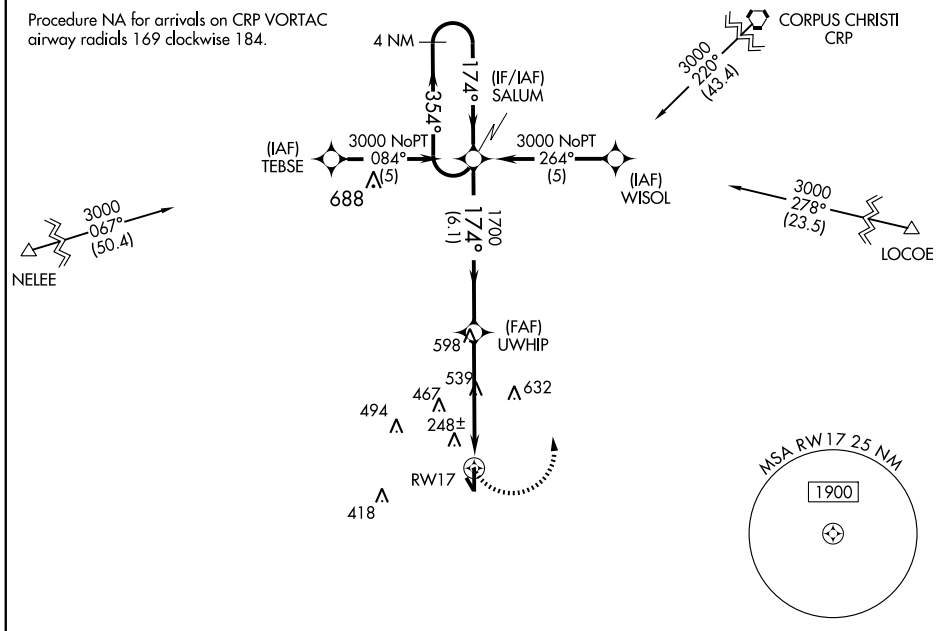
FALFURRIAS/ BROOKS COUNTY (BKS)

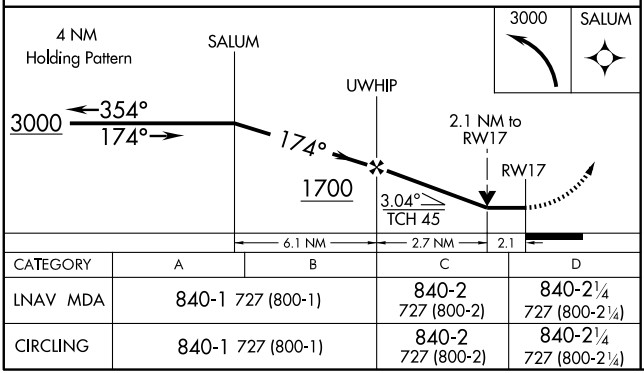
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Alice altimeter setting and increase all MDA 100 feet and increase Cat B visibility ¼ mile, Cat C and D visiblity ½ mile. VDP NA when using Alice altimeter setting. Circling NA for Cat D west of Rwy 17-35.

MISSED APPROACH: Climbing left turn to 3000 direct SALUM and hold.

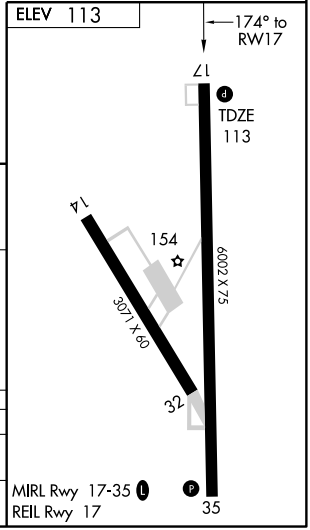
AWOS-3	KINGSVILLE APP CON ★	UNICOM
118.125	119.9 290.45	122.8 (CTAF) L

Procedure NA for arrivals on CRP VORTAC airway radials 169 clockwise 184.





CATEGORY	A	B	C	D
LNAV MDA	840-1 727 (800-1)		840-2 727 (800-2)	840-2¼ 727 (800-2¼)
CIRCLING	840-1 727 (800-1)		840-2 727 (800-2)	840-2¼ 727 (800-2¼)



SC-3, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	6002
354°	TDZE	113
	Apt Elev	113

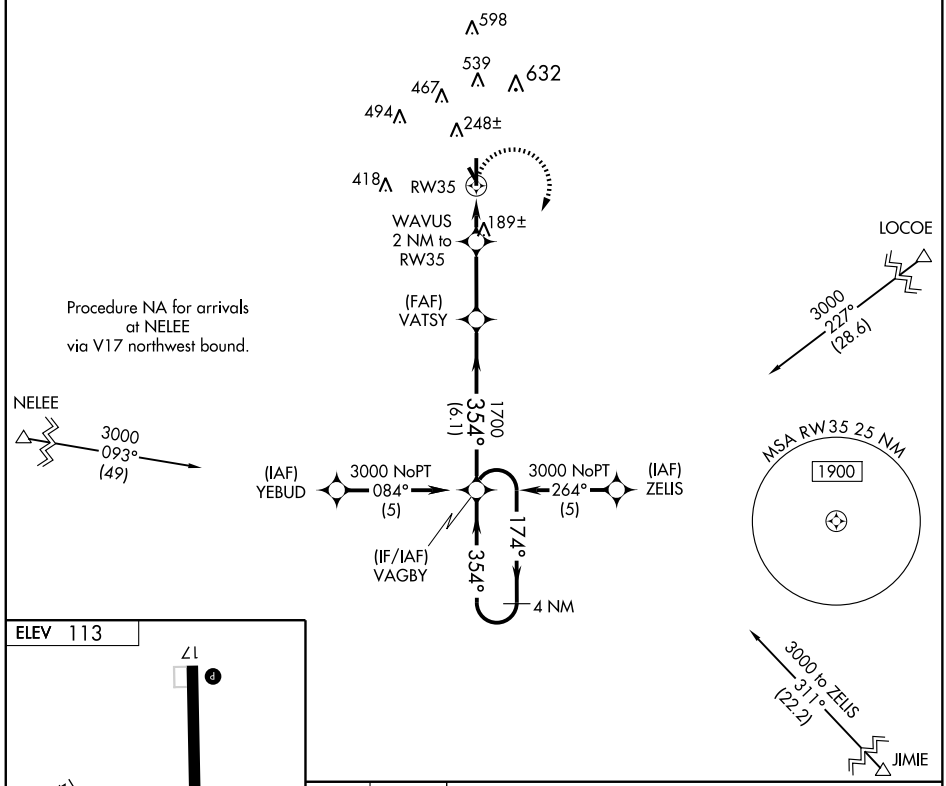
RNAV (GPS) RWY 35

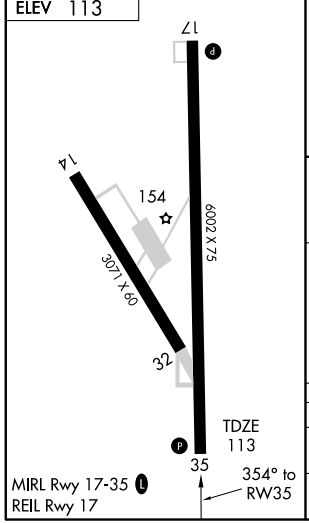
FALFURRIAS/BROOKS COUNTY (BKS)

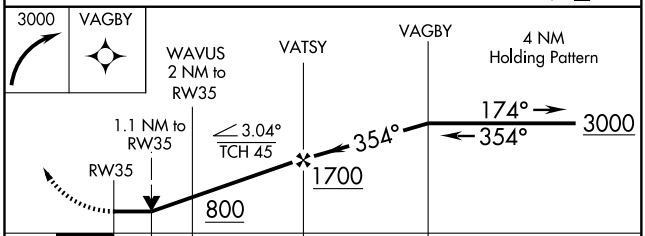
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Alice altimeter setting and increase all MDA 100 feet and increase LNAV Cat C and D visiblity ¼ mile. VDP NA when using Alice altimeter setting. Circling NA for Cat D west of Rwy 17-35.

MISSED APPROACH: Climbing right turn to 3000 direct VAGBY and hold.

AWOS-3	KINGSVILLE APP CON ★	UNICOM
118.125	119.9 290.45	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	520-1 407 (500-1)		520-1¼ 407 (500-1¼)	
CIRCLING	600-1 487 (500-1)		600-1½ 487 (500-1½)	680-2 567 (600-2)

SC-3, 08 APR 2010 to 06 MAY 2010

APP CRS		
172°	Rwy Idg	4600
	TDZE	3187
	Apt Elev	3187

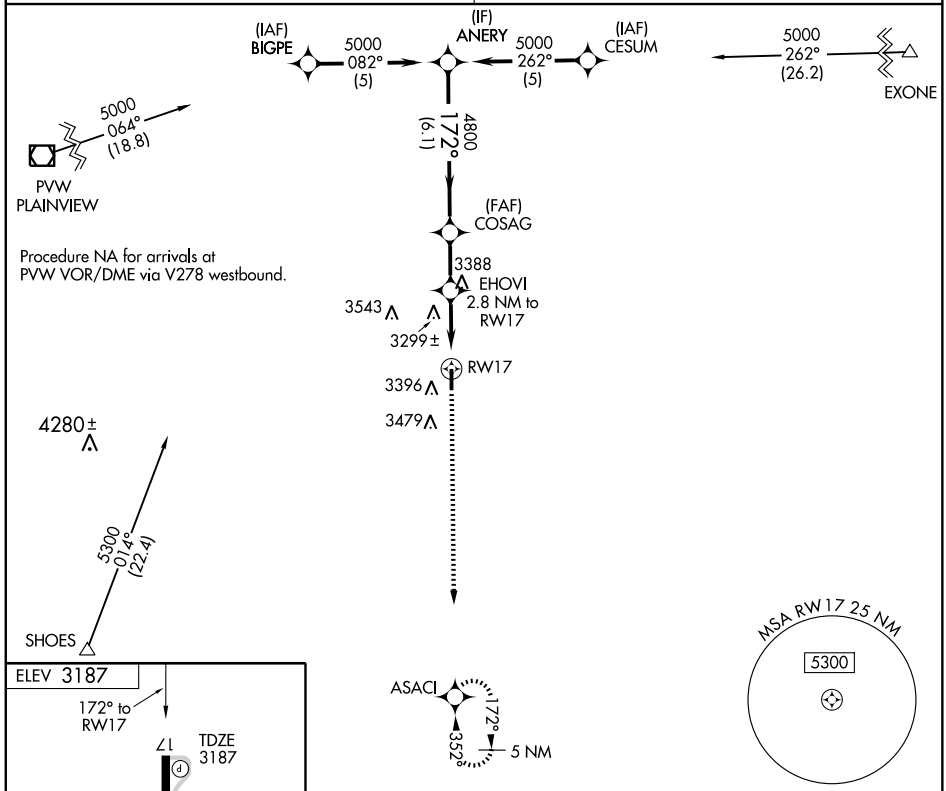
RNAV (GPS) RWY 17

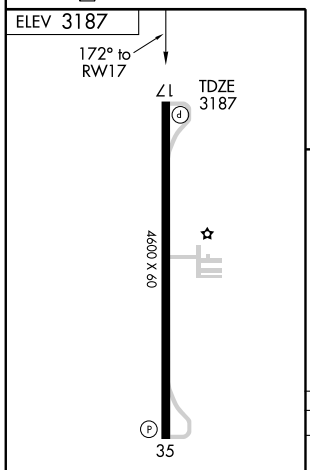
FLOYDADA MUNI (41F)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Plainview altimeter setting; when not received, use Lubbock altimeter setting.

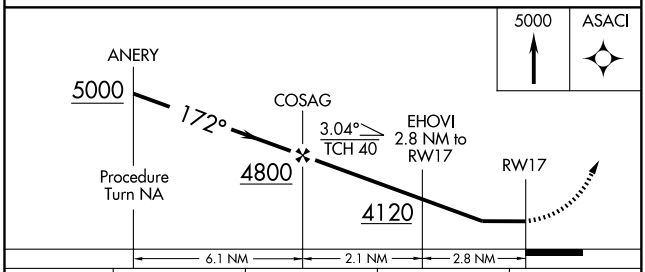
MISSED APPROACH: Climb to 5000 direct ASACI and hold.

LUBBOCK APP CON	UNICOM
119.2 351.8	122.8 (CTAF)





MIRL Rwy 17-35



CATEGORY	A	B	C	D
LNAV MDA	3720-1 533 (600-1)		3720-1½ 533 (600-1½)	NA
CIRCLING	3840-1 653 (700-1)		3920-2 733 (800-2)	NA

SC-2, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	4600
352°	TDZE	3187
	Apt Elev	3187

RNAV (GPS) RWY 35

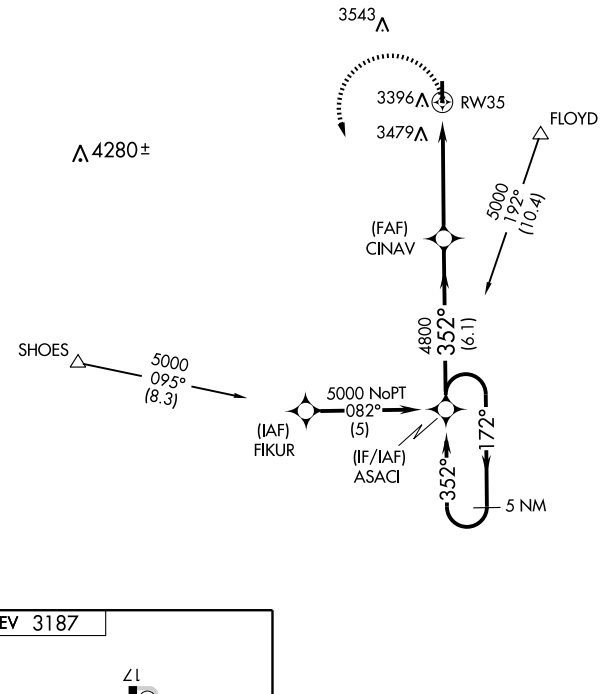
FLOYDADA MUNI (41F)

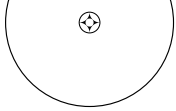
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Plainview altimeter setting; when not received, use Lubbock altimeter setting and increase all MDA 20 feet, increase LNAV and Circling Cat C visibility ¼ mile.

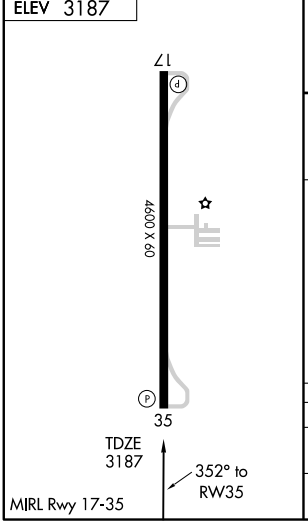
NA

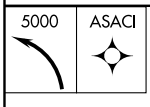
MISSED APPROACH: Climbing left turn to 5000 direct ASACI and hold.

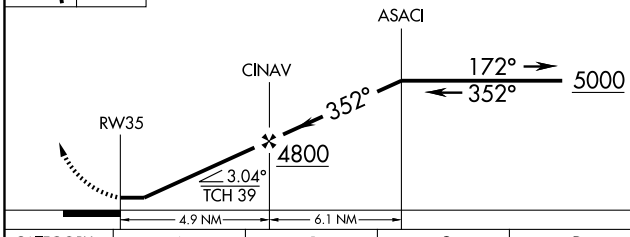
LUBBOCK APP CON	UNICOM
119.2 351.8	122.8 (CTAF)











CATEGORY	A	B	C	D
LNAV MDA	3840-1	653 (700-1)	3840-1¾ 653 (700-1¾)	NA
CIRCLING	3840-1	653 (700-1)	3920-2 733 (800-2)	NA

SC-2, 08 APR 2010 to 06 MAY 2010

VORTAC GAG 115.6 Chan 103	APP CRS 286°	Rwy Idg N/A TDZE N/A Apt Elev 2601

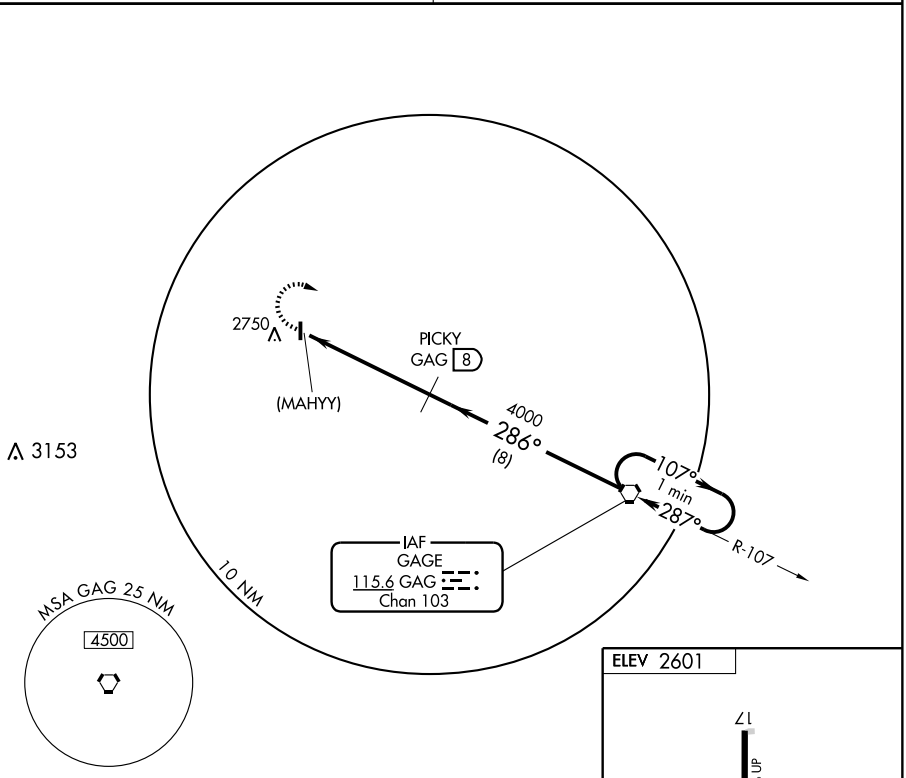
VOR/DME or GPS-A

FOLLETT-LIPSCOMB COUNTY (T93)

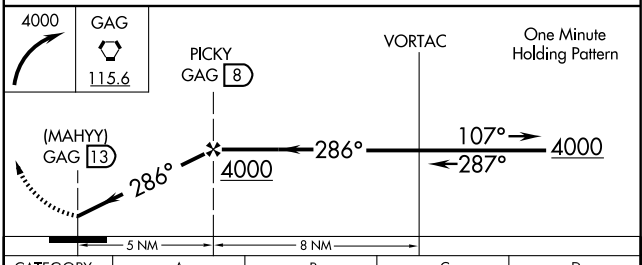
⚠ NA Use Gage, OK altimeter setting; when not available, procedure NA.

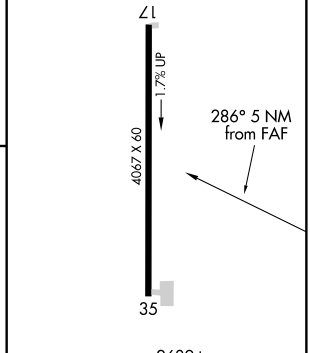
MISSED APPROACH: Climbing right turn to 4000 direct GAG VORTAC.

KANSAS CITY CENTER	CTAF
126.95 379.2	122.9



NoPT for arrivals on GAG VORTAC airway radials 015 CW 142.



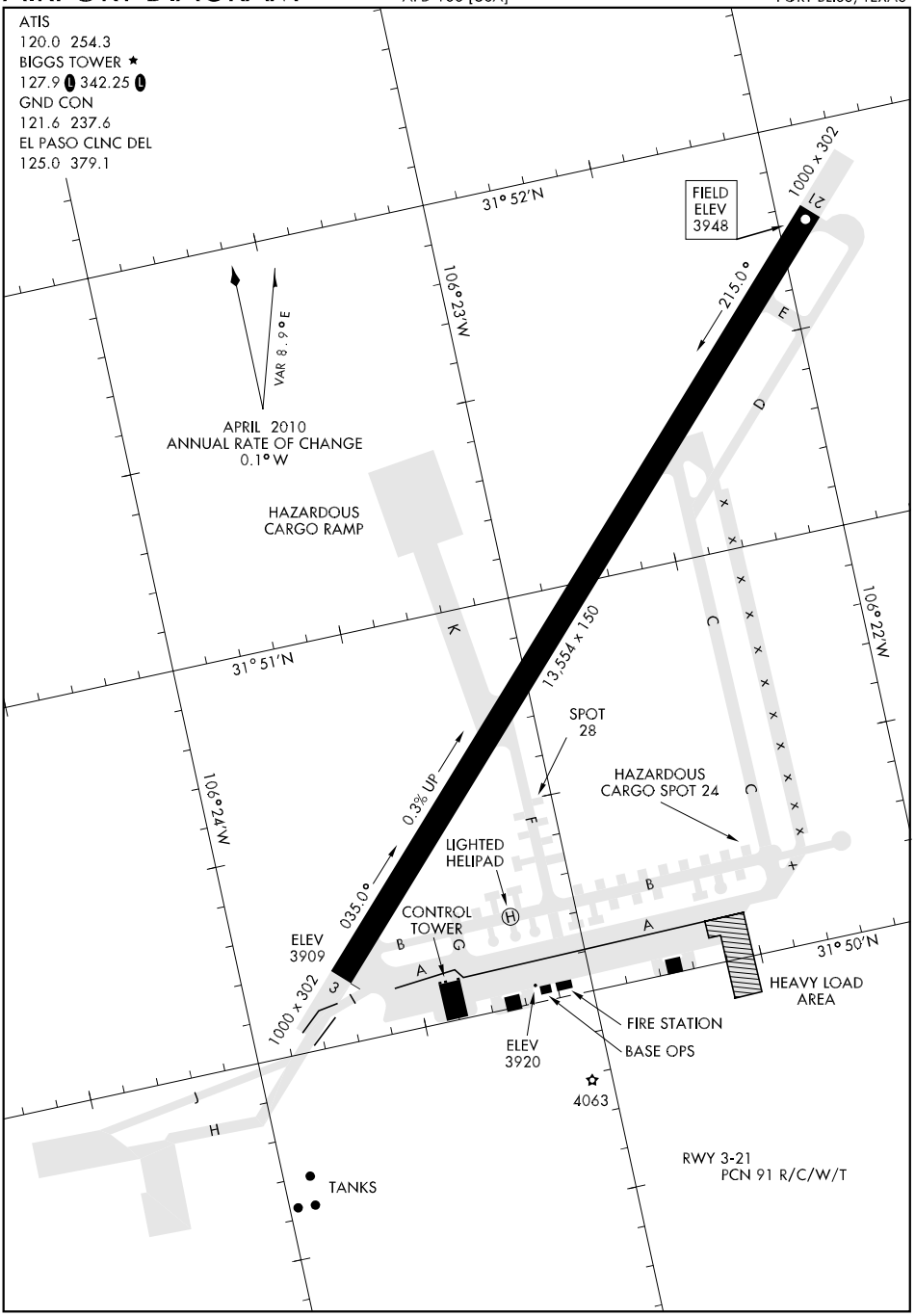


LIRL Rwy 17-35.

CATEGORY	A	B	C	D
CIRCLING	3160-1 559 (600-1)		3160-1½ 559 (600-1½)	NA

Knots	60	90	120	150	180
Min:Sec					

SC-2, 08 APR 2010 to 06 MAY 2010



SC-3, 08 APR 2010 to 06 MAY 2010

RNAV (GPS) RWY 21

BIGGS AAF (KBIF)

AL-133 [USA]

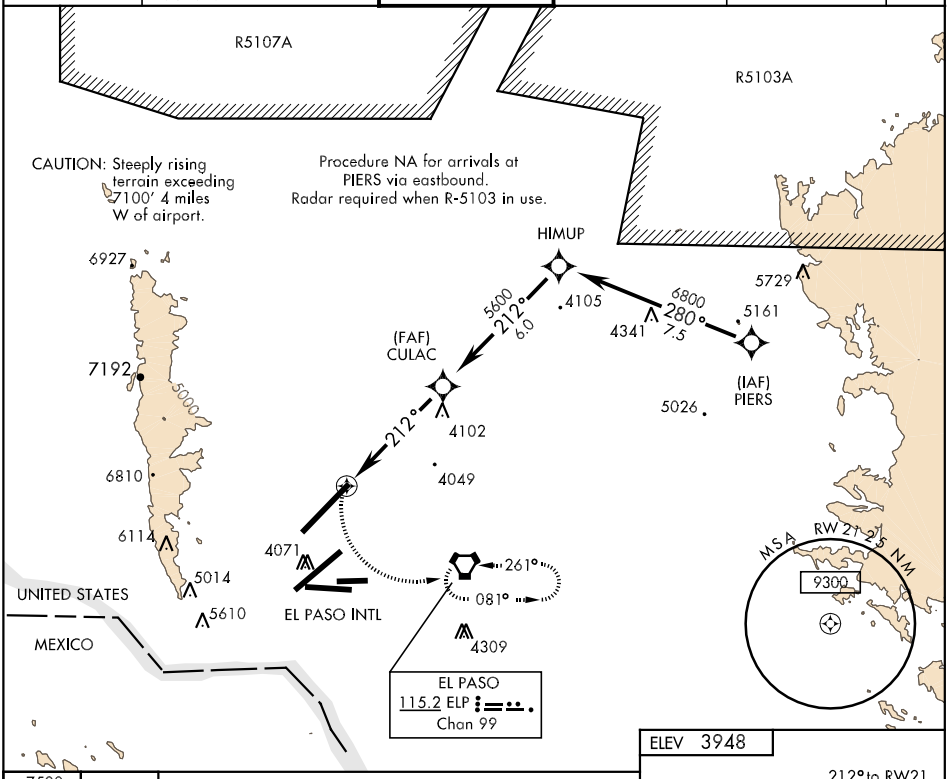
APCH CRS	Rwy ldg	13,554
212°	TDZE	3948
	Arpt Elev	3948

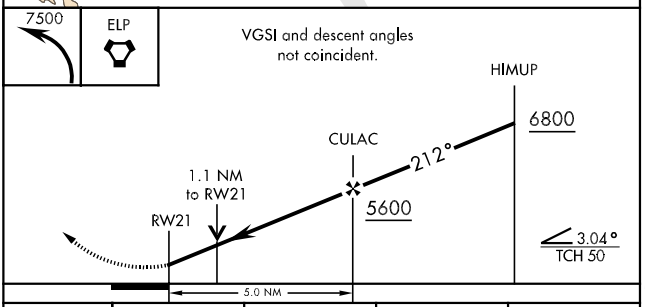
DME/DME RNP-0.3 NA.

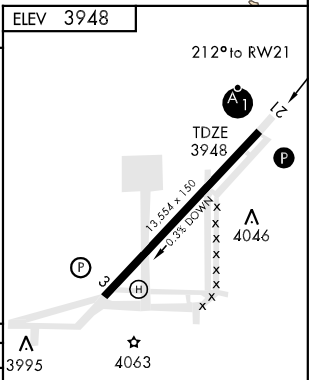
ALSF-1

MISSED APPROACH: Climbing left turn to 7500 direct ELP VORTAC and hold, continue climb-in-hold to 7500.

ATIS	EL PASO APP CON	BIGGS TOWER ★	GND CON	EL PASO CLNC DEL	ASR
120.0 254.3	S of V16 119.15 353.5 N of V16 124.25 298.85	127.9 (L) 342.25 (L)	121.6 237.6	125.0 379.1	







CATEGORY	A	B	C	D
LNAV MDA	4360-½ 412 (500-½)		4360-¾ 412 (500-¾)	
CIRCLING	4360-1 412 (500-1)	4400-1 452 (500-1)	4400-1½ 452 (500-1½)	4500-2 552 (600-2)

VOR or TACAN RWY 21

BIGGS AAF (KBIF)

EWM VORTAC 112.4 Chan 71	APCH CRS 210°	Rwy ldg 13,554 TDZE 3948 Arpt Elev 3948

AL-133 [USA]

▼ * When ALS inop, increase CAT E vis to 1¾ miles.
▲ ** Circling Cat E NA W of Rwy 3-21.

ALSF-1

MISSED APPROACH: Climbing left turn to 8000 direct ELP VORTAC, then via ELP R-081 to GIFEN INT/ELP 7 DME and hold. Continue climb-in-hold to 8000.

ATIS	EL PASO APP CON	BIGGS TOWER ★	GND CON	EL PASO CLNC DEL	ASR
120.0 254.3	S of V16 119.15 353.5 N of V16 124.25 298.85	127.9 (L) 342.25 (L)	121.6 237.6	125.0 379.1	

R5107A

R5103A

CAUTION: Steeply rising terrain exceeding 7100' 4 miles W of airport.

TACAN only equipped acft.
Final apch from holding patten NA.
Radar vector required to final approaach course.
Radar required when R-5103 in use.

6927

7192

6810

6114

5014

5610

5000

UNITED STATES

MEXICO

EL PASO INTL

R-030

030°

210°

IAF
NEWMAN
112.4 EWM
Chan 71

210°

6500

351° (8.2)

R-131

5026

MSA EWM 25 NM

10,200

090°

8400

8000

360°

R-081

GIFEN

261°

081°

EL PASO
115.2 ELP
Chan 99

ELEV 3948

210° 7.1 NM From VORTAC

TDZE 3948

13,554 x 150
0.3% DOWN

4046

3995

4063

HIRL Rwy 3-21 (L)

8000 | ELP | GIFEN ELP 7

Descend in holding pattern

VGSI and descent angles not coincident.

VORTAC

030°

6500

210°

5.9

7.1

210°

7.1 NM

CATEGORY	A	B	C	D	E
S-21 *	4420-½ 472 (500-½)		4420-¾ 472 (500-¾)	4420-1 472 (500-1)	4420-1¼ 472 (500-1¼)
CIRCLING **	4420-1 472 (500-1)		4420-1½ 472 (500-1½)	4500-2 552 (600-2)	

FAF to MAP 7.1 NM					
Knots	60	90	120	150	180
Min:Sec	7:06	4:44	3:33	2:50	2:22

FT. HOOD TOWER ★
119.65 269.45
GND CON
133.85 225.4
CLNC DEL
225.4

VAR 4.9°E

FEBRUARY 2010
ANNUAL RATE OF CHANGE
0.1°W

980

FIELD ELEV 924

CONTROL TOWER 979

EAST RAMP

NORTH RAMP

BASE OPS

WEST RAMP

CENTER RAMP

SOUTH RAMP

FIRE STATION

16

158.6°

1.2% DOWN

3701 x 144

338.6°

34

ELEV 881

1000 x 144

31°08′ 30″N

31°08′N

97°43′W

97°42′ 30″W

Rwy 16-34
PCN 8 F/C/W/T

Rwy 16 ldg 3134′

SC-3, 08 APR 2010 to 06 MAY 2010

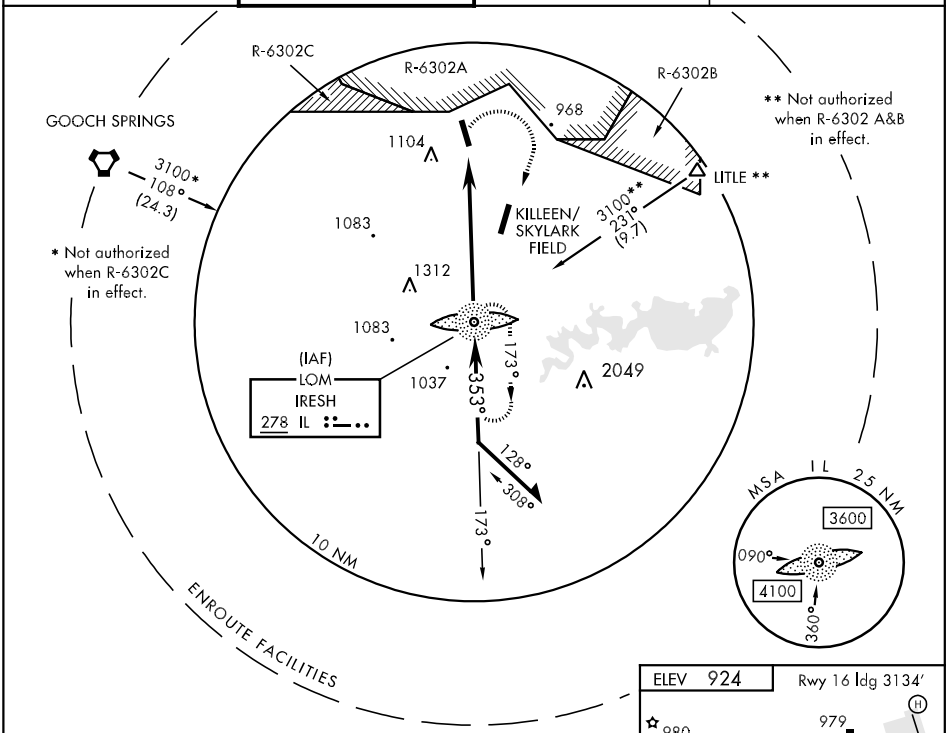
COPTER NDB RWY 34

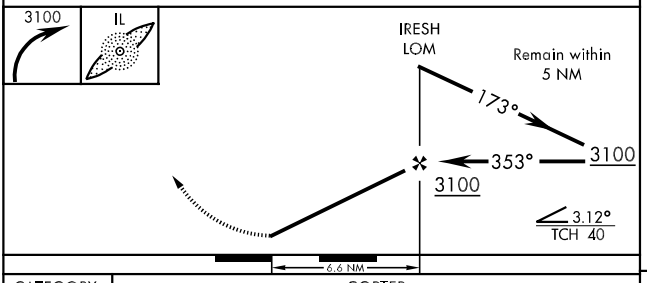
LOM IL 278	APCH CRS 353°	Rwy ldg 3701 TDZE 914 Arpt Elev 924	AL-5031 [USA]	HOOD AAF (KHLR)

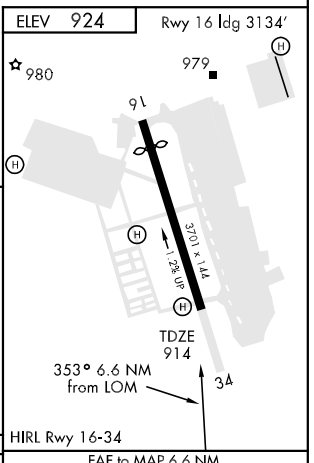
NA

MISSED APPROACH: Climbing right turn to 3100 direct IL LOM and hold.

GRAY APP CON	HOOD TOWER ★	GND CON	CLNC DEL
120.075 323.15	119.65 269.45	133.85 225.4	225.4







CATEGORY	COPTER
S-34	1400/40 486 (500-¾)

FAF to MAP 6.6 NM

Knots	45	60	75	90	105
Min:Sec	8:48	6:36	5:17	4:24	3:46

SC-3, 08 APR 2010 to 06 MAY 2010

COPTER RNAV (GPS) RWY 34

APCH CRS	Rwy ldg	3701
338°	TDZE	914
	Arpt Elev	924

AL-5031 [USA]

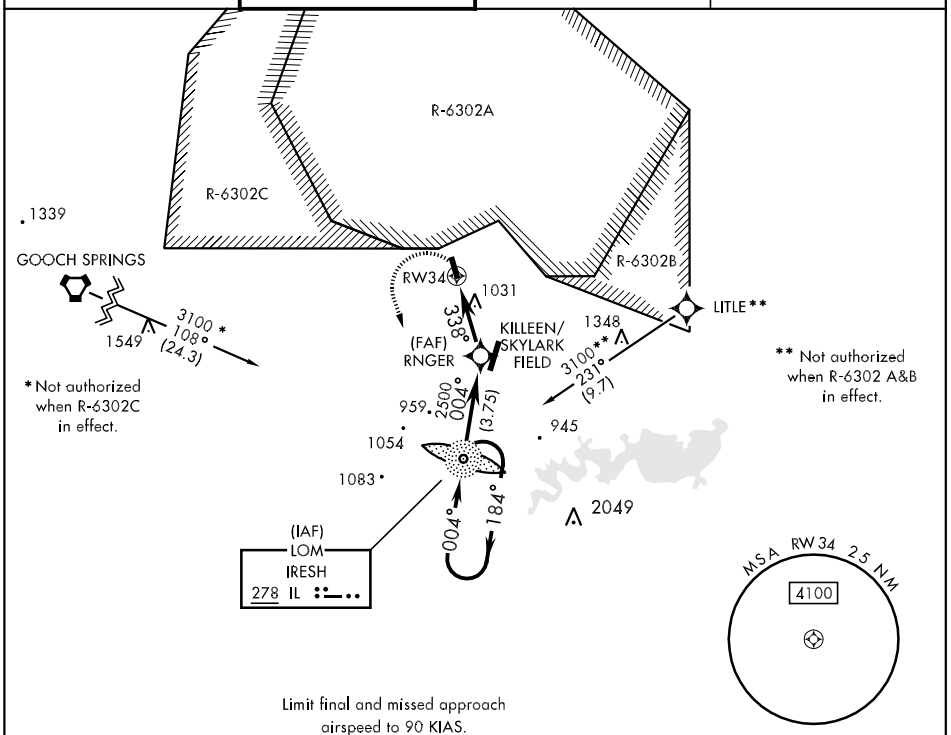
HOOD AAF (KHLR)

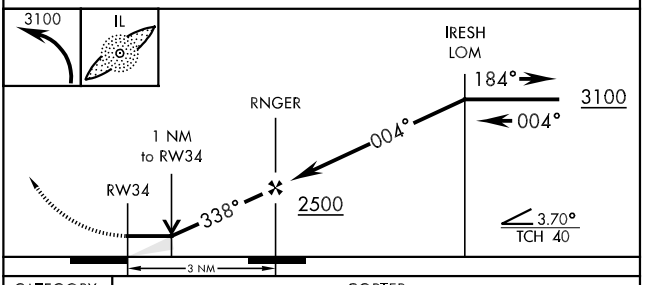
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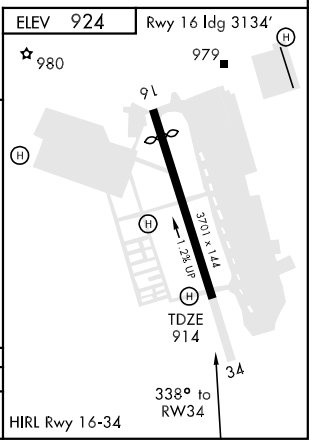
DME/DME RNP -0.3 NA

MISSED APPROACH: Climbing left turn to 3100 direct IRESH LOM and hold.

GRAY APP CON	HOOD TOWER ★	GND CON	CLNC DEL
120.075 323.15	119.65 269.45	133.85 225.4	225.4







CATEGORY	COPTER		
LNAV MDA	1320/24	406	(500-½)

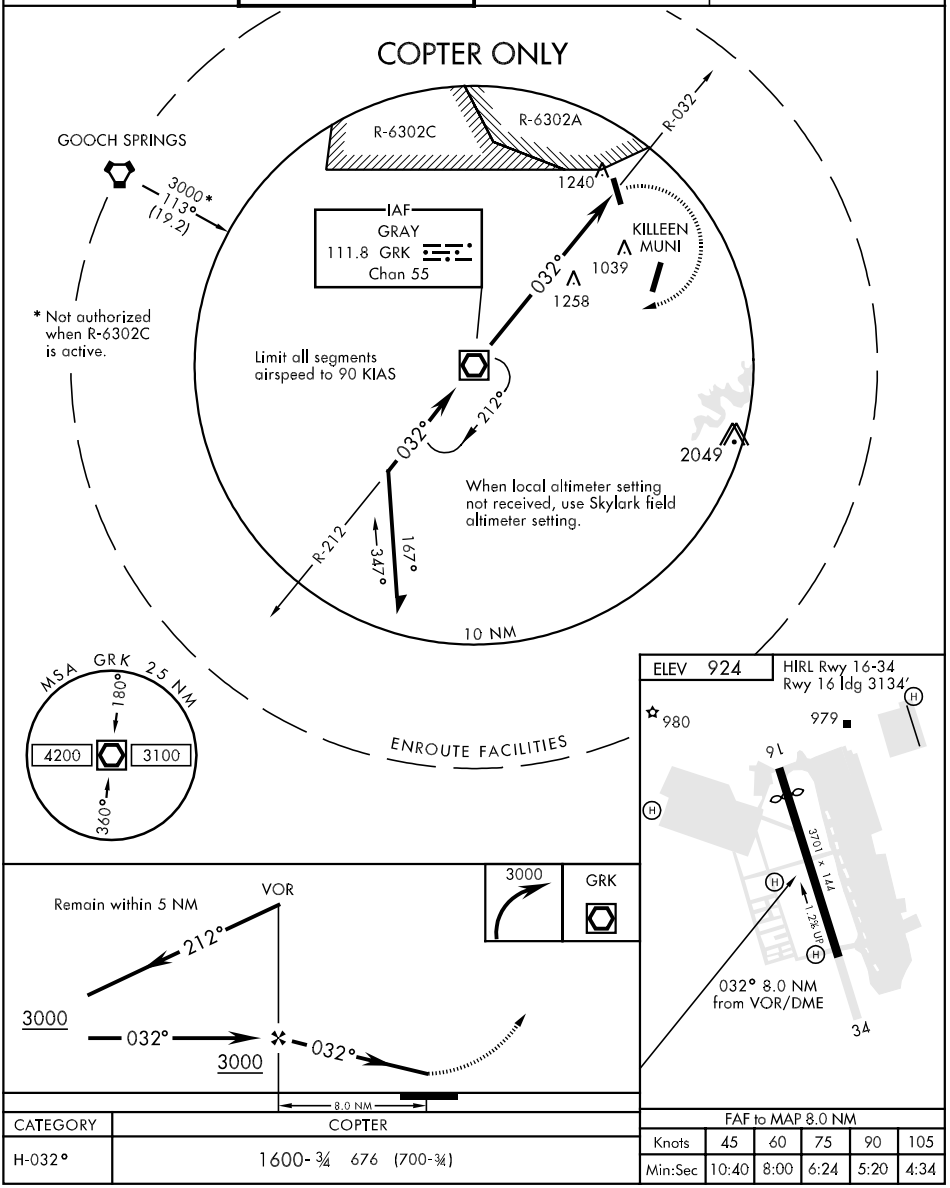
SC-3, 08 APR 2010 to 06 MAY 2010

COPTER VOR 032°

VOR/DME GRK 111.8 Chan 55	APCH CRS 032°	Rwy ldg N/A TDZE N/A Arpt Elev 924	AL-5031 [USA]	HOOD AAF (KHLR)

MISSED APPROACH: Climbing right turn to 3000 direct to GRK VOR/DME and hold.

GRAY APP CON	HOOD TOWER ★	GND CON	CLNC DEL
120.075 323.15	119.65 269.45	133.85 225.4	225.4



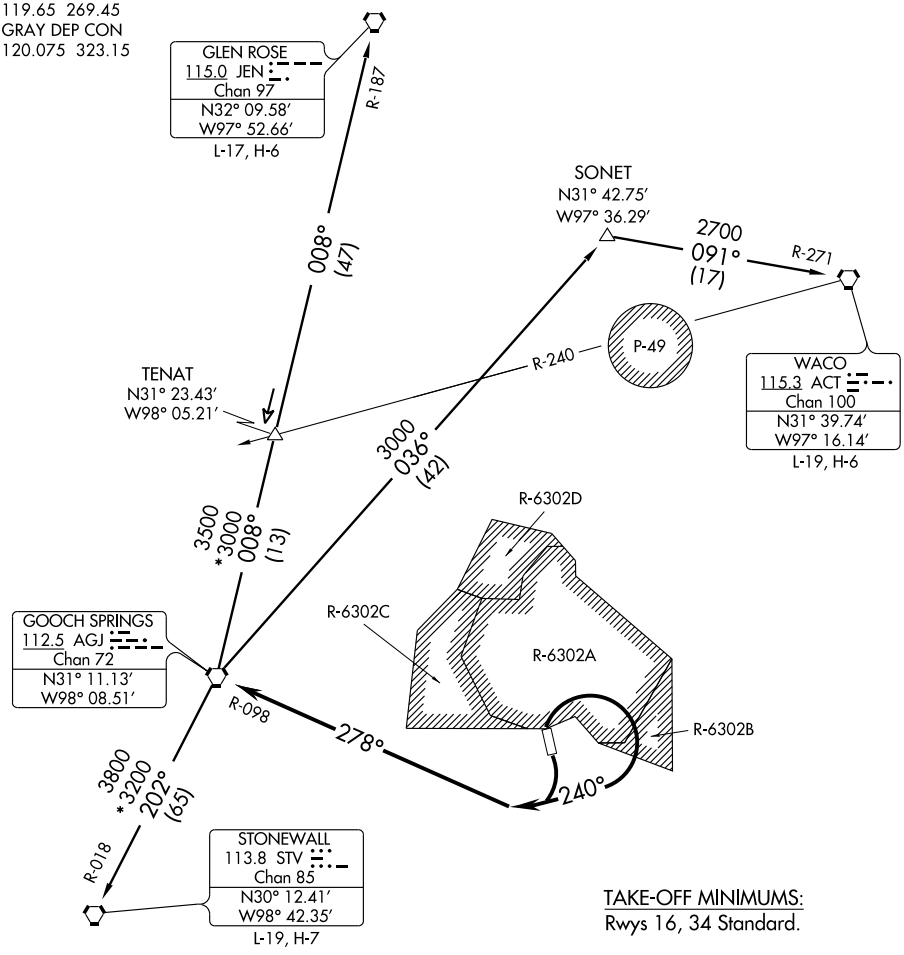
CATEGORY	COPTER
H-032°	1600- ¾ 676 (700-¾)

FAF to MAP 8.0 NM					
Knots	45	60	75	90	105
Min:Sec	10:40	8:00	6:24	5:20	4:34

LAMPS FOUR DEPARTURE

CLNC DEL
225.4
GND CON
133.85 225.4
HOOD TOWER★
119.65 269.45
GRAY DEP CON
120.075 323.15

NOTE: RADAR Required.
NOTE: MRA at TENAT Int 4000 for Non-DME aircraft.



TAKE-OFF MINIMUMS:
Rwys 16, 34 Standard.

TAKE-OFF OBSTACLES:

Rwy 16, Tree line 875' from DER, 190' right of centerline, 30'AGL/931'MSL.
Multiple poles beginning 457' from DER, 130' right to 68' left of centerline. 40' AGL/920' MSL.
NDB 784' from DER, 246' left of centerline, 34' AGL/914' MSL.
Rwy 34, Tree 2, 199' from DER, 987' right of centerline, 30' AGL/1029' MSL.
Terrain beginning 2121' from DER, 1014' right of centerline, up to 0' AGL/981' MSL.
Vehicle on road 483' from DER, 4' right of centerline, 15' AGL/935' MSL.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

LAMPS FOUR DEPARTURE

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWYS 16/34: Climbing right turn heading 240° (to assigned altitude), to intercept and proceed via AGJ R-098. Thence . . . .

. . . . via (transition) or (assigned route).

GLEN ROSE TRANSITION (LAMPS4.JEN): (For aircraft inbound to Dallas/Fort Worth terminal area airports.) From over AGJ VORTAC via AGJ R-008 and JEN R-187 to JEN VORTAC.

STONEWALL TRANSITION (LAMPS4.STV): From over AGJ VORTAC via AGJ R-202 and STV R-018 to STV VORTAC.

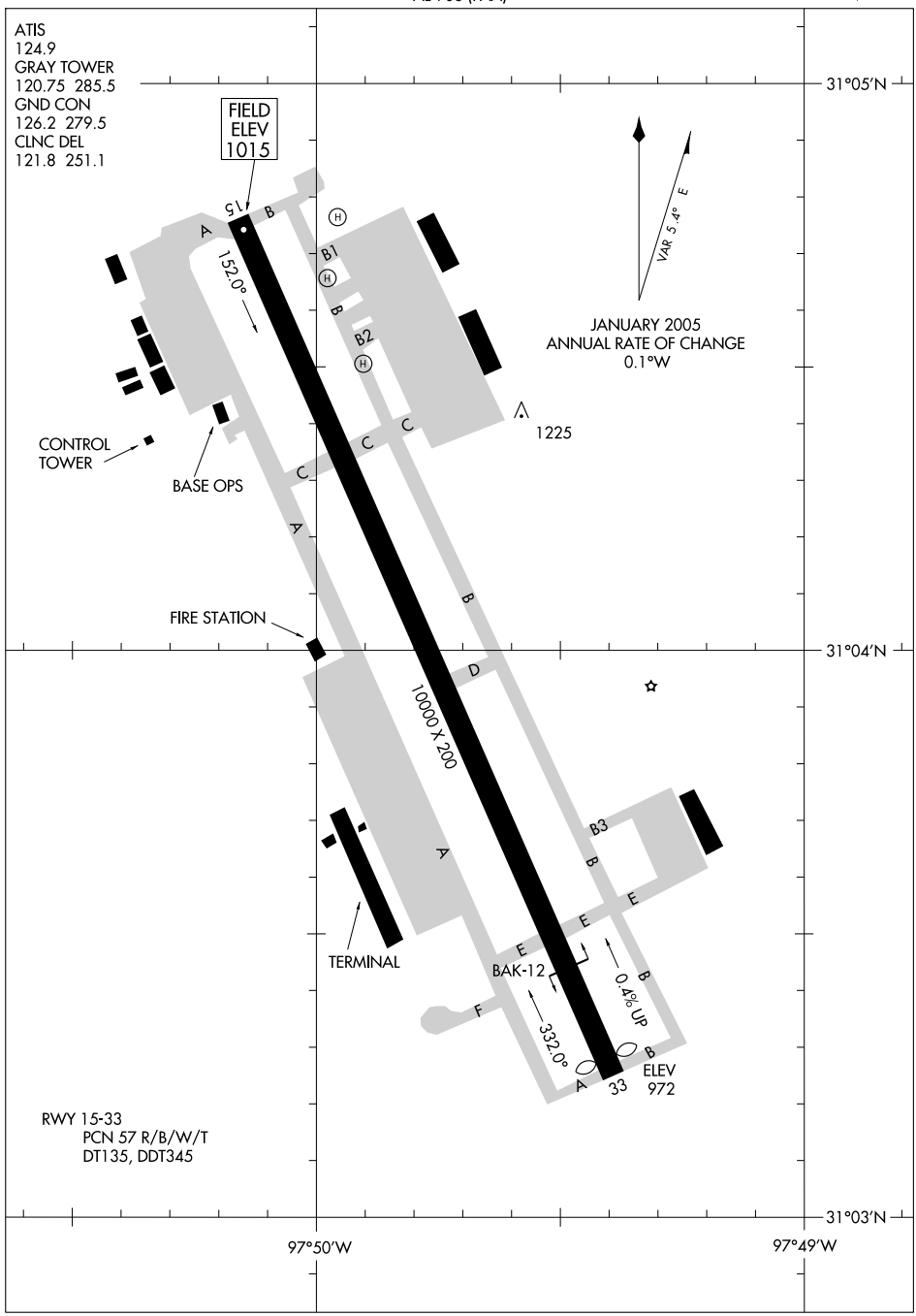
WACO TRANSITION (LAMPS4.ACT): (For aircraft inbound to terminal area airports.) From over AGJ VORTAC via AGJ R-036 to SONET INT, then via ACT R-271 to ACT VORTAC.

SC-3, 08 APR 2010 to 06 MAY 2010

09351

AIRPORT DIAGRAM

FORT HOOD/KILLEEN/ ROBERT GRAY AAF (GRK)
FORT HOOD/KILLEEN, TEXAS
AL-906 (FAA)



SC-3, 08 APR 2010 to 06 MAY 2010

VOR/DME GRK	APP CRS	Rwy Idg	9806
111.8	333°	TDZE	N/A
Chan 55		Apt Elev	1015

COPTER VOR RWY 33

FORT HOOD/KILLEEN/ ROBERT GRAY AAF (GRK)

NA
ASR/PAR

MALSR

MISSED APPROACH: Climbing right turn to 3000 direct GRK VOR/DME and hold.

ATIS	GRAY APP CON	GRAY TOWER	GND CON	CLNC DEL
124.9	120.075 323.15	120.75 285.5	126.2 279.5	121.8 251.1

GOOCH SPRINGS
112.5 AGJ
Chan 72

3000
113°
(19.2)

R-6302A
R-6302C
R-6302B

1616
1549
1549
1341
1206
1215
1505
1194±

IAF
GRAY
111.8 GRK
Chan 55

153°
333°
198°
018°
5 NM

2049

R-153

10 NM

3100
051°
(24.9)
SLIMM

3600
303°
(24.6)
DARTE

ELEV 1015

1191

10000 X 200
0.4% UP

33

333° 1.4 NM
from FAF

HIRL Rwy 15-33

MSA GRK 25 NM
180°
4200
3100
360°

3000
GRK
111.8

VOR/DME
153°
3000
333°
2000
GRK 1.4
6.49°
TCH 52
1.4 NM

Remain within 5 NM

VGSI and descent angles not coincident.

FAF to MAP 1.4 NM					
Knots	60	90	120	150	180
Min:Sec	1:24	0:56	0:42	0:34	0:28

CATEGORY	COPTER
H-33	1460-¼ 465 (500-¼)

SC-3, 08 APR 2010 to 06 MAY 2010

LOC I-GRK	APP CRS	Rwy Idg	10000
111.1	150°	TDZE	1015
		Apt Elev	1015

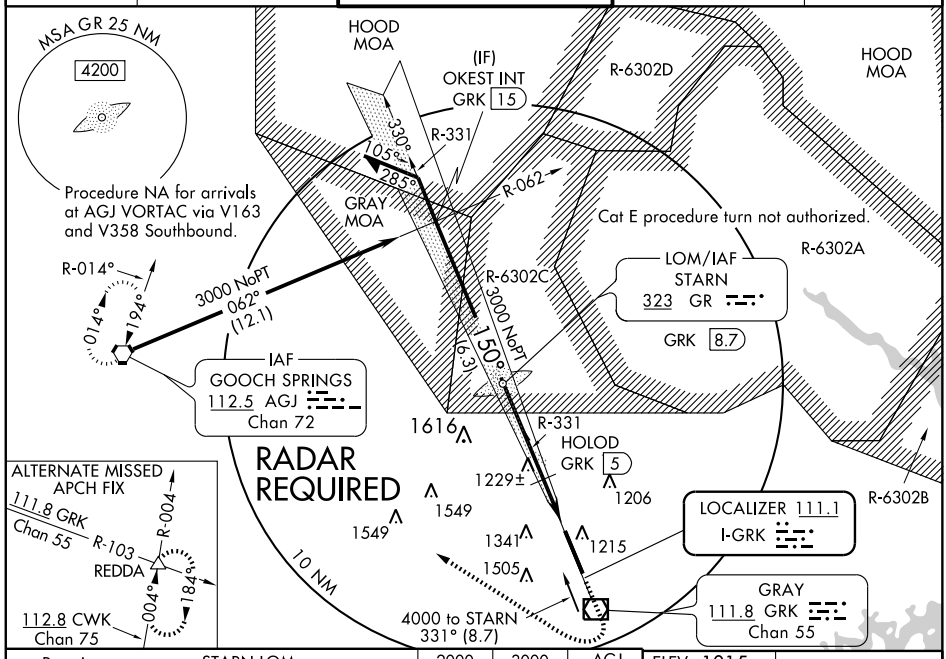
ILS or LOC RWY 15

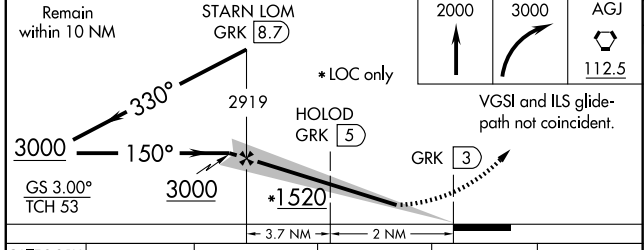
FORT HOOD/KILLEEN/ ROBERT GRAY AAF (GRK)

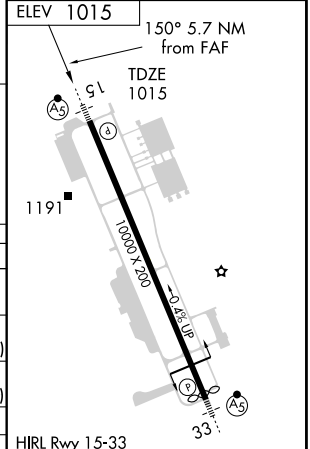
T A ASR/PAR — Circling NA W of Rwy 15-33. For inoperative MALSR, increase S-ILS 15 Cat E visibility to RVR 4000, increase S-LOC 15 Cat E visibility ½ mile.

MALSR (A5) — MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct AGJ VORTAC and hold.

ATIS	GRAY APP CON	GRAY TOWER	GND CON	CLNC DEL
124.9	120.075 323.15	120.75 285.5	126.2 279.5	121.8 251.1







CATEGORY	A	B	C	D	E
S-ILS 15	1217/24 202 (300-½)				
S-LOC 15	1520/24 505 (600-½)		1520/50 505 (600-1)		1520/60 505 (600-1¼)
CIRCLING	1540-1 525 (600-1)		1560-1½ 545 (600-1½)	1580-2 565 (600-2)	1740-2½ 725 (800-2½)
HOLOD FIX MINIMUMS					
S-LOC 15	1480/24 465 (500-½)		1480/40 465 (500-¾)	1480/50 465 (500-1)	1480/60 465 (500-1¼)
CIRCLING	1540-1 525 (600-1)		1560-1½ 545 (600-1½)	1580-2 565 (600-2)	1740-2½ 725 (800-2½)

FAF to MAP 5.7 NM

Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54

SC-3, 08 APR 2010 to 06 MAY 2010

LOC/DME I-BTJ	APP CRS	Rwy Idg	9806
109.35	330°	TDZE	995
Chan 30 (Y)		Apt Elev	1015

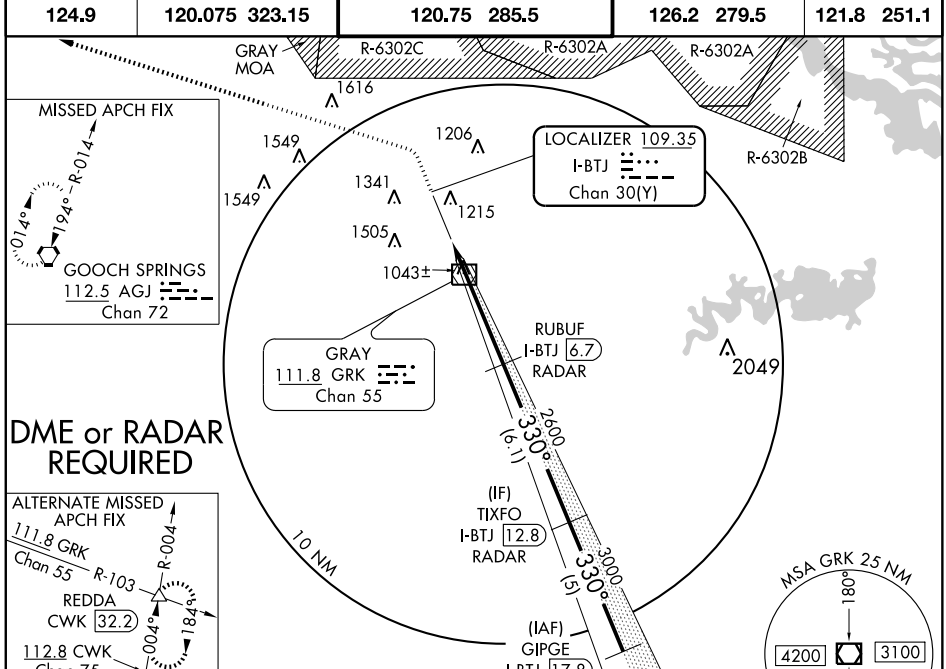
ILS or LOC RWY 33

FORT HOOD/KILLEEN/ ROBERT GRAY AAF (GRK)

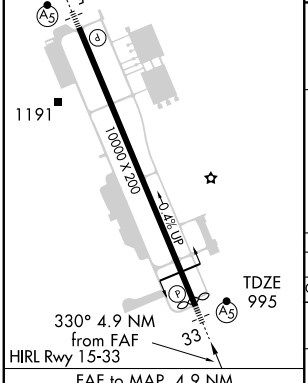
T A ASR/PAR — Circling NA W of Rwy 15-33. For inoperative MALSR, increase S-ILS 33 Cat E visibility ¼ mile and S-LOC 33 Cat E visibility ½ mile.

MALSR (A5) — MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct AGJ VORTAC and hold.

ATIS	GRAY APP CON	GRAY TOWER	GND CON	CLNC DEL
124.9	120.075 323.15	120.75 285.5	126.2 279.5	121.8 251.1

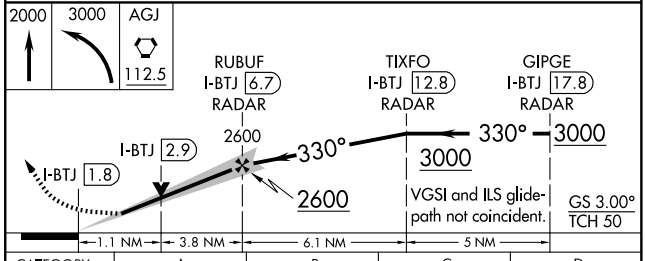


ELEV 1015



FAF to MAP 4.9 NM

Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38



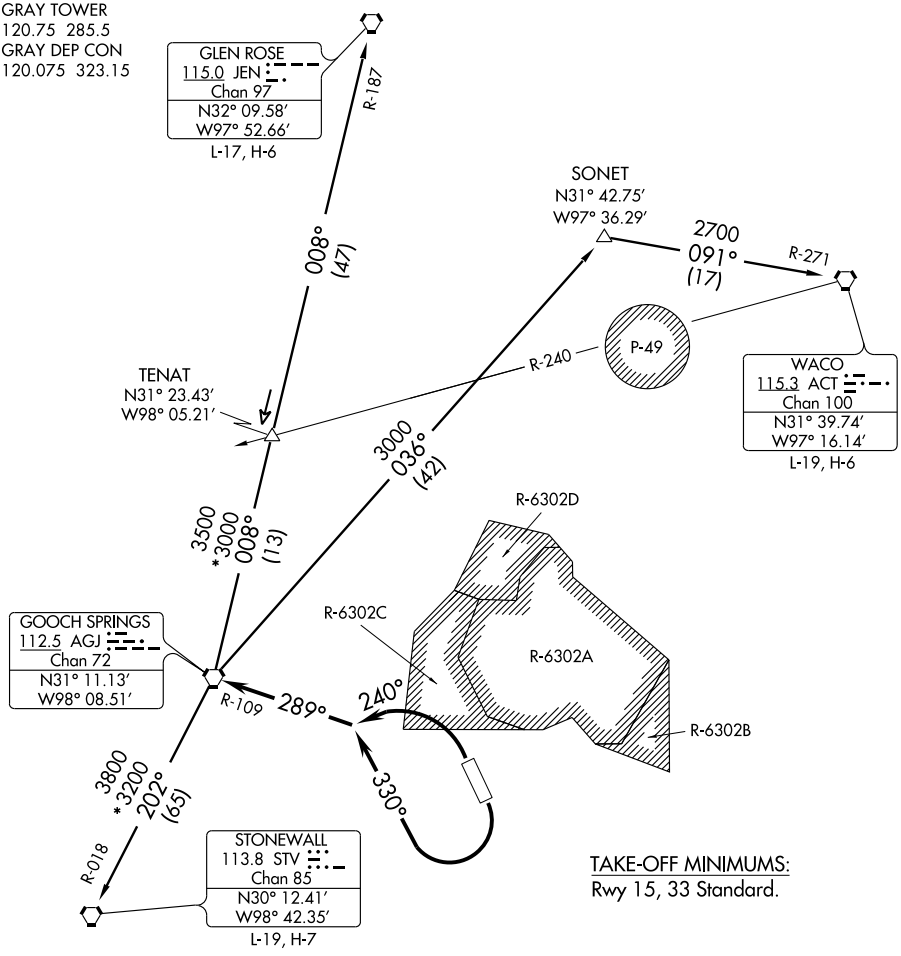
CATEGORY	A	B	C	D	
CATEGORY	A	B	C	D	E
S-ILS 33	1195-½ 200 (200-½)				
S-LOC 33	1360-½ 365 (400-½)			1360-¾ 365 (400-¾)	
CIRCLING	1540-1 525 (600-1)		1560-1½ 545 (600-1½)	1580-2 565 (600-2)	1740-2½ 725 (800-2½)

SC-3, 08 APR 2010 to 06 MAY 2010

LAMPS FOUR DEPARTURE

ATIS 124.9
CLNC DEL
121.8 251.1
GND CON
126.2 279.5
GRAY TOWER
120.75 285.5
GRAY DEP CON
120.075 323.15

NOTE: RADAR Required.
NOTE: MRA at TENAT Int 4000 for Non-DME aircraft.



TAKE-OFF MINIMUMS:
Rwy 15, 33 Standard.

TAKE-OFF OBSTACLES:
Rwy 33, Pole 974′ from DER, 746′ left of centerline, 35′ AGL/1050′ MSL.
Pole 1121′ from DER, 746′ left of centerline, 33′ AGL/1048′ MSL.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

LAMPS FOUR DEPARTURE

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 15: Climbing right turn heading 330° (to assigned altitude), to intercept and proceed via AGJ R-109. Thence . . . .
TAKE-OFF RWY 33: Climbing left turn heading 240° (to assigned altitude), to intercept and proceed via AGJ R-109. Thence . . . .

. . . . via (transition) or (assigned route).

GLEN ROSE TRANSITION (LAMPS4.JEN): (For aircraft inbound to Dallas/Fort Worth terminal area airports.) From over AGJ VORTAC via AGJ R-008 and JEN R-187 to JEN VORTAC.
STONEWALL TRANSITION (LAMPS4.STV): From over AGJ VORTAC via AGJ R-202 and STV R-018 to STV VORTAC.
WACO TRANSITION (LAMPS4.ACT): (For aircraft inbound to terminal area airports.) From over AGJ VORTAC via AGJ R-036 to SONET INT, then via ACT R-271 to ACT VORTAC.

SC-3, 08 APR 2010 to 06 MAY 2010

VOR/DME GRK	APP CRS	Rwy Idg	10000
111.8	150°	TDZE	1015
Chan 55		Apt Elev	1015

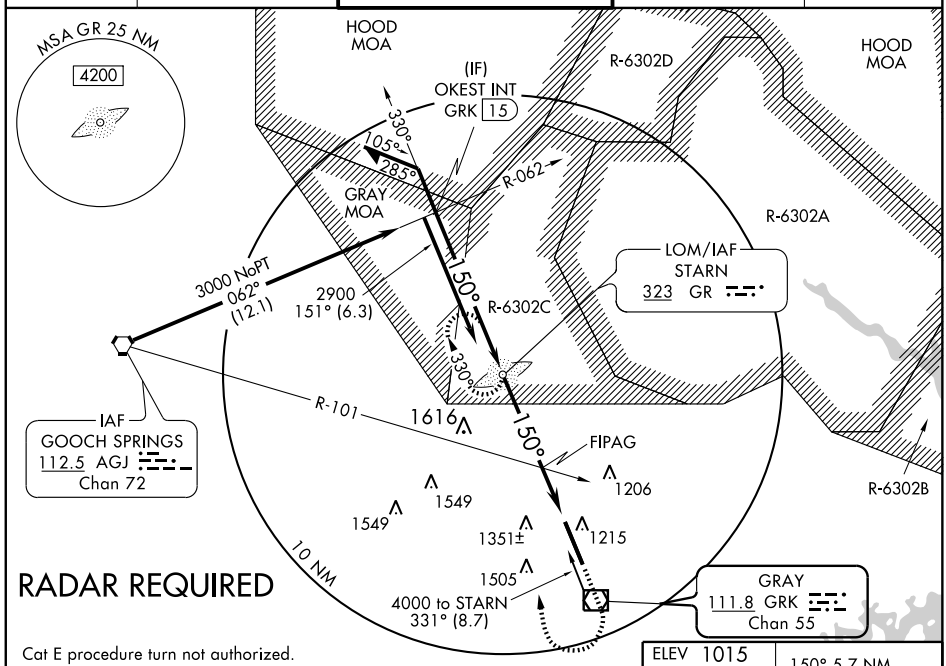
NDB RWY 15

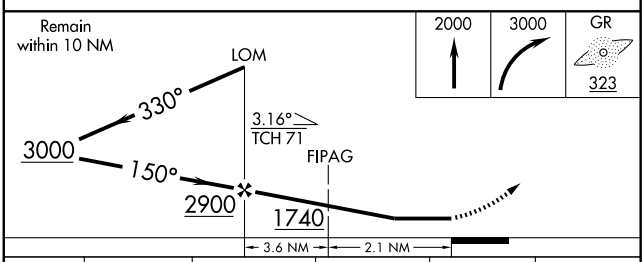
FORT HOOD/KILLEEN/ ROBERT GRAY AAF (GRK)

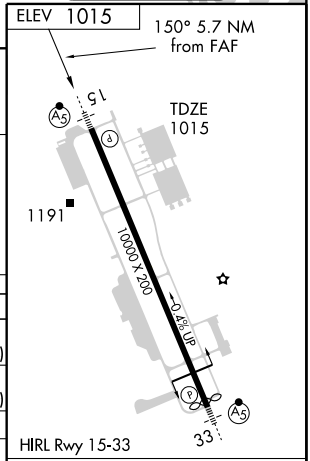
T A ASR/PAR — Inoperative table does not apply to S-15 Cat A, B and FIPAG fix minimums S-15 Cat A, B. Circling NA W of Rwy 15-33. For inoperative MALSR, increase all S-15 Cat D and E visibilities ¼ mile.

MALSR (A5) — MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct STARN LOM and hold.

ATIS	GRAY APP CON	GRAY TOWER	GND CON	CLNC DEL
124.9	120.075 323.15	120.75 285.5	126.2 279.5	121.8 251.1







CATEGORY	A	B	C	D	E
S-15	1740/40	725 (800-¾)	1740-1½ 725 (800-1½)	1740-2 725 (800-2)	1740-2¼ 725 (800-2¼)
CIRCLING	1740-1	725 (800-1)	1740-2 725 (800-2)	1740-2¼ 725 (800-2¼)	1740-2½ 725 (800-2½)
FIPAG FIX MINIMUMS					
S-15	1660/40	645 (700-¾)	1660/60 645 (700-1¼)	1660-1¾ 645 (700-1¾)	1660-2 645 (700-2)
CIRCLING	1660-1	645 (700-1)	1660-1¾ 645 (700-1¾)	1660-2 645 (700-2)	1740-2½ 725 (800-2½)

FAF to MAP 5.7 NM

Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54

SC-3, 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	10000
CH 78099	150°	TDZE	1015
W15A		Apt Elev	1015

RNAV (GPS) RWY 15

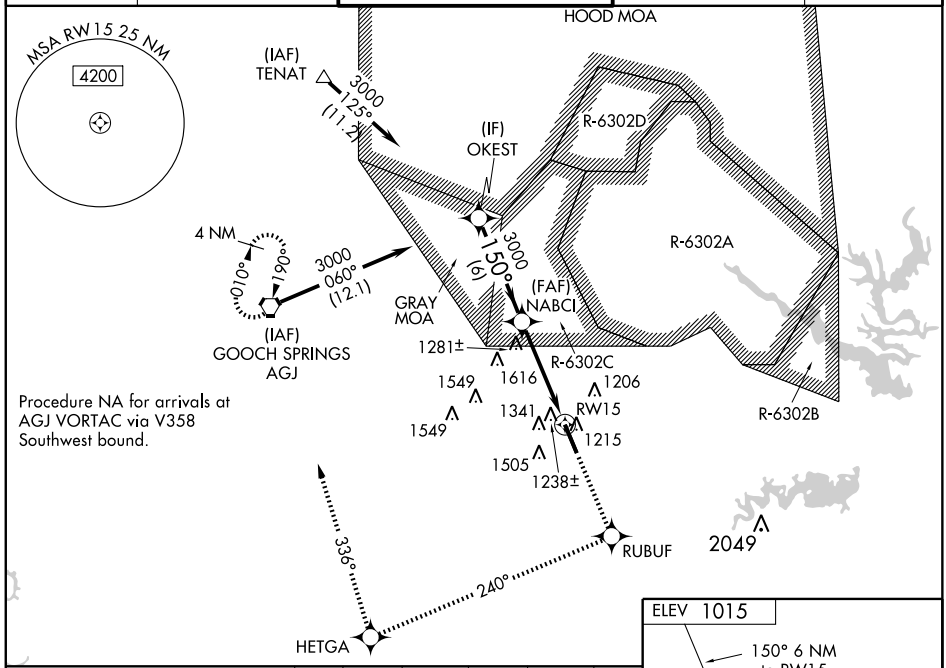
FORT HOOD/KILLEEN/ ROBERT GRAY AAF (GRK)

T A PAR/ASR — Circling NA W of Rwy 15-33. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 47°C (116°F). Inoperative table does not apply to LPV all Cats, and LNAV Cats A/B. DME/DME RNP-0.3 NA. For inoperative MALSR, increase LNAV/VNAV Cat E visibility ½ mile and LNAV Cat E visibility ½ mile.

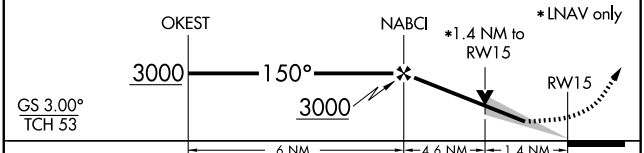
MALSR

MISSED APPROACH: Climb to 3000 direct RUBUF and right turn via track 240° to HETGA and right turn via track 336° to AGJ VORTAC and hold.

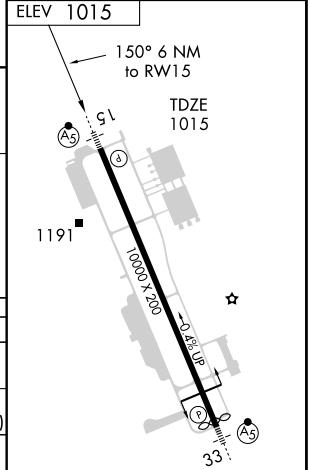
ATIS	GRAY APP CON	GRAY TOWER	GND CON	CLNC DEL
124.9	120.075 323.15	120.75 285.5	126.2 279.5	121.8 251.1



Procedure Turn NA	VGSI and RNAV glide-path not coincident.	3000	RUBUF	trk 240°	HETGA	trk 336°	AGJ



CATEGORY	A	B	C	D	E
LPV DA	1271/24 256 (300-½)				
LNAV/VNAV DA	1547/60 532 (600-1¼)				1547-1½ 532 (600-1½)
LNAV MDA	1540/24 525 (600-½)		1540/50 525 (600-1)	1540/60 525 (600-1¼)	
CIRCLING	1540-1 525 (600-1)		1560-1½ 545 (600-1½)	1580-2 565 (600-2)	1740-2½ 725 (800-2½)



HIRL Rwy 15-33

SC-3, 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	9806
CH 82399	330°	TDZE	995
W33A		Apt Elev	1015

RNAV (GPS) RWY 33

FORT HOOD/KILLEEN/ ROBERT GRAY AAF (GRK)

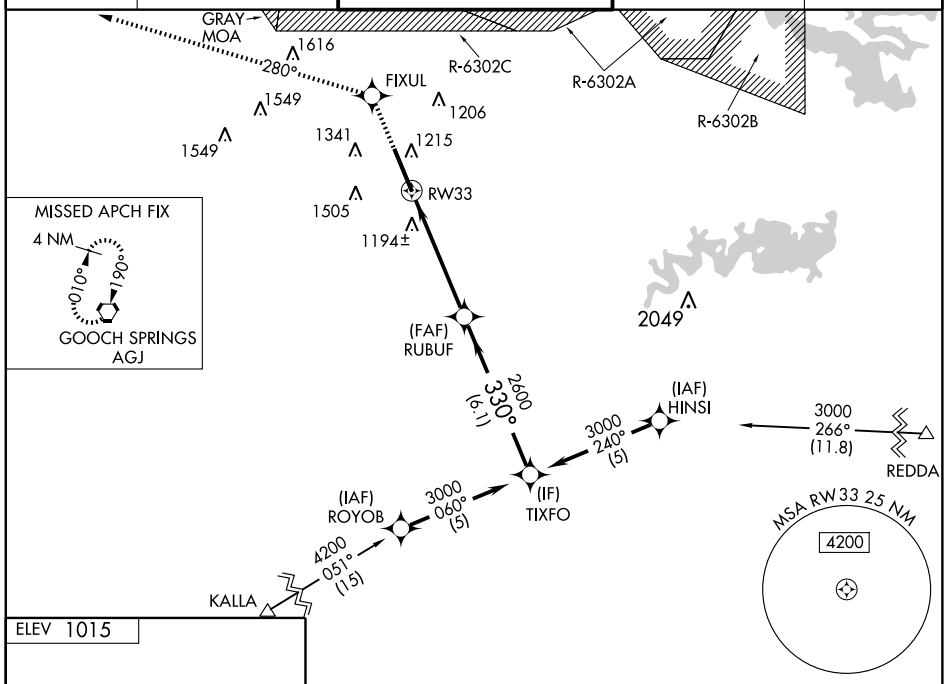
T A ASR/PAR

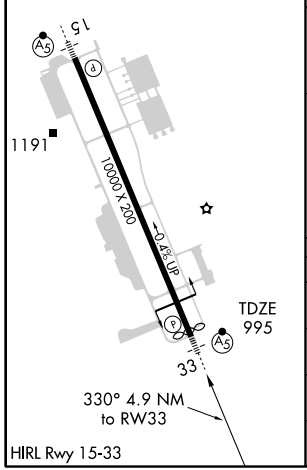
Circling NA W of Rwy 15-33. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. For inoperative MALSR, increase LPV Cat E visibility to ¼ mile and LNAV/VNAV and LNAV Cat E visibility ½ mile.

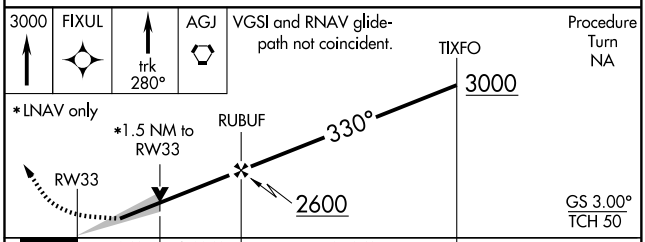
MALSR

MISSED APPROACH: Climb to 3000 direct FIXUL and via track 280° to AGJ VORTAC and hold.

ATIS	GRAY APP CON	GRAY TOWER	GND CON	CLNC DEL
124.9	120.075 323.15	120.75 285.5	126.2 279.5	121.8 251.1







CATEGORY	A	B	C	D	E
LPV DA	1195-½ 200 (200-½)				
LNAV/ VNAV DA	1552-1½ 557 (600-1½)				
LNAV MDA	1460-½ 465 (500-½)		1460-¾ 465 (500-¾)	1460-1 465 (500-1)	1460-1¼ 465 (500-1¼)
CIRCLING	1540-1 525 (600-1)		1560-1½ 545 (600-1½)	1580-2 565 (600-2)	1740-2½ 725 (800-2½)

SC-3, 08 APR 2010 to 06 MAY 2010

VOR/DME GRK	APP CRS	Rwy Idg	N/A
111.8	333°	TDZE	N/A
Chan 55		Apt Elev	1015

VOR-A

FORT HOOD/KILLEEN/ ROBERT GRAY AAF (GRK)

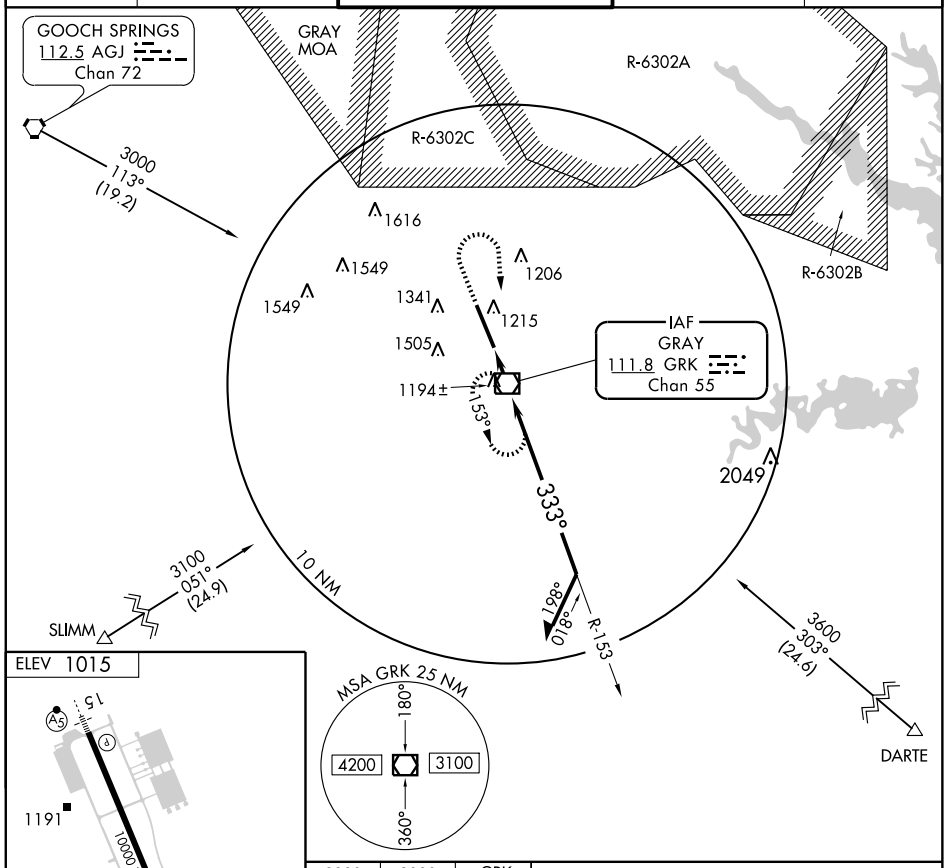
NA
ASR/PAR

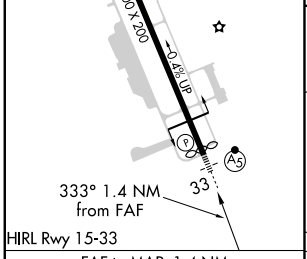
Circling NA W of Rwy 15-33.

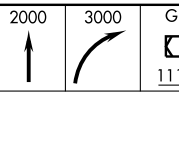
MALSR

MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct GRK VOR/DME and hold.

ATIS	GRAY APP CON	GRAY TOWER	GND CON	CLNC DEL
124.9	120.075 323.15	120.75 285.5	126.2 279.5	121.8 251.1







FAF to MAP 1.4 NM					
Knots	60	90	120	150	180
Min:Sec	1:24	0:56	0:42	0:34	0:28

CATEGORY	A	B	C	D
CIRCLING	1540-1	525 (600-1)	1560-1½ 545 (600-1½)	1580-2 565 (600-2)

SC-3, 08 APR 2010 to 06 MAY 2010

VOR/DME GRK	APP CRS	Rwy Idg	10000
111.8	152°	TDZE	1015
Chan 55		Apt Elev	1015

VOR/DME RWY 15

FORT HOOD/KILLEEN/ ROBERT GRAY AAF (GRK)

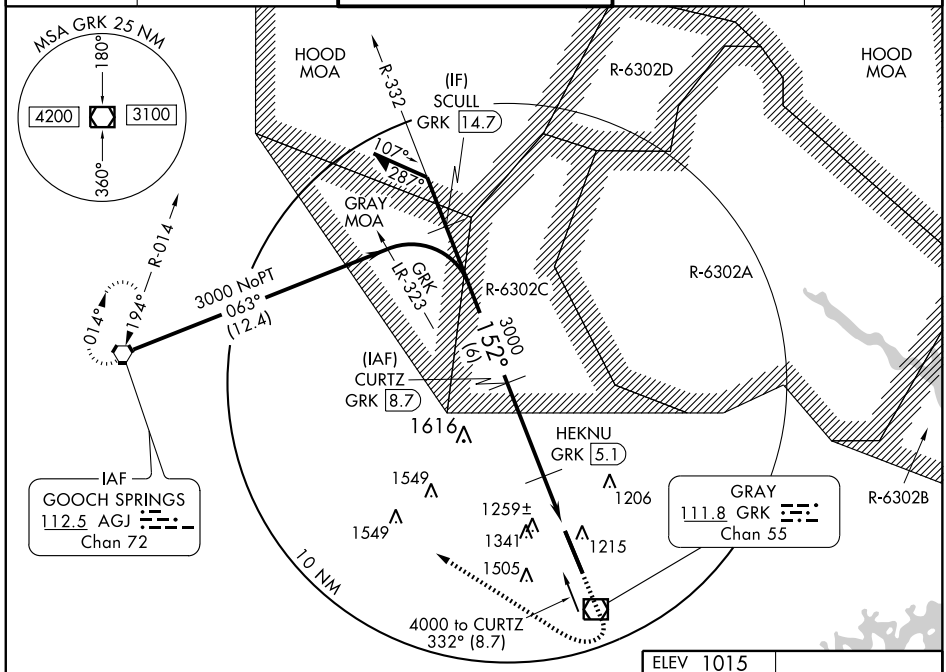
T A NA ASR/PAR

Circling NA W of Rwy 15-33. For inoperative MALSR, increase S-15 Cat E visibility ½ mile.

MALSR

MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct AGJ VORTAC and hold.

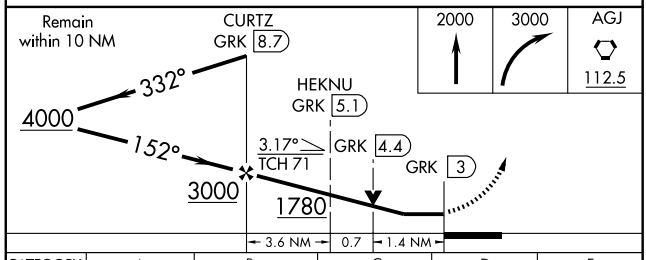
ATIS	GRAY APP CON	GRAY TOWER	GND CON	CLNC DEL
124.9	120.075 323.15	120.75 285.5	126.2 279.5	121.8 251.1

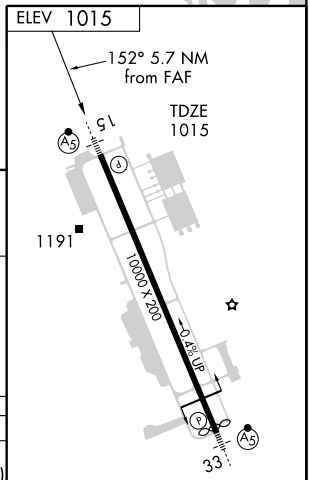


1616±

RADAR REQUIRED

Cat E procedure turn not authorized.





CATEGORY	A	B	C	D	E
S-15	1520/24	505 (600-½)	1520/50	505 (600-1)	1520/60 505 (600-1¼)
CIRCLING	1540-1	525 (600-1)	1560-1½ 545 (600-1½)	1580-2 565 (600-2)	1740-2½ 725 (800-2½)

HIRL Rwy 15-33

SC-3, 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS		
CH **78014**	**117°**	Rwy Idg	**7508**
W12A		TDZE	**3002**
		Apt Elev	**3011**

RNAV (GPS) RWY 12

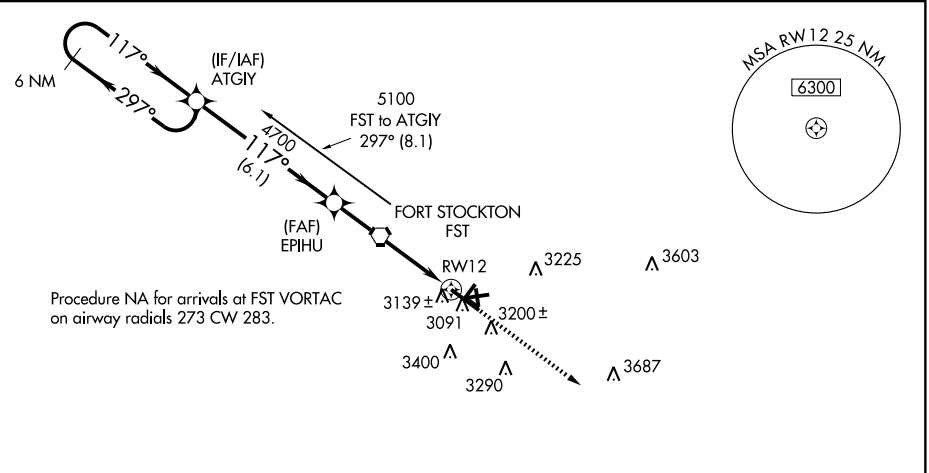
FORT STOCKTON-PECOS COUNTY (FST)

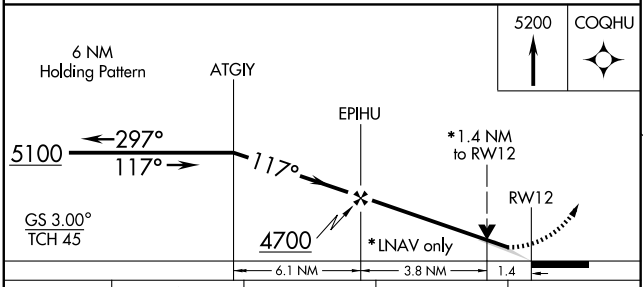
T For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C (-5°F) or above 43°C (109°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Pecos altimeter setting and increase all DA 152 feet and all MDA 160 feet, increase LPV visibility ½ mile all Cats, LNAV/VNAV visibility ½ mile all Cats, LNAV Cat C/D visibility ½ mile, Circling Cat C visibility ¾ mile, Cat D visibility ½ mile. Baro-VNAV and VDP NA when using Pecos altimeter setting. Circling to Rwy 11-29, 7-25, 16-34 NA. Circling to Rwy 30 NA at night.

A

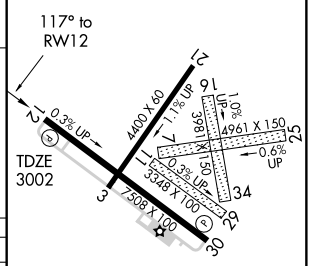
MISSED APPROACH: Climb to 5200 direct COQHU and hold.

ASOS	ALBUQUERQUE CENTER	UNICOM
118.525	**135.875 292.15**	**122.8** (CTAF) L





CATEGORY	A	B	C	D
LPV DA	3252-1 250 (300-1)			
LNAV/VNAV DA	3409-1½ 407 (400-1½)			
LNAV MDA	3480-1 478 (500-1)		3480-1¼ 478 (500-1¼)	3480-1½ 478 (500-1½)
CIRCLING	3540-1 529 (600-1)		3600-1½ 589 (600-1½)	3760-2½ 749 (800-2½)



MIRL Rwys 3-21 and 12-30 L

APP CRS	Rwy Idg	7508
298°	TDZE	3011
	Apt Elev	3011

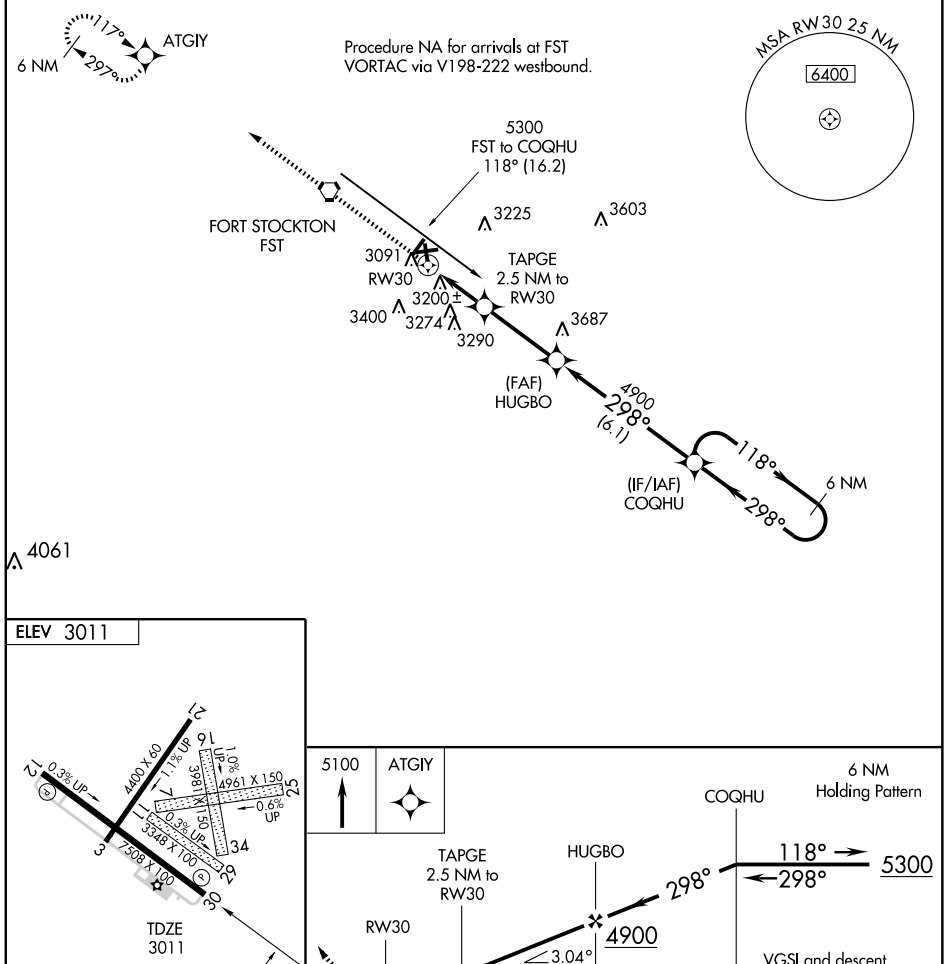
RNAV (GPS) RWY 30

FORT STOCKTON-PECOS COUNTY (FST)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Pecos altimeter setting and increase all MDA 160 feet, increase LNAV Cat C/D visibility ½ mile, Circling Cat C visibility ¾ mile, Cat D visibility ½ mile. Circling to Rwy 11-29, 7-25, 16-34 NA. Procedure NA at night.

MISSED APPROACH: Climb to 5100 direct ATGIY and hold.

ASOS	ALBUQUERQUE CENTER	UNICOM
118.525	135.875 292.15	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	3500-1	489 (500-1)	3500-1¼ 489 (500-1¼)	3500-1½ 489 (500-1½)
CIRCLING	3540-1	529 (600-1)	3600-1½ 589 (600-1½)	3760-2½ 749 (800-2½)

MIRL Rwys 3-21 and 12-30 L

SC-3, 08 APR 2010 to 06 MAY 2010

VORTAC FST	APP CRS	Rwy Idg	7508
116.9	296°	TDZE	3011
Chan 116		Apt Elev	3011

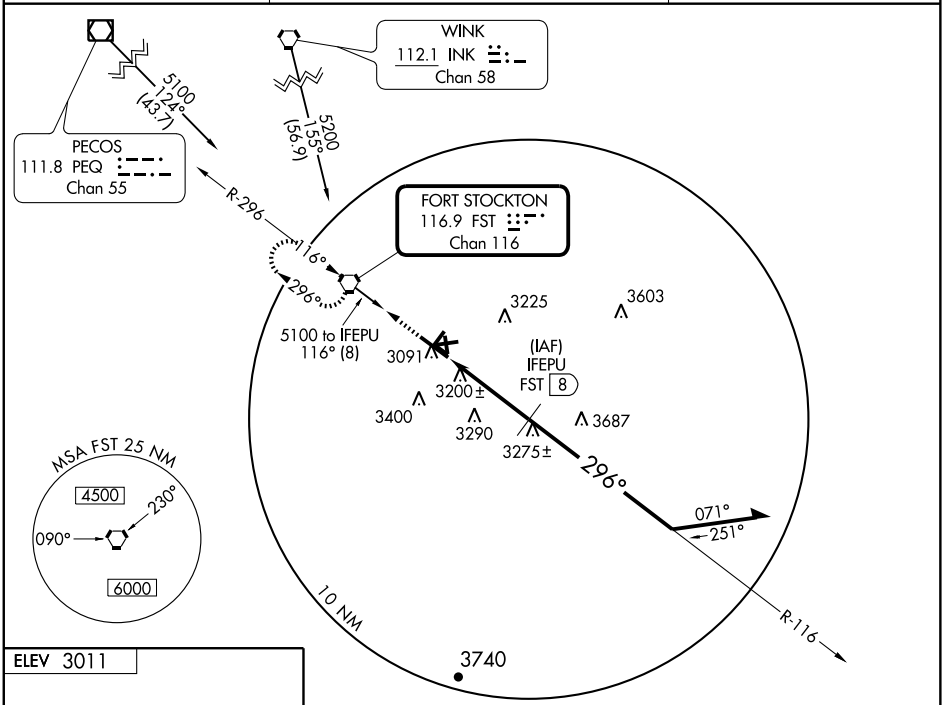
VOR/DME RWY 30

FORT STOCKTON-PECOS COUNTY (FST)

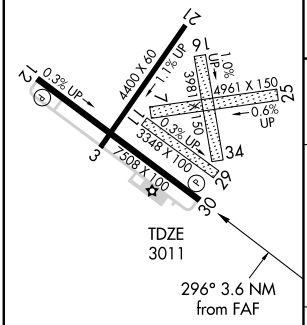
V
NA

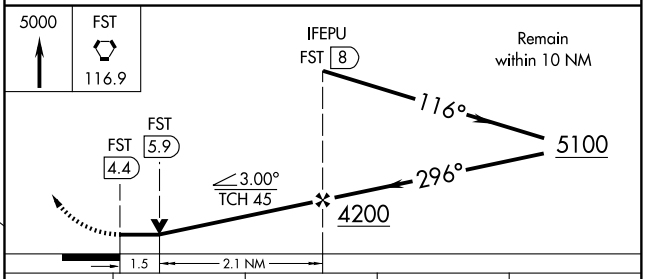
MISSED APPROACH: Climb to 5000 direct FST VORTAC and hold.

ASOS	ALBUQUERQUE CENTER	UNICOM
118.525	135.875 292.15	122.8 (CTAF) L



ELEV 3011





CATEGORY	A	B	C	D
S-30	3540-1	529 (600-1)	3540-1½ 529 (600-1½)	3540-1¾ 529 (600-1¾)
CIRCLING	3540-1	529 (600-1)	3540-1½ 529 (600-1½)	3760-2½ 749 (800-2½)

MIRL Rwys 3-21 and 12-30 L

SC-3. 08 APR 2010 to 06 MAY 2010

VORTAC FST	APP CRS	Rwy Idg	7508
116.9	116°	TDZE	3002
Chan 116		Apt Elev	3011

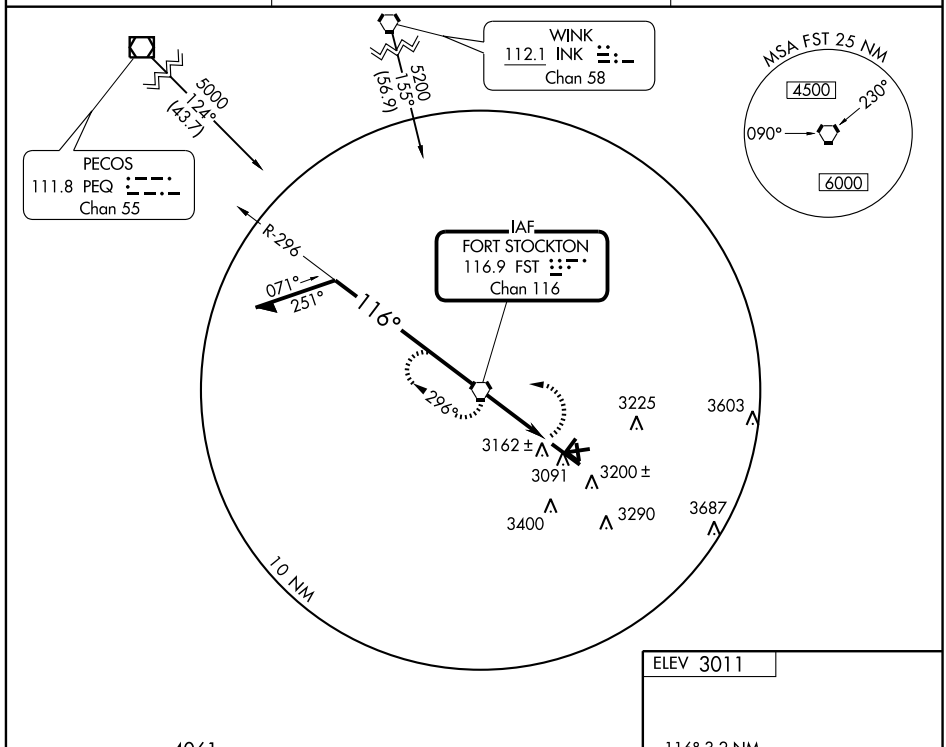
VOR RWY 12

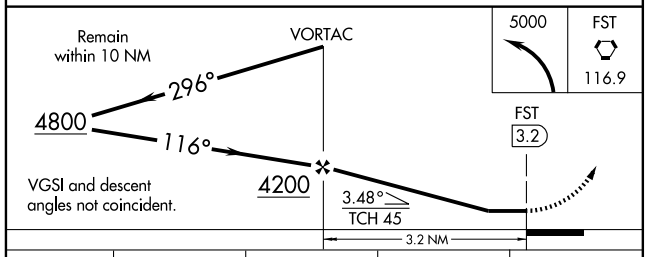
FORT STOCKTON-PECOS COUNTY (FST)

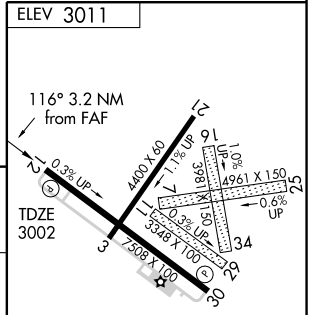
NA

MISSED APPROACH: Climbing left turn to 5000 direct FST VORTAC and hold.

ASOS	ALBUQUERQUE CENTER	UNICOM
118.525	135.875 292.15	122.8 (CTAF) L







MIRL Rwys 3-21 and 12-30 L

CATEGORY	A	B	C	D
S-12	3500-1	498 (500-1)	3500-1¼ 498 (500-1¼)	3500-1½ 498 (500-1½)
CIRCLING	3540-1	529 (600-1)	3540-1½ 529 (600-1½)	3760-2½ 749 (800-2½)

FAF to MAP 3.2 NM

Knots	60	90	120	150	180
Min:Sec	3:12	2:08	1:36	1:17	1:04

SC-3. 08 APR 2010 to 06 MAY 2010

RNAV (GPS) RWY 17

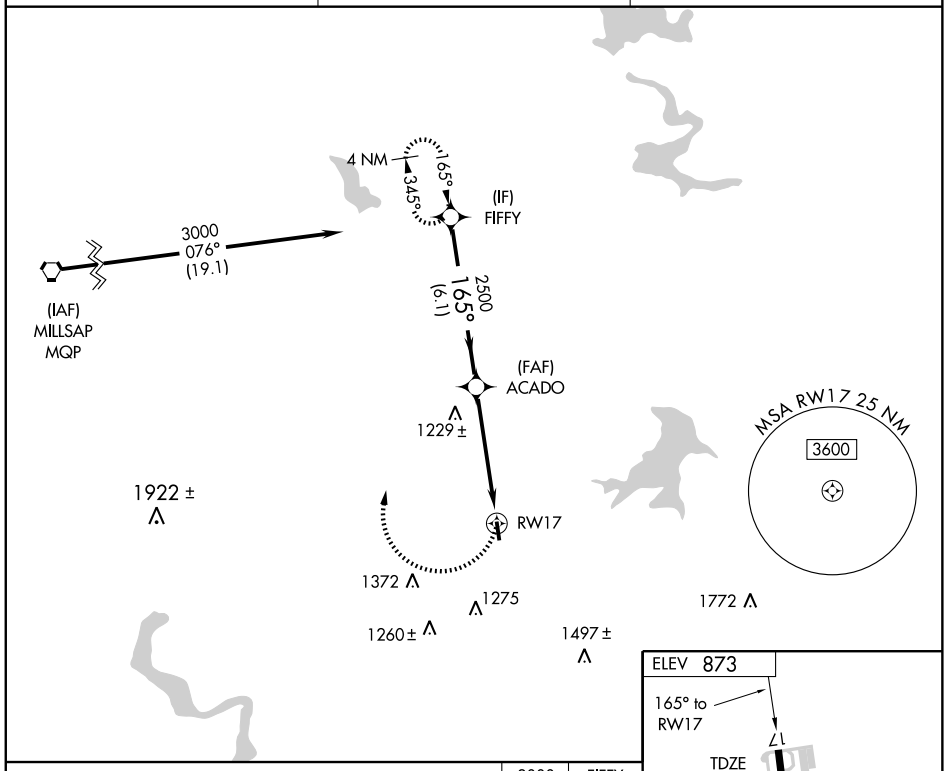
FORT WORTH/BOURLAND FIELD (5ØF)

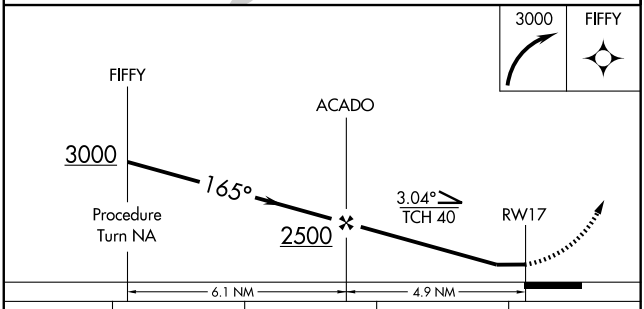
APP CRS	Rwy Idg	TDZE	Apt Elev
165°	3700	873	873

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Cleburne altimeter setting, when not received, use Fort Worth Meacham Intl altimeter setting and increase all MDA 40 feet, increase LNAV and circling Cat C visibility ¼ mile.

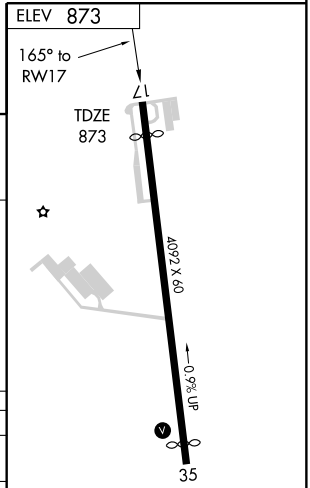
MISSED APPROACH: Climbing right turn to 3000 direct FIFFY and hold.

CLEBURNE AWOS-3	REGIONAL APP CON	UNICOM
119.525	135.975 379.9	123.0 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1520-1	647 (700-1)	1520-1¾ 647 (700-1¾)	NA
CIRCLING	1580-1	707 (800-1)	1600-2 727 (800-2)	NA



SC-2, 08 APR 2010 to 06 MAY 2010

RNAV (GPS) RWY 35

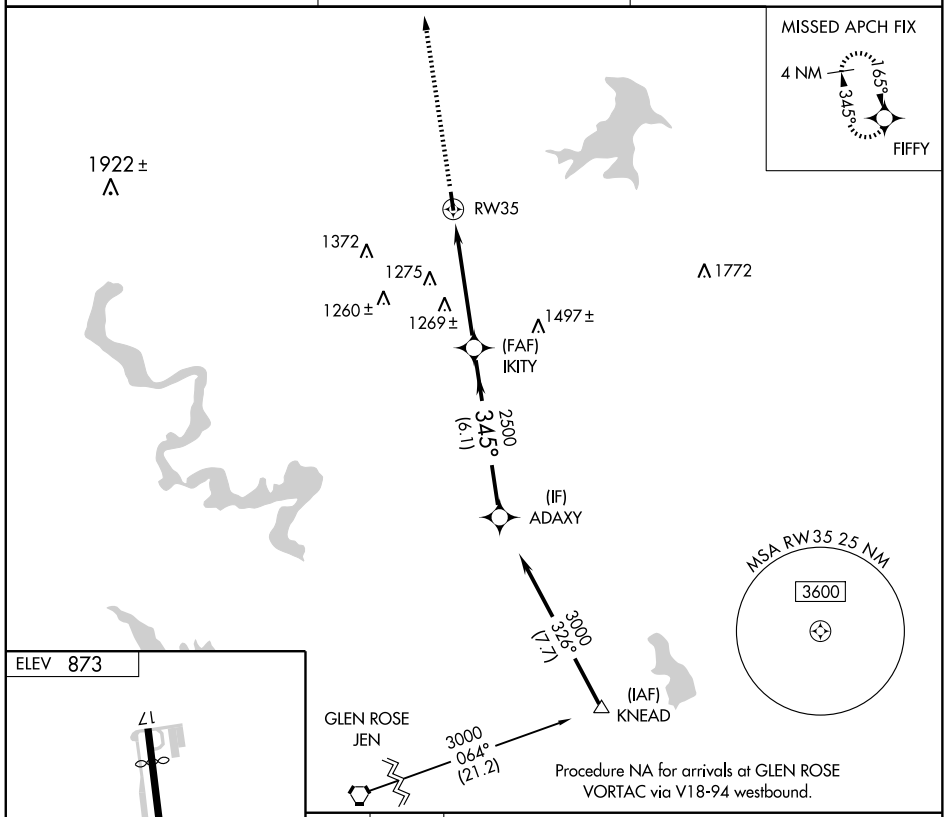
FORT WORTH/BOURLAND FIELD (5ØF)

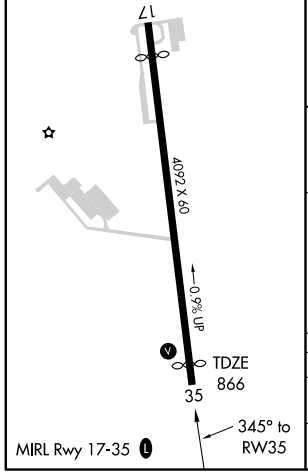
APP CRS	Rwy Idg	3832
345°	TDZE	866
	Apt Elev	873

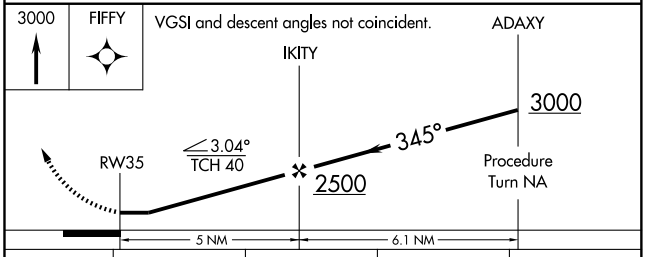
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Cleburne altimeter setting, when not received use Fort Worth Meacham Intl altimeter setting and increase all MDA 40 feet and increase circling Cat B and C visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct FIFFY and hold.

CLEBURNE AWOS-3	REGIONAL APP CON	UNICOM
119.525	135.975 379.9	123.0 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1560-1	694 (700-1)	1560-2 694 (700-2)	NA
CIRCLING	1580-1	707 (800-1)	1600-2 727 (800-2)	NA

SC-2, 08 APR 2010 to 06 MAY 2010

VORTAC JEN 115.0 Chan 97	APP CRS 024°	Rwy Idg N/A TDZE N/A Apt Elev 873

VOR/DME-A

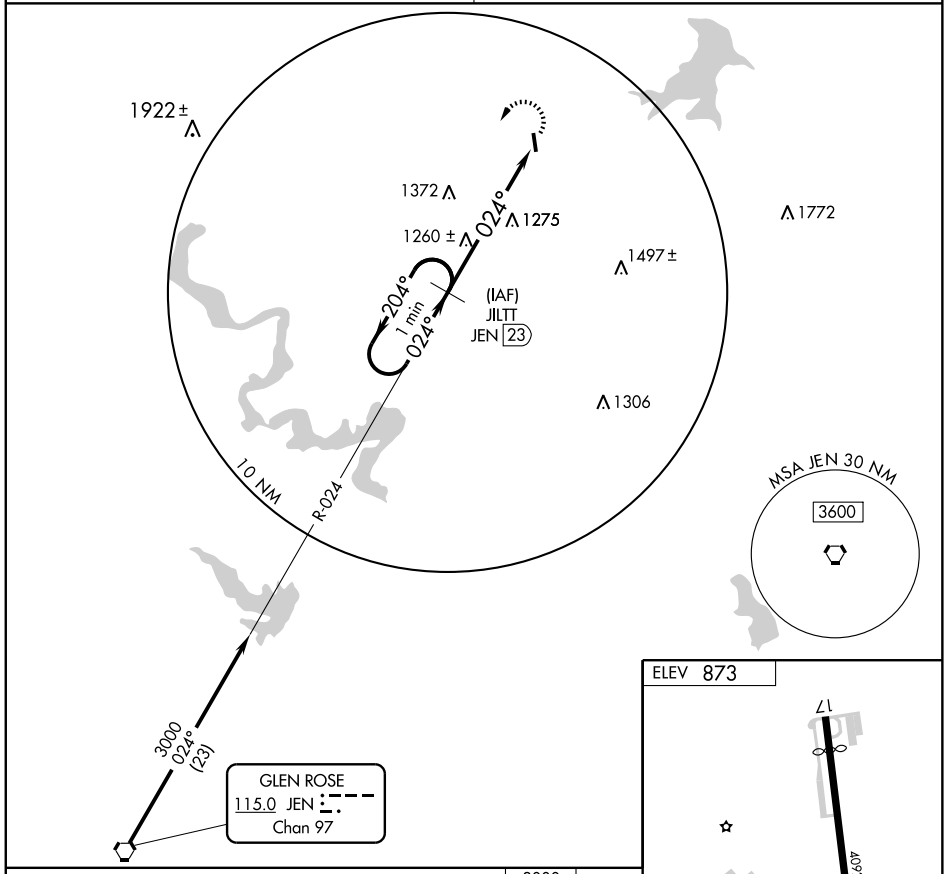
FORT WORTH/BOURLAND FIELD (50F)

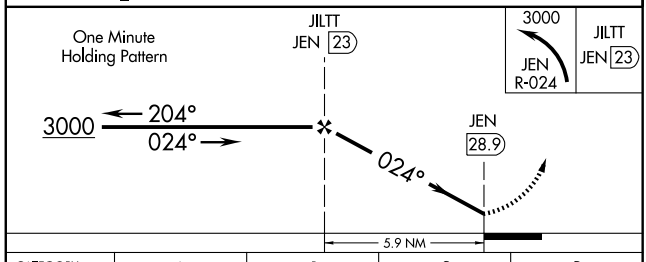
NA

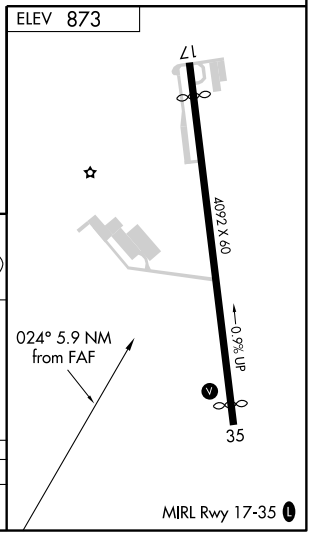
Use Fort Worth Meacham altimeter setting.

MISSED APPROACH: Climbing left turn to 3000 via JEN R-024 to JILTT 23 DME and hold.

REGIONAL APP CON	UNICOM
135.975 379.9	123.0 (CTAF) L







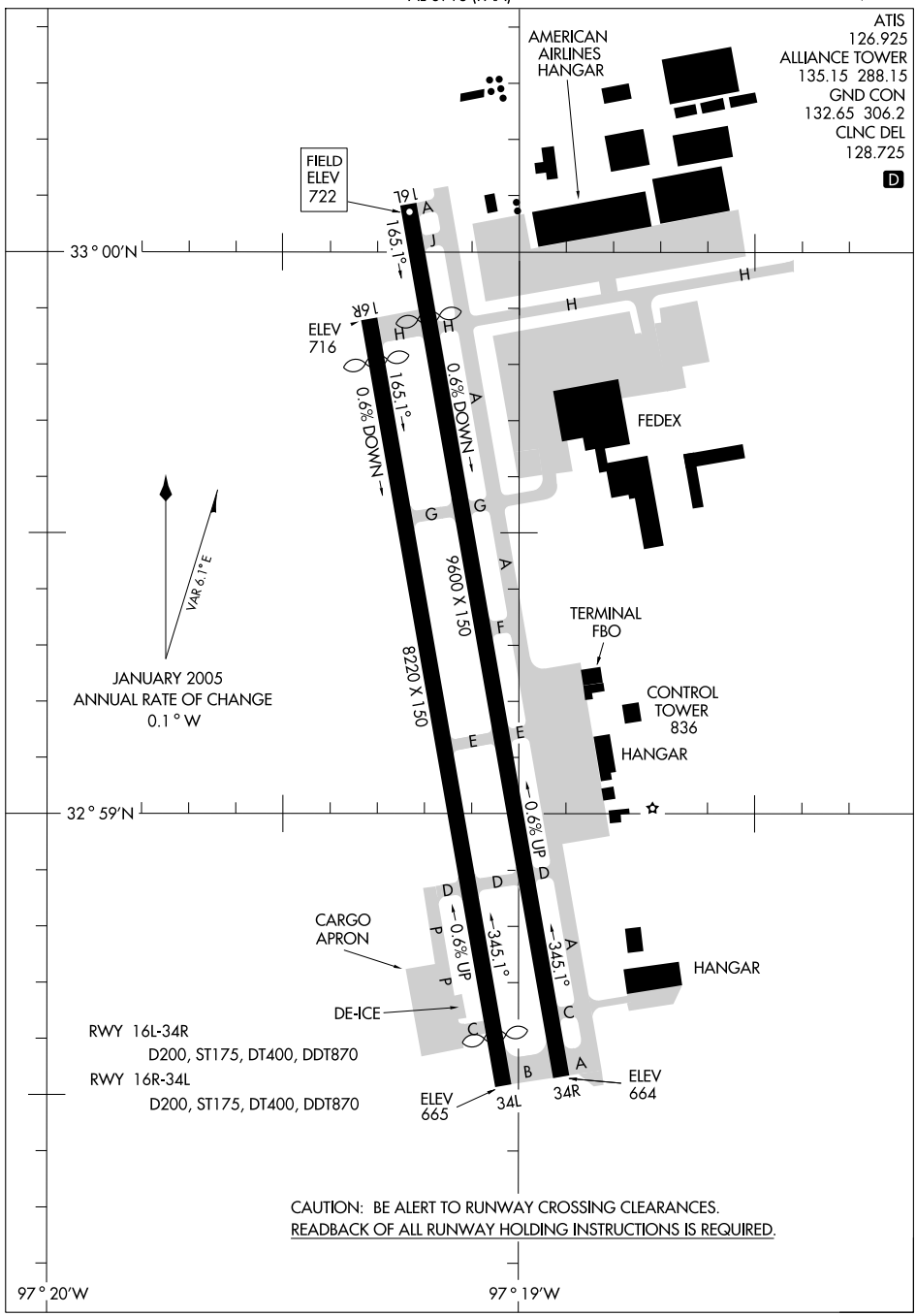
CATEGORY	A	B	C	D
CIRCLING	1740-1 870 (900-1)	1740-1¼ 870 (900-1¼)	1740-2½ 870 (900-2½)	NA

SC-2, 08 APR 2010 to 06 MAY 2010

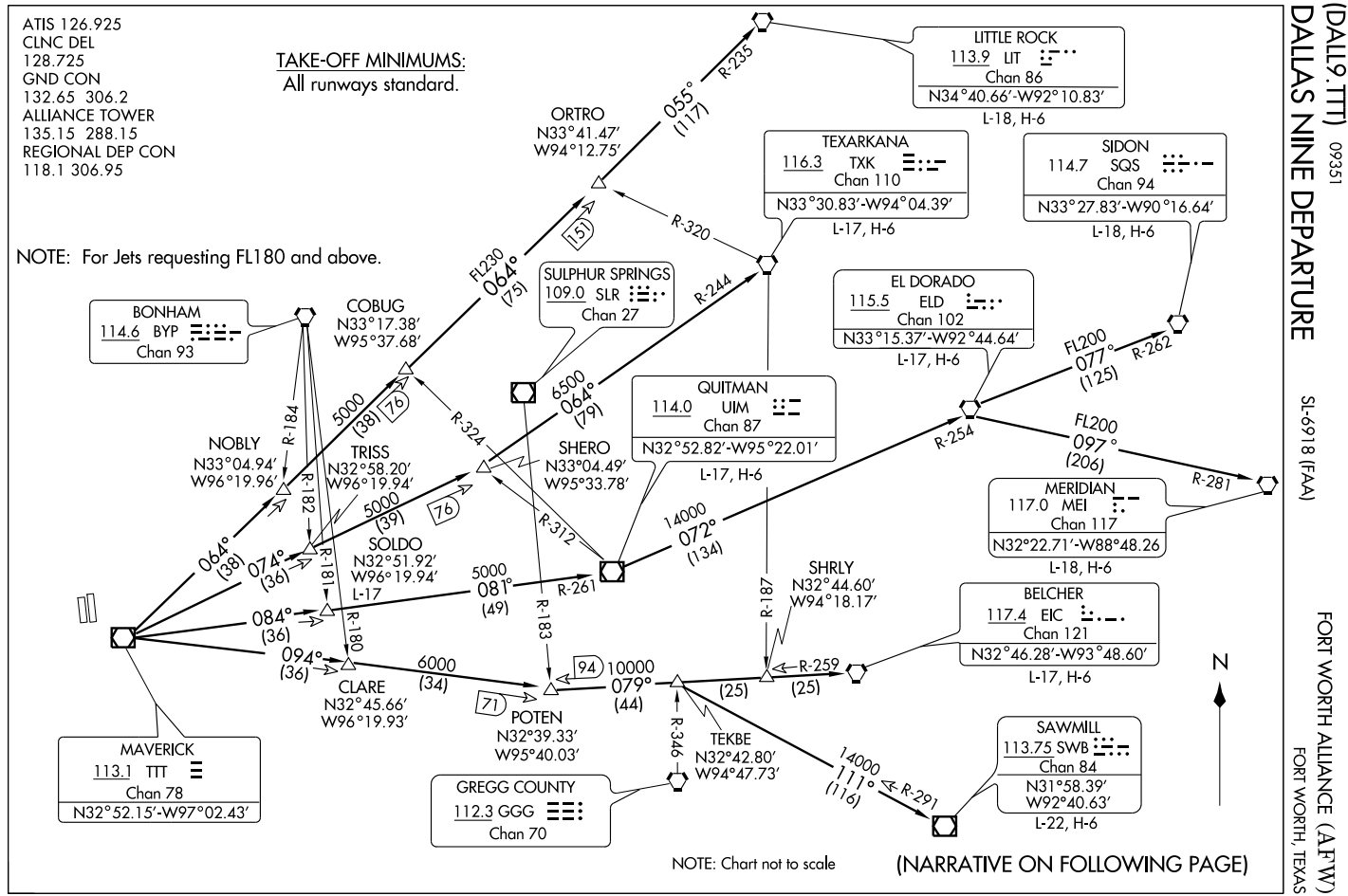
AIRPORT DIAGRAM

AL-6918 (FAA)

FORT WORTH ALLIANCE (AFW)
FORT WORTH, TEXAS



SC-2, 08 APR 2010 to 06 MAY 2010



(DAL9.TTT) 09351

DALLAS NINE DEPARTURE

SL-6918 (FAA)

FORT WORTH ALLIANCE (AFW)

FORT WORTH, TEXAS

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading and altitude to appropriate route.

JETS

Jets requesting 17,000 and below expect GARLAND Departure.

BELCHER TRANSITION (DALL9.EIC): (For aircraft inbound to the JAN, MLU and SHV terminal areas only.) From over TTT VOR/DME via TTT R-094 to POTEN INT, then via EIC R-259 to EIC VORTAC.

EL DORADO TRANSITION (DALL9.ELD): (For aircraft inbound to the Memphis Terminal area. Aircraft should file and/or expect appropriate STAR.) From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC.

LITTLE ROCK TRANSITION (DALL9.LIT): From over TTT VOR/DME via TTT R-064 to ORTRO INT, then via LIT R-235 to LIT VORTAC.

MERIDIAN TRANSITION (DALL9.MEI): (For aircraft inbound to the Atlanta Terminal area.) From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC, then via ELD R-097 and MEI R-281 to MEI VORTAC.

QUITMAN TRANSITION (DALL9.UIM): (For aircraft inbound to Shreveport Terminal area.) From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME.

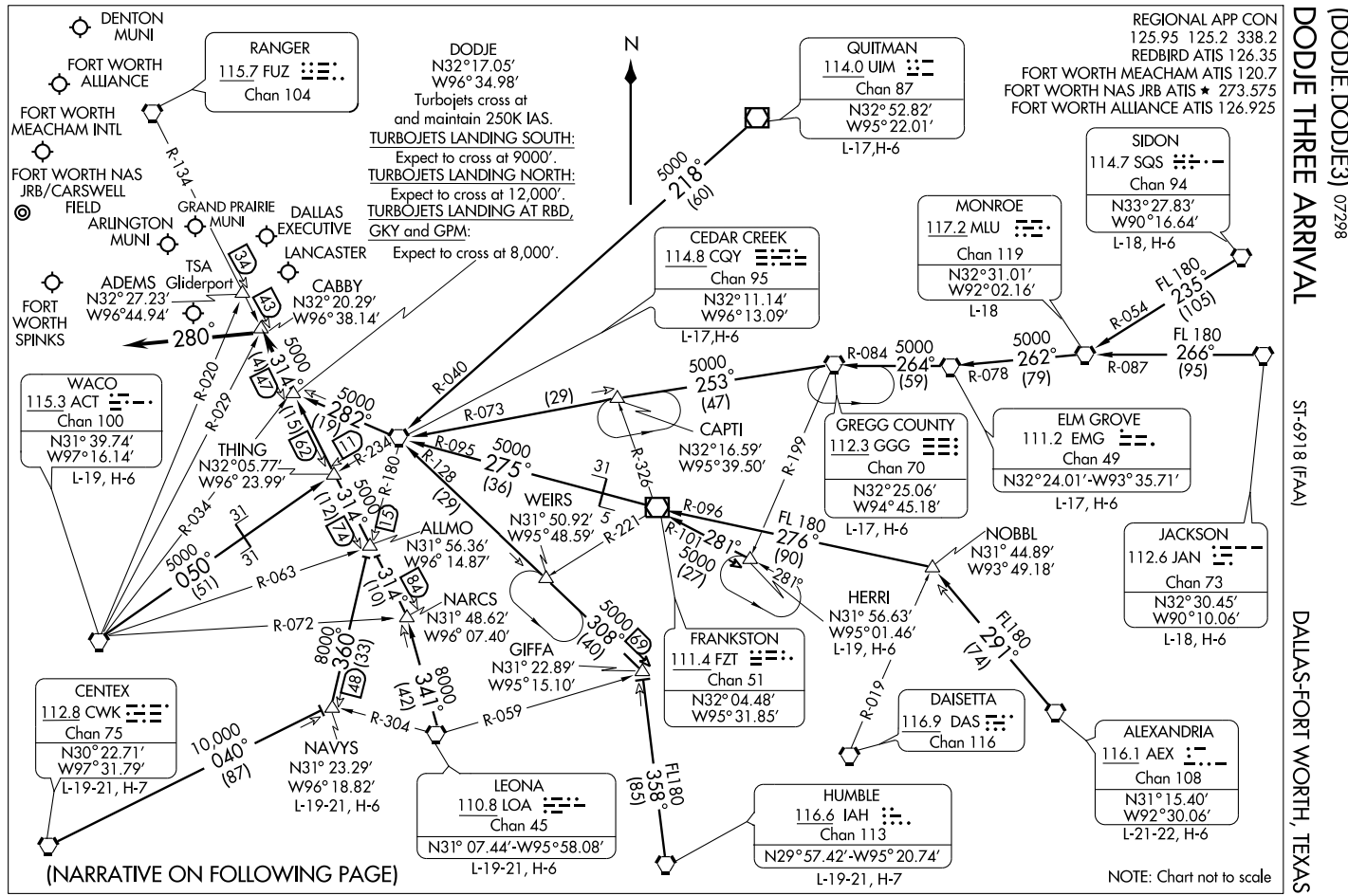
SAWMILL TRANSITION (DALL9.SWB): From over TTT VOR/DME via TTT R-094 to POTEN INT, then via EIC R-259 to TEKBE INT, then via SWB R-291 to SWB VOR/DME.

SIDON TRANSITION (DALL9.SQS): From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC, then via ELD R-077 and SQS R-262 to SQS VORTAC.

SOLDO TRANSITION (DALL9.SOLDO): From over TTT VOR/DME via TTT R-084 to SOLDO INT.

TEXARKANA TRANSITION (DALL9.TXK): From over TTT VOR/DME via TTT R-074 to SHERO INT, then via TXK R-244 to TXK VORTAC.

SC-2, 08 APR 2010 to 06 MAY 2010


DODGE THREE ARRIVAL
(DODJE.DODJE3) 07298
ST-6918 (FAA)
DALLAS-FORT WORTH, TEXAS
REGIONAL APP CON
125.95 125.2 338.2
REDBIRD ATIS 126.35
FORT WORTH MEACHAM ATIS 120.7
FORT WORTH NAS JRB ATIS ★ 273.575
FORT WORTH ALLIANCE ATIS 126.925
DENTON MUNI
FORT WORTH ALLIANCE
FORT WORTH MEACHAM INTL
FORT WORTH NAS JRB/CARSWELL FIELD
ARLINGTON MUNI
GRAND PRAIRIE MUNI
DALLAS EXECUTIVE
LANCASTER
TSA
ADEMS Gliderport
N32°27.23′
W96°44.94′
CABBY
N32°20.29′
W96°38.14′
FORT WORTH SPINKS
RANGER
115.7 FUZ
Chan 104
R-134
DODJE
N32°17.05′
W96°34.98′
Turbojets cross at and maintain 250K IAS.
TURBOJETS LANDING SOUTH:
Expect to cross at 9000′.
TURBOJETS LANDING NORTH:
Expect to cross at 12,000′.
TURBOJETS LANDING AT RBD, GKY and GPM:
Expect to cross at 8,000′.
N
QUITMAN
114.0 UIM
Chan 87
N32°52.82′
W95°22.01′
L-17,H-6
5000
218°
(60)
CEDAR CREEK
114.8 CQY
Chan 95
N32°11.14′
W96°13.09′
L-17,H-6
MONROE
117.2 MLU
Chan 119
N32°31.01′
W92°02.16′
L-18
SIDON
114.7 SQS
Chan 94
N33°27.83′
W90°16.64′
L-18, H-6
FL 180
235°
(105)
R-054
R-087
5000
262°
(79)
R-078
R-084
5000
264°
(59)
FL 180
266°
(95)
WACO
115.3 ACT
Chan 100
N31° 39.74′
W97°16.14′
L-19, H-6
THING
N32°05.77′
W96° 23.99′
CAPTI
N32°16.59′
W95°39.50′
GREGG COUNTY
112.3 GGG
Chan 70
N32°25.06′
W94°45.18′
L-17, H-6
ELM GROVE
111.2 EMG
Chan 49
N32°24.01′-W93°35.71′
L-17, H-6
JACKSON
112.6 JAN
Chan 73
N32°30.45′
W90°10.06′
L-18, H-6
WEIRS
N31° 50.92′
W95° 48.59′
ALLMO
N31° 56.36′
W96° 14.87′
NARCS
N31° 48.62′
W96° 07.40′
GIFFA
N31° 22.89′
W95° 15.10′
NOBBL
N31° 44.89′
W93° 49.18′
HERRI
N31° 56.63′
W95° 01.46′
L-19, H-6
FRANKSTON
111.4 FZT
Chan 51
N32° 04.48′
W95° 31.85′
DAISETTA
116.9 DAS
Chan 116
CENTEX
112.8 CWK
Chan 75
N30° 22.71′
W97° 31.79′
L-19-21, H-7
NAVYS
N31° 23.29′
W96° 18.82′
L-19-21, H-6
LEONA
110.8 LOA
Chan 45
N31° 07.44′-W95° 58.08′
L-19-21, H-6
HUMBLE
116.6 IAH
Chan 113
N29° 57.42′-W95° 20.74′
L-19-21, H-7
ALEXANDRIA
116.1 AEX
Chan 108
N31° 15.40′
W92° 30.06′
L-21-22, H-6
(NARRATIVE ON FOLLOWING PAGE)
NOTE: Chart not to scale

DODJE THREE ARRIVAL (DODJE.DODJE3)

ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.DODJE3): From over AEX VORTAC via AEX R-291 to NOBBL INT, then via FZT R-096 to FZT VOR/DME, then via FZT R-275 and CQY R-095 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

CEDAR CREEK TRANSITION (CQY.DODJE3): From over CQY VORTAC via CQY R-282 to DODJE INT. Thence. . . .

CENTEX TRANSITION (CWK.DODJE3): From over CWK VORTAC via CWK R-040 to NAVYS INT, then via CQY R-180 to ALLMO INT, then via FUZ R-134 to DODJE INT. Thence. . . .

ELM GROVE TRANSITION (EMG.DODJE3): From over EMG VORTAC via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

GREGG COUNTY TRANSITION (GGG.DODJE3): From over GGG VORTAC via GGG R-253 and CQY R-073 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

HERRI TRANSITION (HERRI.DODJE3): (Assigned by ATC) From over HERRI INT via FZT R-101 to FZT VOR/DME, then via FZT R-275 and CQY R-095 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

HUMBLE TRANSITION (IAH.DODJE3): From over IAH VORTAC via IAH R-355 to GIFFA INT, then via CQY R-128 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

JACKSON TRANSITION (JAN.DODJE3): From over JAN VORTAC via JAN R-266 and MLU R-087 to MLU VORTAC, then via MLU R-262 and EMG R-078 to EMG VORTAC, then via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

LEONA TRANSITION (LOA.DODJE3): From over LOA VORTAC via LOA R-341 to NARCS INT, then via FUZ R-134 to DODJE INT. Thence. . . .

MONROE TRANSITION (MLU.DODJE3): From over MLU VORTAC via MLU R-262 and EMG R-078 to EMG VORTAC, then via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

NAVYS TRANSITION (NAVYS.DODJE3): From over NAVYS INT via CQY R-180 to ALLMO INT, then via FUZ R-134 to DODJE INT. Thence. . . .

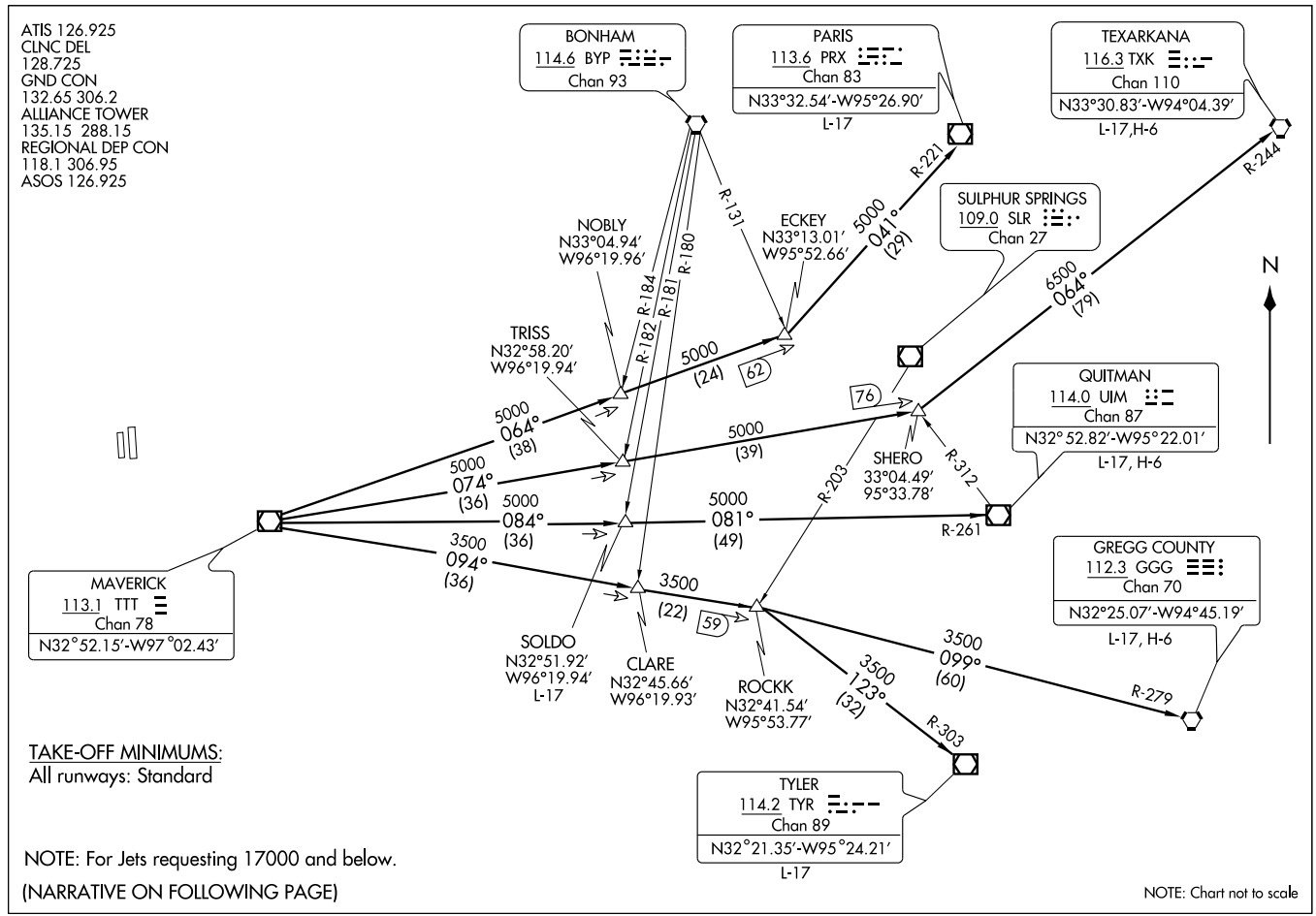
QUITMAN TRANSITION (UIM.DODJE3): From over UIM VOR/DME via UIM R-218 and CQY R-040 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

SIDON TRANSITION (SQS.DODJE3): From over SQS VORTAC via SQS R-235 and MLU R-054 to MLU VORTAC, then via MLU R-262 and EMG R-078 to EMG VORTAC, then via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

WACO TRANSITION (ACT.DODJE3): From over ACT VORTAC via ACT R-050 and CQY R-234 to THING INT, then via FUZ R-134 to DODJE INT. Thence. . . .

. . . .From over DODJE INT via FUZ R-134 to CABBY INT or ADEMS INT (when directed by ATC). Depart CABBY INT heading 280°. Expect radar vectors to final approach course.

SC-2, 08 APR 2010 to 06 MAY 2010



(GARL3.TTT) 0935

GARLAND THREE DEPARTURE

SI-6918 (FAA)

FORT WORTH ALLIANCE (AFW)

FORT WORTH, TEXAS

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading to appropriate route.

LONGVIEW TRANSITION (GARL3.GGG): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via GGG R-279 to GGG VORTAC.
PARIS TRANSITION (GARL3.PRX): From over TTT VOR/DME via TTT R-064 to ECKEY INT, then via PRX R-221 to PRX VOR/DME.
QUITMAN TRANSITION (GARL3.UIM): From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME.
SOLDO TRANSITION (GARL3.SOLDO): (ATC assigned) From over TTT VOR/DME via TTT R-084 to SOLDO INT.
TEXARKANA TRANSITION (GARL3.TXK): From over TTT VOR/DME via TTT R-074 to SHERO INT, then via TXK R-244 to TXK VORTAC.
TYLER TRANSITION (GARL3.TYR): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via TYR R-303 to TYR VOR/DME.

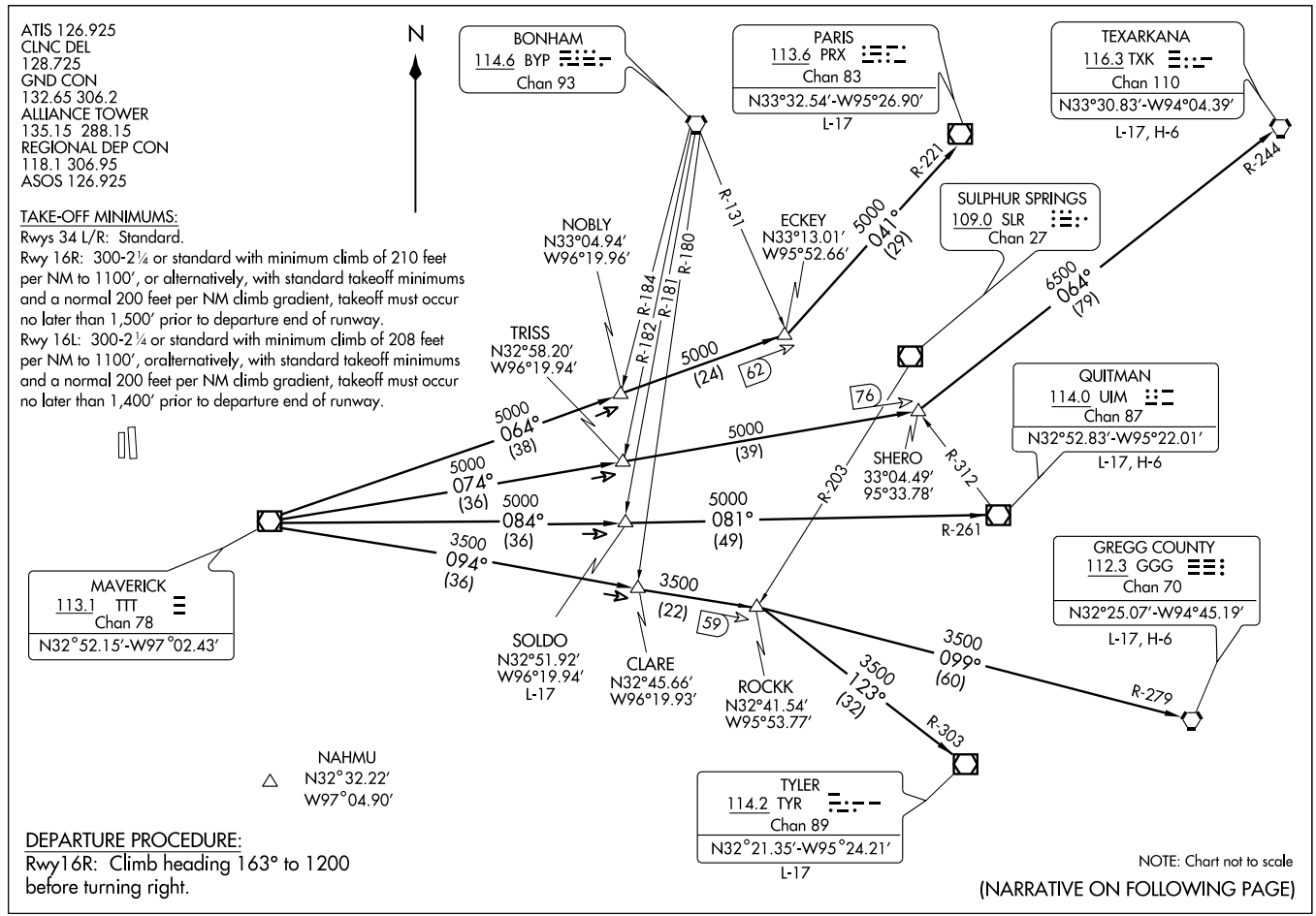
SC-2, 08 APR 2010 to 06 MAY 2010

HUBBARD SIX DEPARTURE

FORT WORTH ALLIANCE (AFW)
FORT WORTH, TEXAS

ATIS 126.925
CLNC DEL
128.725
GND CON
132.65 306.2
ALLIANCE TOWER
135.15 288.15
REGIONAL DEP CON
118.1 306.95
ASOS 126.925

TAKE-OFF MINIMUMS:
Rwys 34 L/R: Standard.
Rwy 16R: 300-2¼ or standard with minimum climb of 210 feet per NM to 1100′, or alternatively, with standard takeoff minimums and a normal 200 feet per NM climb gradient, takeoff must occur no later than 1,500′ prior to departure end of runway.
Rwy 16L: 300-2¼ or standard with minimum climb of 208 feet per NM to 1100′, oralternatively, with standard takeoff minimums and a normal 200 feet per NM climb gradient, takeoff must occur no later than 1,400′ prior to departure end of runway.



DEPARTURE PROCEDURE:
Rwy16R: Climb heading 163° to 1200 before turning right.

NOTE: Chart not to scale

(NARRATIVE ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading and altitude to appropriate route.

LONGVIEW TRANSITION (HUBB6.GGG): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via GGG R-279 to GGG VORTAC.
PARIS TRANSITION (HUBB6.PRX): From over TTT VOR/DME via TTT R-064 to ECKEY INT, then via PRX R-221 to PRX VOR/DME.
QUITMAN TRANSITION (HUBB6.UIM): From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME.
SOLDO TRANSITION (HUBB6.SOLDO): (ATC assigned.) From over TTT VOR/DME via TTT R-084 to SOLDO INT.
TEXARKANA TRANSITION (HUBB6.TXK): From over TTT VOR/DME via TTT R-074 to SHERO INT, then via TXK R-244 to TXK VORTAC.
TYLER TRANSITION (HUBB6.TYR): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via TYR R-303 to TYR VOR/DME.

TAKE-OFF OBSTACLES:
Rwy 16R:
Fence 4' from departure end of runway, 250' right of centerline, 12'AGL/669' MSL.
Water tower 1.8 NM from departure end of runway, 2,521' right of centerline, 148' AGL/MSL. Tower 1.5 NM south of departure end of runway, 4,138' right of centerline, 203' AGL/1,002' MSL.
Rwy 16L:
Light pole 1,285' from departure end of runway, 689' left of centerline, 48' AGL/697' MSL.
Water tower 1.8 NM from departure end of runway, 3,122' right of centerline, 148' AGL/954' MSL.
Rwy 34L:
Fence 8' from departure end of runway, 250' left of centerline, 6' AGL/719' MSL.
Railroad 421' from departure end of runway, 409' left of centerline, 23' AGL/738' MSL.
Rwy 34R:
Antenna 218' from departure end of runway, 146' left of centerline, 28' AGL/728' MSL.

SC-2, 08 APR 2010 to 06 MAY 2010

FORT WORTH, TEXAS

AL-6918 (FAA)

LOC I-UPE	APP CRS	Rwy 16L Idg	8210	Rwy 16R Idg	7118
110.15	163°	TDZE	715	TDZE	714
Chan 38 (Y)		Apt Elev	722	Apt Elev	722

ILS or LOC RWY 16L

FORT WORTH ALLIANCE (AFW)

Circling not authorized east of runway 16L-34R.
For inperative ALSF-2, increase S-ILS-16L Cat E visibility to RVR 4000, increase S-LOC-16L Cat E visibility to 1½.

ALSF2 Rwy 16L

MISSED APPROACH: Climb to 1200 then climbing right turn to 3000 via heading 330° and FUZ VORTAC R-303 to OBLON Int/FUZ 24 DME and hold.

ATIS	ASOS	REGIONAL APP CON	ALLIANCE TOWER	GND CON	CLNC DEL
126.925	126.925	118.1 306.95	135.15 288.15	132.65 306.2	128.725

DME or RADAR REQUIRED

IAF
BOWIE
112.4 UKW
Chan 71

4000
126° (31.6)

343°

OBLON
FUZ 24

1487

123°
303°

R-033

117.7 MQP
Chan 124

R-303

ARGUE
UKW 31.6
I-UPE 12.5/RADAR

2400 (6)

163°

WIGZU
I-UPE 6.5/RADAR

MSA FUZ 25 NM
2700
050°
310°
3500

10 NM

993
843
MM
IM

LOCALIZER 110.15
I-UPE
Chan 38 (Y)

958
877
1049
1039
1049±

RANGER
115.7 FUZ
Chan 104

ELEV 722

D

163° 5 NM from FAF

729

TDZE 715

19L

19R

840

0.6% DOWN

TDZE 714

8220 X 150

9600 X 150

836

0.6% UP

34L

34R

TDZ/CL Rwys 16L-34R
HIRL Rwy 16L-34R
REIL Rwys 16R and 34L
MIRL Rwy 16R-34L

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

ARGUE
UKW 31.6
I-UPE 12.5/RADAR

WIGZU
I-UPE 6.5/RADAR

4000

Procedure Turn NA

GS 3.00°
TCH 58

163°

2400

2400

MM

I-UPE 1.4

IM

6 NM | 4.5 NM | 0.4 | 0.1

1200	3000	OBLON
	HDG 330° FUZ R-303	FUZ 24

CATEGORY	A	B	C	D	E
S-ILS 16L	915/18 200 (200-½)				
S-LOC 16L	1120/24 405 (400-½)		1120/40 405 (400-¾)		1120/50 405 (400-1)
CIRCLING	1200-1 478 (500-1)	1260-1 538 (600-1)	1320-1½ 598 (600-1½)	1380-2 658 (700-2)	1380-2¼ 658 (700-2¼)
SIDESTEP 16R	1120-1 406 (400-1)		1120-1½ 406 (400-1½)	1120-2 406 (400-2)	1120-2¼ 406 (400-2¼)

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LOC I-JVX 110.15 Chan 38 (Y)	APP CRS 343°	Rwy 34R ldg 8516 TDZE 681 Apt Elev 722	Rwy 34L ldg 8220 TDZE 686 Apt Elev 722

ILS or LOC RWY 34R
FORT WORTH ALLIANCE (AFW)

Circling NA east of runway 16L-34R. Inoperative table does not apply to S-ILS 34R, all Cats. For inoperative MALSR, increase S-LOC 34R Cats A and B to RVR 5000, Cat E visibility to 1½.

MALSR Rwy 34R

MISSED APPROACH: Climb to 1200, then climbing left turn to 3000 via heading 210° and FUZ VORTAC R-303 to OBLON Int/FUZ 24 DME and hold.

ATIS	ASOS	REGIONAL APP CON	ALLIANCE TOWER	GND CON	CLNC DEL
126.925	126.925	118.1 306.95	135.15 288.15	132.65 306.2	128.725

RADAR REQUIRED

1487
123°
303°
R-033
OBLON
FUZ 24
R-303
117.7 MQP
Chan 124
993
843
LOCALIZER 110.15
I-JVX
Chan 38 (Y)
958
877
1039
1049
1049±
RANGER
115.7 FUZ
Chan 104
MSA FUZ 25 NM
2700
050°
310°
3500
ERPIF INT
I-JVX 4.8
343°
(6)
2300
(IAF)
UCCOL
I-JVX 10.8
163°
10 NM

ELEV 722 D

729
840
16L
16R
0.6% DOWN
8220 X 150
836
TDZE 686
TDZE 681
0.6% UP
34L
34R
343°
4.9 NM from FAF

TDZ/CL Rwys 16L-34R
HIRL Rwy 16L-34R
REIL Rwys 16R and 34L
MIRL Rwy 16R-34L

FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

1200 | 3000 HDG 210° FUZ R-303 | OBLON FUZ 24

ERPIF I-JVX 4.8
2300
343°
2300
UCCOL I-JVX 10.8
3000
GS 3.00°
TCH 47
4.9 NM
6 NM

CATEGORY	A	B	C	D	E
S-ILS 34R	881/40 200 (200-¾)				
S-LOC 34R	1140/40 459 (500-¾)			1140/50 459 (500-1)	
CIRCLING	1200-1 478 (500-1)	1260-1 538 (600-1)	1320-1½ 598 (600-1½)	1380-2 658 (700-2)	1380-2¼ 658 (700-2¼)
SIDESTEP 34L	1140-1 459 (500-1)		1140-1½ 459 (500-1½)	1140-2 459 (500-2)	1140-2¼ 459 (500-2¼)

SC-2, 08 APR 2010 to 06 MAY 2010

FORT WORTH, TEXAS

AL-6918 (FAA)

ILS RWY 16L (CAT II)

FORT WORTH ALLIANCE (AFW)

LOC I-UPE	APP CRS	Rwy Idg	8210
110.15	163°	TDZE	715
Chan 38 (Y)		Apt Elev	722

Circling not authorized east of runway 16L-34R.

ALSF2

MISSED APPROACH: Climb to 1200 then climbing right turn to 3000 via heading 330° and FUZ VORTAC R-303 to OBLON Int/FUZ 24 DME and hold.

ATIS	ASOS	REGIONAL APP CON	ALLIANCE TOWER	GND CON	CLNC DEL
126.925	126.925	118.1 306.95	135.15 288.15	132.65 306.2	128.725

DME or RADAR REQUIRED

IAF
BOWIE
112.4 UKW
Chan 71

4000
126°
(31.6)

343°

OBLON
FUZ 24

1487

123°
303°

R-033

117.7 MQP
Chan 124

R-303

ARGUE
UKW 31.6
I-UPE 12.5 /RADAR

2400
(6)
163°

WIGZU
I-UPE 6.5 /RADAR

993
MM

LOCALIZER 110.15
I-UPE
Chan 38 (Y)

843
IM

958
877
1049

1039

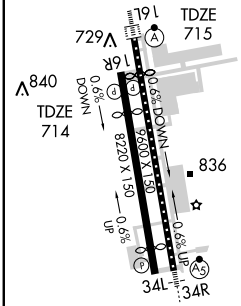
1049 ±

10 NM

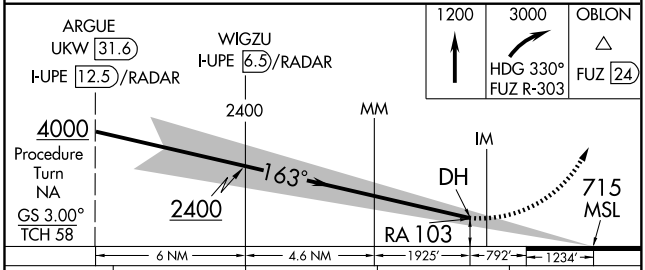
MSA FUZ 25 NM
2700
050°
310°
3500

RANGER
115.7 FUZ
Chan 104

ELEV 722 D



TDZ/CL Rwys
16L-34R
HIRL Rwy 16L-34R
REIL Rwys 16R and 34L
MIRL Rwy 16R-34L



CATEGORY	A	B	C	D
S-ILS 16L	RA 103/12 100 DA 815			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SC-2, 08 APR 2010 to 06 MAY 2010

FORT WORTH, TEXAS

AL-6918 (FAA)

LOC I-UPE	APP CRS	Rwy Idg	8210
110.15	163°	TDZE	715
Chan 38 (Y)		Apt Elev	722

ILS RWY 16L (CAT III)

FORT WORTH ALLIANCE (AFW)

Circling not authorized east of runway 16L-34R.

ALSF2

MISSED APPROACH: Climb to 1200 then climbing right turn to 3000 via heading 330° and FUZ VORTAC R-303 to OBLON Int/FUZ 24 DME and hold.

ATIS	ASOS	REGIONAL APP CON	ALLIANCE TOWER	GND CON	CLNC DEL
126.925	126.925	118.1 306.95	135.15 288.15	132.65 306.2	128.725

DME or RADAR REQUIRED

IAF
BOWIE
112.4 UKW
Chan 71

4000
126°
(31.6)

343°

OBLON
FUZ 24

1487

123°
303°

R-033
117.7 MQP
Chan 124

R-303

ARGUE
UKW 31.6
I-UPE 12.5 /RADAR

163°
16
2400

WIGZU
I-UPE 6.5 /RADAR

993
MM
843
IM

LOCALIZER 110.15
I-UPE
Chan 38 (Y)

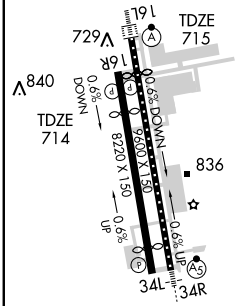
MSA FUZ 25 NM
2700
050°
310°
3500

10 NM

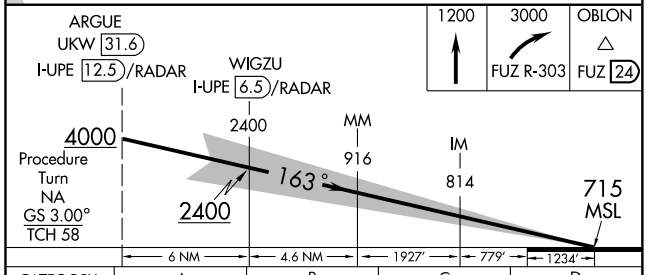
958
877
1049
1039
1049 ±

RANGER
115.7 FUZ
Chan 104

ELEV 722 D



TDZ/CL Rwys
16L-34R
HIRL Rwy 16L-34R
REIL Rwys 16R and 34L
MIRL Rwy 16R-34L



CATEGORY	A	B	C	D
S-ILS 16L	CAT IIIa RVR 07			
S-ILS 16L	CAT IIIb RVR 06			
S-ILS 16L	CAT IIIc NA			

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SC-2, 08 APR 2010 to 06 MAY 2010

JOE POOL FOUR DEPARTURE

SL-6918 (FAA)

FORT WORTH ALLIANCE (AFW)

FORT WORTH, TEXAS

TAKE-OFF MINIMUMS:

Rwys 34L, 34R: Standard.

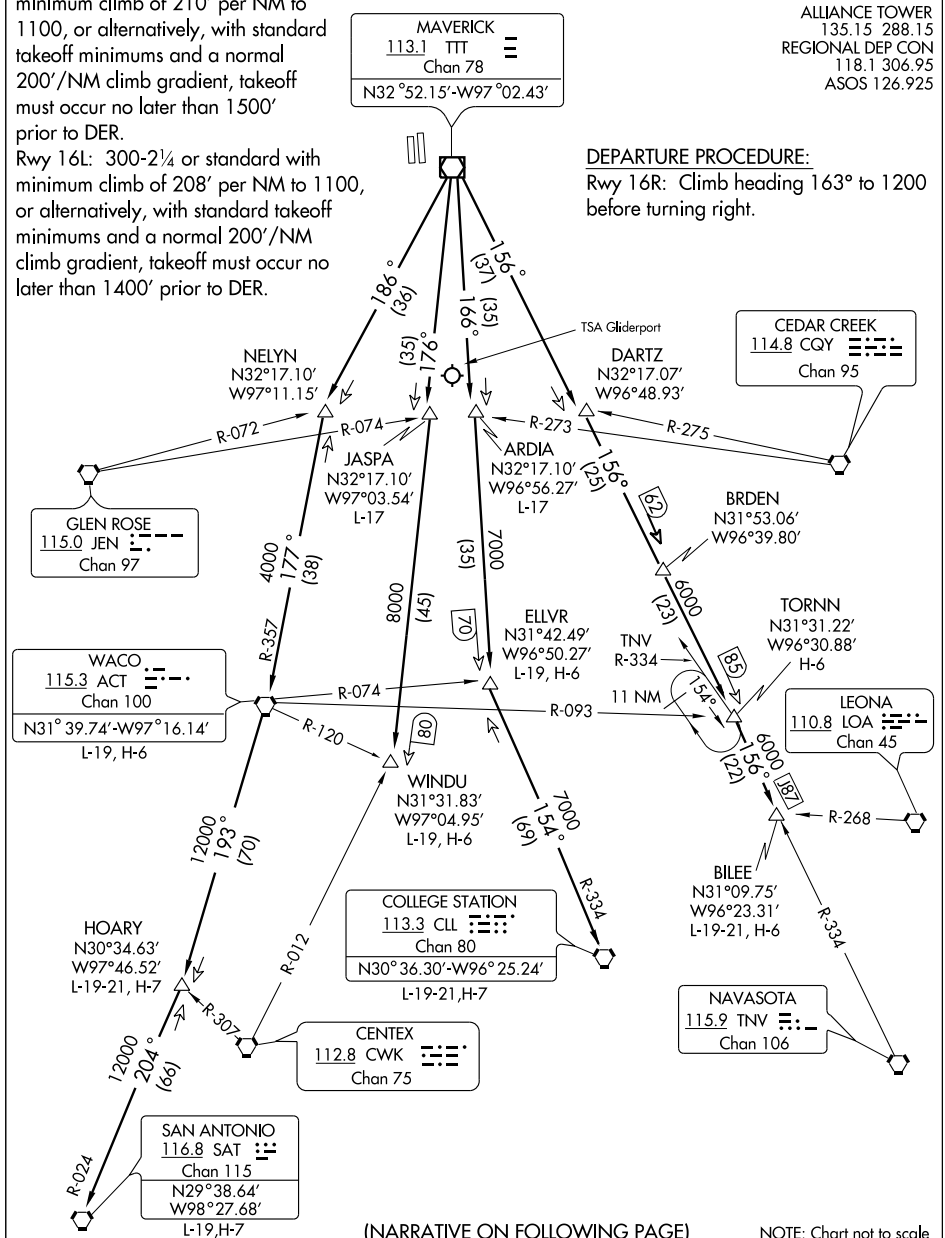
Rwy 16R: 300-2¼ or standard with minimum climb of 210′ per NM to 1100, or alternatively, with standard takeoff minimums and a normal 200′/NM climb gradient, takeoff must occur no later than 1500′ prior to DER.

Rwy 16L: 300-2¼ or standard with minimum climb of 208′ per NM to 1100, or alternatively, with standard takeoff minimums and a normal 200′/NM climb gradient, takeoff must occur no later than 1400′ prior to DER.

ATIS 126.925
CLNC DEL 128.725
GND CON 132.65 306.2
ALLIANCE TOWER 135.15 288.15
REGIONAL DEP CON 118.1 306.95
ASOS 126.925

DEPARTURE PROCEDURE:

Rwy 16R: Climb heading 163° to 1200 before turning right.



(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale

SC-2, 08 APR 2010 to 06 MAY 2010

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading and altitude, expect vector to appropriate route.

ARDIA TRANSITION (JPOOL4.ARDIA): (ATC assigned.) From over TTT VOR/DME via TTT R-166 to ARDIA INT.

BILEE TRANSITION (JPOOL4.BILEE): (For aircraft overflying the BILEE intersection, thence via the appropriate STAR to George Bush Intercontinental or East Houston terminal area airports, or via J-87 to overfly the TNV VORTAC.) From over TTT VOR/DME via TTT R-156 to BILEE INT.

BRDEN TRANSITION (JPOOL4.BRDEN): From over TTT VOR/DME via TTT R-156 to BRDEN INT.

COLLEGE STATION TRANSITION (JPOOL4.CLL): (For piston aircraft inbound to Houston Hobby and all aircraft inbound to West Houston terminal area airports.) From over TTT VOR/DME via TTT R-166 to ELLVR INT, then via CLL R-334 to CLL VORTAC.

ELLVR TRANSITION (JPOOL4.ELLVR): (For turboprop and turbojet aircraft inbound to Houston Hobby and turbojet aircraft inbound to EFD, GLS, and LBX.) From over TTT VOR/DME via TTT R-166 to ELLVR INT.

HOARY TRANSITION (JPOOL4.HOARY): (For E/F suffixed aircraft.) From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC, then via ACT R-193 to HOARY INT.

JASPA TRANSITION (JPOOL4.JASPA): (ATC assigned.) From over TTT VOR/DME via TTT R-176 to JASPA INT.

SAN ANTONIO TRANSITION (JPOOL4.SAT): (For aircraft overflying Centex and San Antonio.) From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC, then via ACT R-193 to HOARY INT, then via SAT R-024 to SAT VORTAC.

TORNN TRANSITION (JPOOL4.TORNN): (For aircraft landing at Lafayette, Lake Charles or Beaumont/Port Arthur airports.) From over TTT VOR/DME via TTT R-156 to TORNN INT.

WACO TRANSITION (JPOOL4.ACT): (For aircraft inbound to Waco or Gray terminal area airports.) From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC.

WINDU TRANSITION (JPOOL4.WINDU): (For aircraft inbound to Austin or San Antonio terminal airports, aircraft should file and/or expect the BLEWE or MARCS arrival at WINDU.) From over TTT VOR/DME via TTT R-176 to WINDU INT.

TAKE-OFF OBSTACLES:

Rwy 16R: Fence 4′ from DER, 250′ right of centerline, 12′AGL/669′ MSL.
Water tower 1.8 NM from DER, 2521′ right of centerline, 148′ AGL/954′ MSL.
Tower 1.5 NM south of DER, 4138′ right of centerline, 203′ AGL/1002′ MSL.
Rwy 16L: Light pole 1285′ from DER, 689′ left of centerline, 48′ AGL/697′ MSL.
Water tower 1.8 NM from DER, 3122′ right of centerline, 148′ AGL/954′ MSL.
Rwy 34R: Antenna 218′ from DER, 146′ left of centerline, 28′ AGL/728′ MSL.
Rwy 34L: Fence 8′ from DER, 250′ left of centerline, 6′ AGL/719′ MSL.
Railroad 421′ from DER, 409′ left of centerline, 23′ AGL/738′ MSL.

SC-2, 08 APR 2010 to 06 MAY 2010

KINGDOM SEVEN DEPARTURE

SI-6918 (FAA)

FORT WORTH ALLIANCE (AFW)

FORT WORTH, TEXAS

TAKE-OFF MINIMUMS:
Note: Rwys 34L,34R, standard.
Note: Rwy 16R, 300-2 1/4 or standard with minimum climb of 210' per NM to , 1100', or alternatively, with standard take-off minimums and a normal 200' per NM climb gradient, take-off must occur no later than 1500 ft prior to DER.
Note: Rwy 16L, 300-2 1/4 or standard with minimum climb of 208' per NM to 1100', or alternatively, with standard take-off minimums and a normal 200' per NM climb gradient, take-off must occur no later than 1400 ft prior to DER.

ATIS 126.925
CLNC DEL
128.725
GND CON
132.65 306.2
ALLIANCE TOWER
135.15 288.15
REGIONAL DEP CON
118.1 306.95

N

WICHITA FALLS
112.7 SPS
Chan 74
N33°59.24'-W98°35.61'
L-17, H-6

R-148 (25) V568

KARYN
N33°35.82'
W98°24.42'

R-271

BOWIE
112.4 UKW
Chan 71

R-146

GUTHRIE
114.5 GTH
Chan 92
N33°46.70'
W100°20.17'
L-17, H-6

6000 326° (63) V18

4000 328° (22)

R-225

R-165

FERRA
N33° 05.47'
W97°44.00'

RANGER
115.7 FUZ
Chan 104
N32°53.37'
W97°10.77'

MUZZO
N33°15.10'
W98°14.61'

65 34

4000 (27)

2300 285° (37)

2100 274° (7)

R-330

CEOLA
N32°51.98'
W97°44.00'

RUWLO
N32°47.28'
W99°07.77'

2500 261° (28)

2800 250° (36)

8000 (71)

99

8000 265° V18

4000 261° (13)

R-081

R-265

BEKLE
N32°49.27'
W99°49.92'

93 (36)

MAVERICK
113.1 TTT
Chan 78
N32°52.15'-W97°02.43'

PODDE
N32°43.58'
W97°44.00'
L-17

R-006

R-004

R-343

BROWNWOOD
108.6 BWD
Chan 23

MILLSAP
117.7 MQP
Chan 124
N32°43.57'
W97°59.85'
L-17, H-6

GLEN ROSE
115.0 JEN
Chan 97

DEPARTURE PROCDURE:
Rwy 16R: Climb heading 163° to 1200' before turning right.

NOTE: Chart not to scale

NOTE: For all aircraft requesting 17,000' and below.

(NARRATIVE ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION

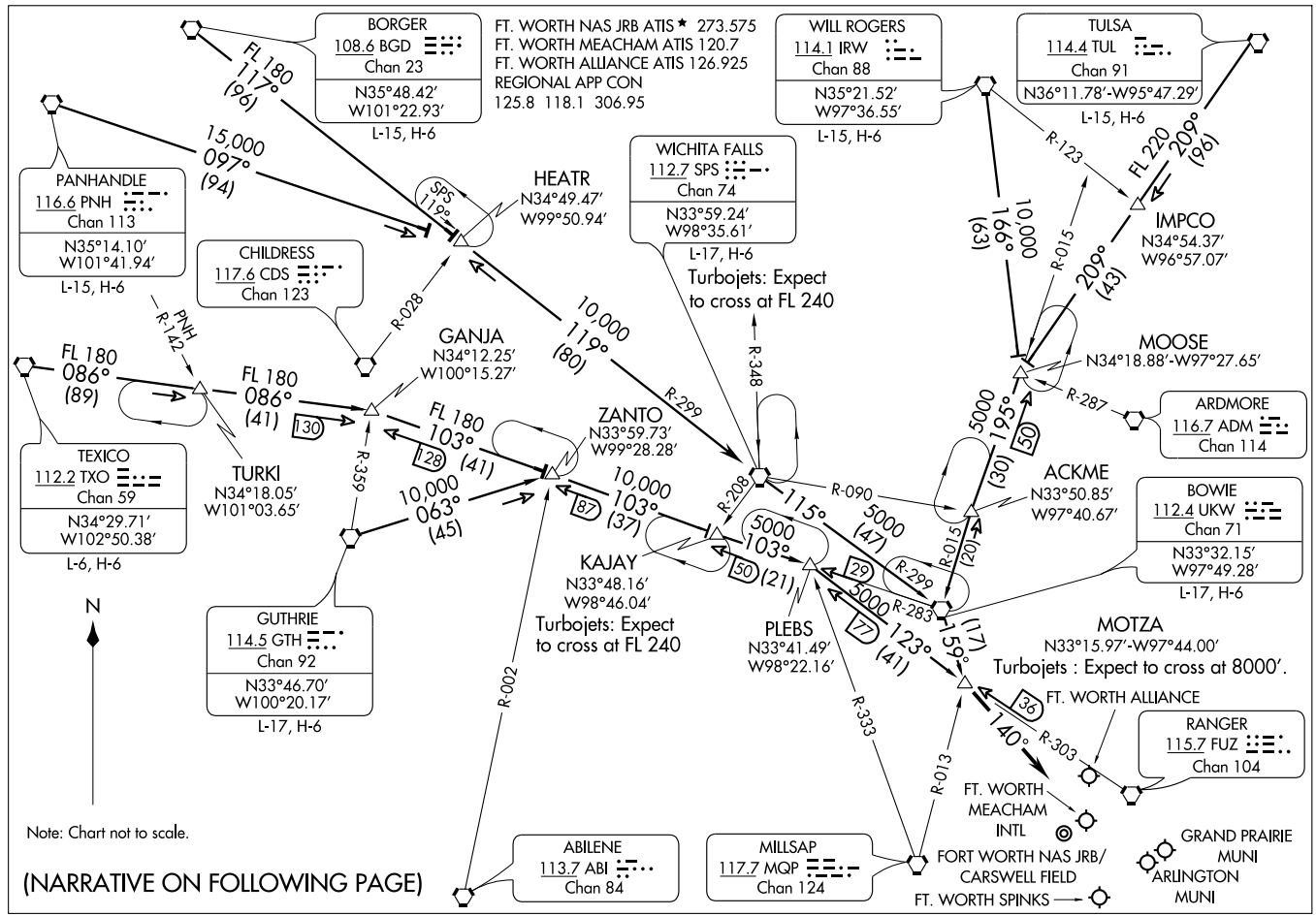
When entering controlled airspace fly assigned heading and altitude to appropriate route.

GUTHRIE TRANSITION (KING7.GTH): (For all aircraft landing within Lubbock terminal area or proceeding westbound via V-18 to GTH VORTAC). From over TTT VOR/DME via TTT R-274 to FUZ VORTAC, then via FUZ R-261 to RUWLO INT, then via MQP R-265 to BEKLE INT, then via GTH R-146 to GTH VORTAC.
MILLSAP TRANSITION (KING7.MQP): (For all aircraft overflying the MQP VORTAC westbound via V-18 or direct). From over TTT VOR/DME via TTT R-250 to PODDE INT, then via MQP R-081 to MQP VORTAC.
PODDE TRANSITION (KING7.PODDE): (ATC assigned.) From over TTT VOR/DME via TTT R-250 to PODDE INT.
WICHITA FALLS TRANSITION (KING7.SPS): (For all aircraft landing within the Wichita Falls terminal area or overflying the SPS VORTAC). From over TTT VOR/DME via TTT R-285 to MUZZO INT, then via SPS R-148 to SPS VORTAC.

TAKE-OFF OBSTACLES

Note: Rwy 16L, Light pole 1285′ from DER, 689′ left of centerline, 48′ AGL/697′ MSL. Water tower 1.8 NM from DER, 3122′ right of cenrerline, 148′ AGL/954′ MSL.
Note: Rwy 16R, Fence 4′ from DER, 250′ right of centerline, 12 AGL/669′ MSL. Water tower 1.8 NM from DER, 2521′ right of centerline, 148′ AGL/954′ MSL. Tower 1.5 NM south of DER, 4138′ right of centerline, 203′ AGL/1002′ MSL.
Note: Rwy 34L, fence 8′ from DER, 250′ left of centerline, 6′ AGL/719′ MSL. Railroad 421′ from DER, 409′ left of centerline, 23′ AGL/738′ MSL.
Note: Rwy 34R, Antenna 218′ from DER, 146′ left of centerline, 28′ AGL/728′MSL.

SC-2, 08 APR 2010 to 06 MAY 2010


MOTZA SIX ARRIVAL
(MOTZA.MOTZA6) 07298
ST-6918 (FAA)
DALLAS-FT. WORTH, TEXAS
FT. WORTH NAS JRB ATIS ★ 273.575
FT. WORTH MEACHAM ATIS 120.7
FT. WORTH ALLIANCE ATIS 126.925
REGIONAL APP CON
125.8 118.1 306.95
BORGER
108.6 BGD
Chan 23
N35°48.42′
W101°22.93′
L-15, H-6
WILL ROGERS
114.1 IRW
Chan 88
N35°21.52′
W97°36.55′
L-15, H-6
TULSA
114.4 TUL
Chan 91
N36°11.78′-W95°47.29′
L-15, H-6
PANHANDLE
116.6 PNH
Chan 113
N35°14.10′
W101°41.94′
L-15, H-6
CHILDRESS
117.6 CDS
Chan 123
WICHITA FALLS
112.7 SPS
Chan 74
N33°59.24′
W98°35.61′
L-17, H-6
HEATR
N34°49.47′
W99°50.94′
IMPCO
N34°54.37′
W96°57.07′
GANJA
N34°12.25′
W100°15.27′
MOOSE
N34°18.88′-W97°27.65′
ARDMORE
116.7 ADM
Chan 114
TEXICO
112.2 TXO
Chan 59
N34°29.71′
W102°50.38′
L-6, H-6
TURKI
N34°18.05′
W101°03.65′
ZANTO
N33°59.73′
W99°28.28′
ACKME
N33°50.85′
W97°40.67′
BOWIE
112.4 UKW
Chan 71
N33°32.15′
W97°49.28′
L-17, H-6
KAJAY
N33°48.16′
W98°46.04′
PLEBS
N33°41.49′
W98°22.16′
MOTZA
N33°15.97′-W97°44.00′
GUTHRIE
114.5 GTH
Chan 92
N33°46.70′
W100°20.17′
L-17, H-6
RANGER
115.7 FUZ
Chan 104
ABILENE
113.7 ABI
Chan 84
MILLSAP
117.7 MQP
Chan 124
FORT WORTH NAS JRB/
CARSWELL FIELD
FT. WORTH SPINKS
FT. WORTH
MEACHAM
INTL
GRAND PRAIRIE
MUNI
ARLINGTON
MUNI
FT. WORTH ALLIANCE
Turbojets: Expect
to cross at FL 240
Turbojets: Expect
to cross at FL 240
Turbojets : Expect to cross at 8000′.
FL 180
117°
(96)
15,000
097°
(94)
SPS
119°
10,000
119°
(80)
FL 180
086°
(89)
FL 180
086°
(41)
FL 180
103°
(41)
10,000
063°
(45)
10,000
103°
(37)
5000
103°
(21)
5000
115°
(47)
5000
123°
(41)
5000
159°
(17)
10,000
166°
(63)
5000
195°
(30)
FL 220
209°
(96)
209°
(43)
140°
R-123
R-015
R-348
R-299
R-208
R-090
R-287
R-359
R-028
PNH
R-142
R-002
R-333
R-013
R-303
130
128
87
50
29
27
36
N
Note: Chart not to scale.
(NARRATIVE ON FOLLOWING PAGE)

MOTZA SIX ARRIVAL

ARRIVAL DESCRIPTION

BORGER TRANSITION (BGD.MOTZA6): From over BGD VORTAC via BGD R-117 to HEATR INT, then via SPS R-299 to SPS VORTAC, then via SPS R-115 and UKW R-299 to UKW VORTAC, then via UKW R-159 to MOTZA INT. Thence . . . .

BOWIE TRANSITION (UKW.MOTZA6): From over UKW VORTAC via UKW R-159 to MOTZA INT. Thence . . . .

GUTHRIE TRANSITION (GTH.MOTZA6): From over GTH VORTAC via GTH R-063 to ZANTO INT, then via UKW R-283 to PLEBS INT, then via FUZ R-303 to MOTZA INT. Thence . . . .

PANHANDLE TRANSITION (PNH.MOTZA6): From over PNH VORTAC via PNH R-097 to HEATR INT, then via SPS R-299 to SPS VORTAC, then via SPS R-115 and UKW R-299 to UKW VORTAC, then via UKW R-159 to MOTZA INT. Thence . . . .

TEXICO TRANSITION (TXO.MOTZA6): From over TXO VORTAC via TXO R-086 to GANJA INT, then via UKW R-283 to PLEBS INT, then via FUZ R-303 to MOTZA INT. Thence . . . .

TULSA TRANSITION (TUL.MOTZA6): From over TUL VORTAC via TUL R-209 to MOOSE INT, then via UKW R-015 to UKW VORTAC, then via UKW R-159 to MOTZA INT. Thence . . . .

WICHITA FALLS TRANSITION (SPS.MOTZA6): From over SPS VORTAC via SPS R-115 and UKW R-299 to UKW VORTAC, then via UKW R-159 to MOTZA INT. Thence . . . .

WILL ROGERS TRANSITION (IRW.MOTZA6): From over IRW VORTAC via IRW R-166 to MOOSE INT, then via UKW R-015 to UKW VORTAC, then via UKW R-159 to MOTZA INT. Thence . . . .

. . . . From over MOTZA INT, thence via heading 140° for vectors to final approach course.

SC-2, 08 APR 2010 to 06 MAY 2010

FORT WORTH, TEXAS

AL-6918 (FAA)

RNAV (GPS) RWY 16L

FORT WORTH ALLIANCE (AFW)

APP CRS	Rwy Idg	8210
163°	TDZE	715
	Apt Elev	722

DME/DME RNP-0.3 NA. GPS or RNP-0.3 REQUIRED. For inoperative ALSF2, increase LNAV/VNAV Cat E visibility to 1½. For inoperative ALSF2, increase LNAV Cat D visibility to 1¼ and Cat E to 1½. Circling not authorized east of runway 16L-34R. BARO-VNAV NA below -16°C (4°F).

ALSF2

MISSED APPROACH: Climb to 3000 direct RISIE WP, direct FIGES WP and via 332° track to OBLON WP and hold.

ATIS	ASOS	REGIONAL APP CON	ALLIANCE TOWER	GND CON	CLNC DEL
126.925	126.925	118.1 306.95	135.15 288.15	132.65 306.2	128.725

Procedure NA for arrival on UKW VORTAC airway radials 078 CW 196.
Procedure NA for arrival on MQP VORTAC airway radials 337 CW 096.

BOWIE UKW
4000
137°
(27.7)
1487
(IAF) RAVYA
3000
075°
(7.1)
ARGUE
2400
(6)
163°
122°
302°
4 NM
OBLON
332°
(6.6)
4000 to RAVYA
037°
(36.4)
(FAF) WIGZU
FIGES
MILLSAP MQP
993
843
RW16L
855±
RISIE
958
1039
877
1049
1049 ±
MSA RW16L 25 NM
4000

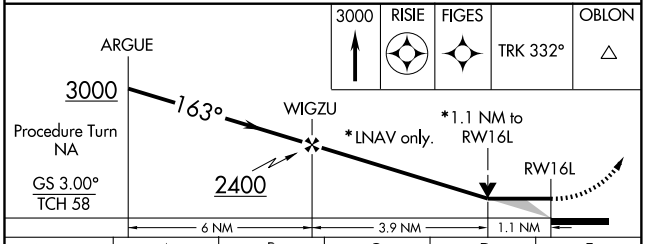
SC-2, 08 APR 2010 to 06 MAY 2010

ELEV 722 D

163° to RW16L

TDZE 715
729
191
16R
840
0.6% DOWN
9300 X 150
8220 X 150
836
0.6% UP
34L
34R

TDZ/CL Rwys 16L-34R
HIRL Rwy 16L-34R
REIL Rwys 16R and 34L
MIRL Rwy 16R-34L



CATEGORY	A	B	C	D	E
GLS DA	NA				
LNAV/VNAV DA	1120-1 405 (400-1)				
LNAV MDA	1120/24 405 (400-½)		1120/40 405 (400-¾)	1120/50 405 (400-1)	
CIRCLING	1200-1½ 478 (500-1½)	1260-1½ 538 (600-1½)	1320-1½ 598 (600-1½)	1380-2 658 (700-2)	1380-2¼ 658 (700-2¼)

RNAV (GPS) RWY 34R

FORT WORTH ALLIANCE (AFW)

APP CRS	Rwy Idg	TDZE	Apt Elev
343°	8516	681	722

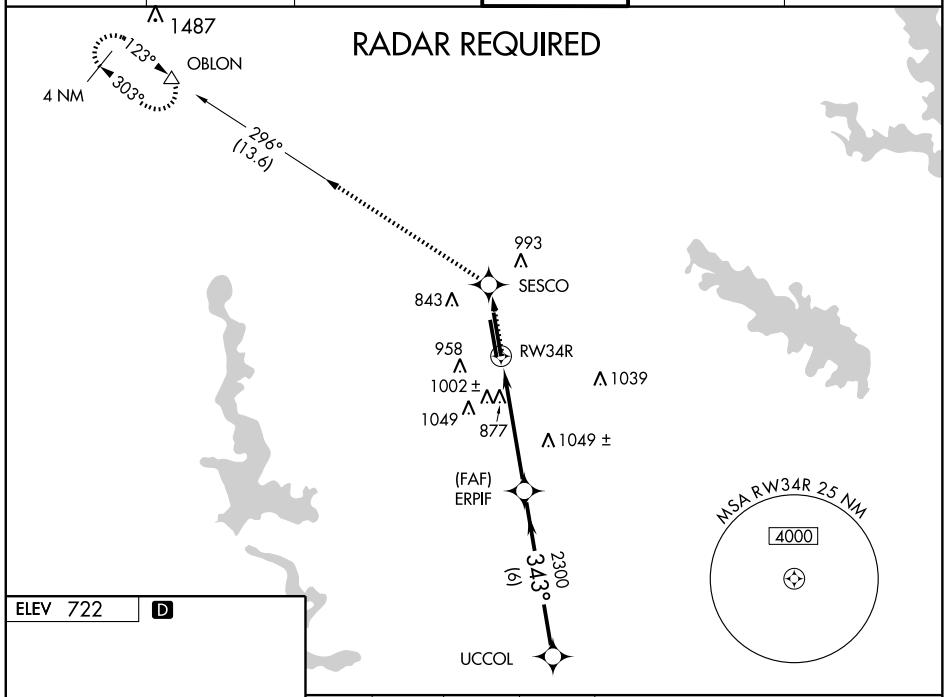
GPS or RNP-0.3 REQUIRED. DME/DME RNP-0.3 NA. For inoperative MALSR, increase LNAV Cat A and B visibility to RVR 5000, and Cat E to 2 miles. For inoperative MALSR, increase LNAV/VNAV Cat E visibility to 2¾. When VGSI inoperative circling Rwy 34L not authorized at night. Circling not authorized east of runway 16L-34R. BARO-VNAV NA below -16°C (4°F).

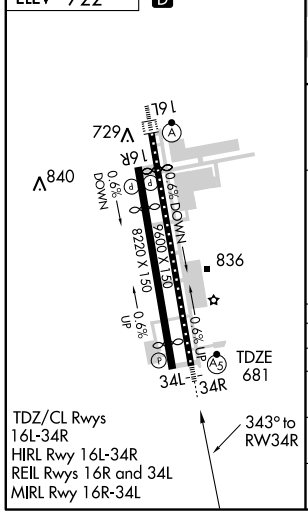
NA

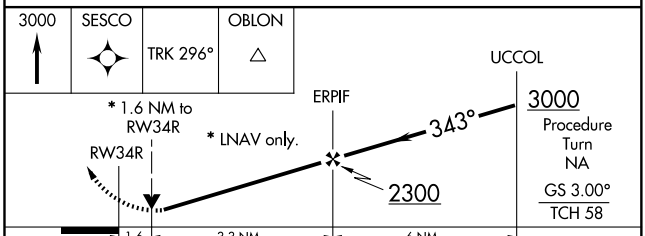
MALSR

MISSED APPROACH: Climb to 3000 direct SESCO WP and via 296° track to OBLON WP and hold.

ATIS	ASOS	REGIONAL APP CON	ALLIANCE TOWER	GND CON	CLNC DEL
126.925	126.925	118.1 306.95	135.15 288.15	132.65 306.2	128.725

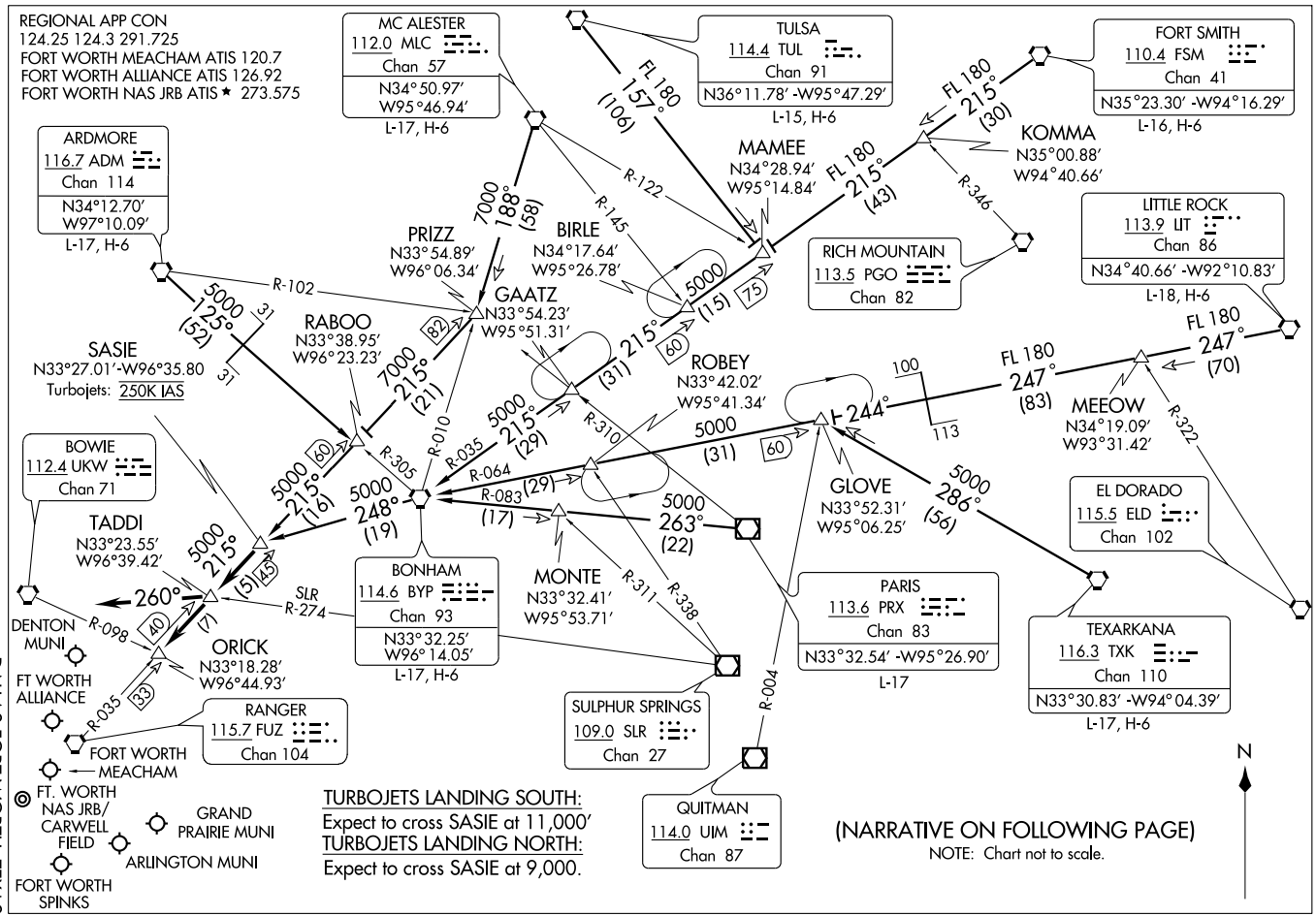






CATEGORY	A	B	C	D	E
GLS DA	NA				
LNAV/VNAV DA	1420-2¼ 739 (700-2¼)				
LNAV MDA	1240/40 559 (600-¾)		1240/50 559 (600-1)	1240/60 559 (600-1¼)	1240-1½ 559 (600-1½)
CIRCLING	1240-2¾ 518 (600-2¾)	1260-2¾ 538 (600-2¾)	1320-2¾ 598 (600-2¾)	1380-2¾ 658 (700-2¾)	

SC-2, 08 APR 2010 to 06 MAY 2010



SASIE TWO ARRIVAL

(SASIE.SASIE2) 09351

ST-6918 (FAA)

DALLAS-FORT WORTH, TEXAS

ARRIVAL DESCRIPTION

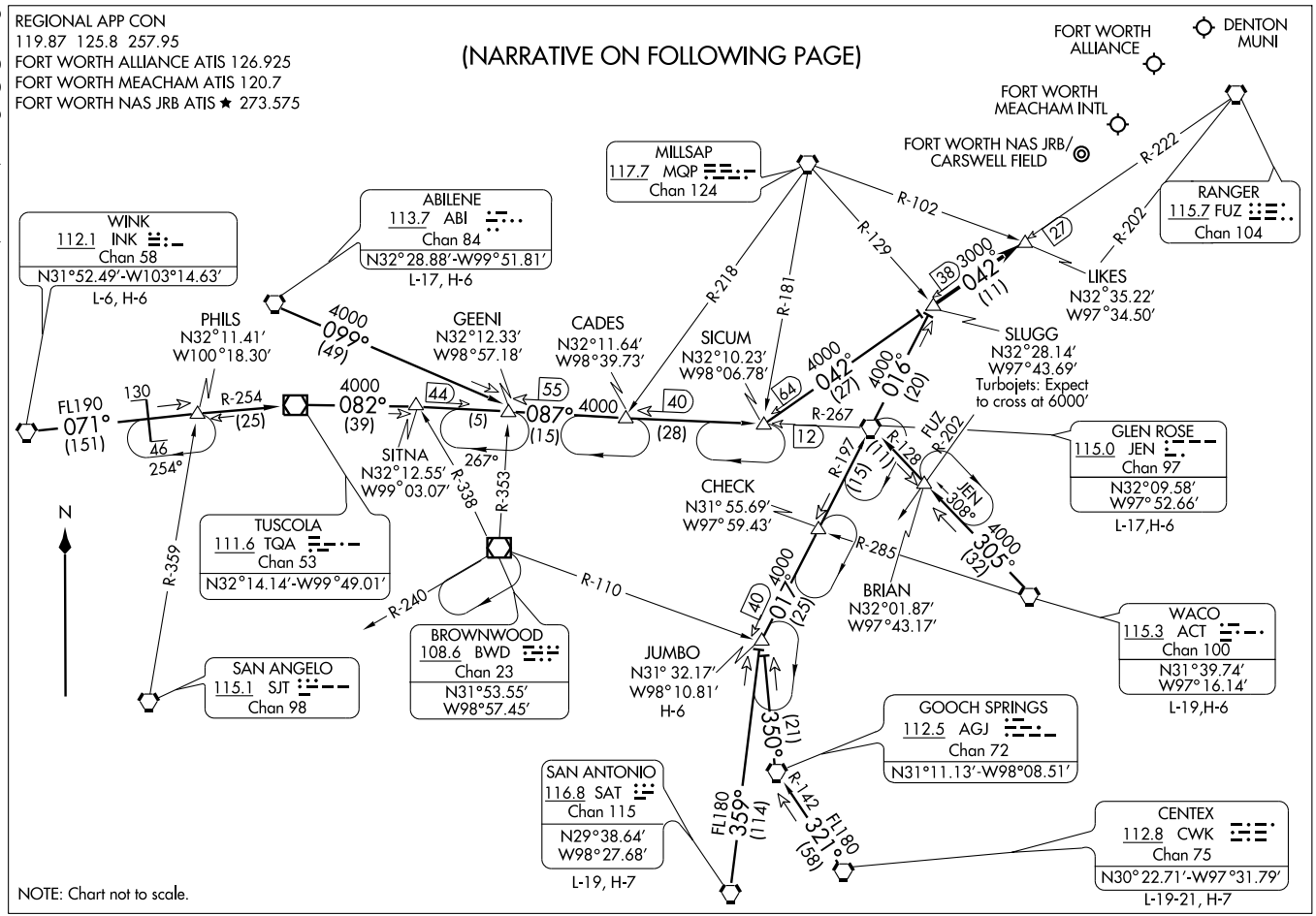
ARDMORE TRANSITION (ADM.SASIE2): From over ADM VORTAC via ADM R-125 and BYP R-305 to RABOO INT, then via FUZ R-035 to SASIE INT. Thence. . . .
BONHAM TRANSITION (BYP.SASIE2): From over BYP VORTAC via BYP R-248 to SASIE INT. Thence. . . .
FORT SMITH TRANSITION (FSM.SASIE2): From over FSM VORTAC via FSM R-215 to MAMEE INT, then via BYP R-035 to BYP VORTAC, then via BYP R-248 to SASIE INT. Thence. . . .
LITTLE ROCK TRANSITION (LIT.SASIE2): From over LIT VORTAC via LIT R-247 and BYP R-064 to GLOVE INT, then via BYP R-064 to BYP VORTAC, then via BYP R-248 to SASIE INT. Thence. . . .
MC ALESTER TRANSITION (MLC.SASIE2): From over MLC VORTAC via MLC R-188 to PRIZZ INT, then via FUZ R-035 to SASIE INT. Thence. . . .
PARIS TRANSITION (PRX.SASIE2): From over PRX VOR/DME via PRX R-263 and BYP R-083 to BYP VORTAC, then via BYP VORTAC R-248 to SASIE INT. Thence. . . .
TEXARKANA TRANSITION (TXK.SASIE2): From over TXK VORTAC via TXK R-286 to GLOVE INT, then via BYP R-064 to BYP VORTAC, then via BYP R-248 to SASIE INT. Thence. . . .
TULSA TRANSITION (TUL.SASIE2): From over TUL VORTAC via TUL R-157 to MAMEE INT, then via BYP R-035 to BYP VORTAC, the via BYP R-248 to SASIE INT. Thence. . . .
. . . . From over SASIE INT via FUZ R-035 to TADDI INT or ORICK INT (when directed by ATC). Depart TADDI INT heading 260° for vectors to final approach course.

SC-2, 08 APR 2010 to 06 MAY 2010

SLUGG SIX ARRIVAL

REGIONAL APP CON
119.87 125.8 257.95
FORT WORTH ALLIANCE ATIS 126.925
FORT WORTH MEACHAM ATIS 120.7
FORT WORTH NAS JRB ATIS ★ 273.575

(NARRATIVE ON FOLLOWING PAGE)



ARRIVAL ROUTE DESCRIPTION

ABILENE TRANSITION (ABI.SLUGG6): From over ABI VORTAC via ABI R-099 to GEENI INT, then via JEN R-267 to SICUM INT, then via FUZ R-222 to SLUGG INT. Thence . . . .

CENTEX TRANSITION (CWK.SLUGG6): From over CWK VORTAC via CWK R-321 and AGJ R-142 to AGJ VORTAC, then via AGJ R-350 to JUMBO INT, then via JEN R-197 to JEN VORTAC, then via JEN R-016 to SLUGG INT. Thence . . . .

GLEN ROSE TRANSITION (JEN.SLUGG6): From over JEN VORTAC via JEN R-016 to SLUGG INT. Thence . . . .

JUMBO TRANSITION (JUMBO.SLUGG6): From over JUMBO INT via JEN R-197 to JEN VORTAC, then via JEN R-016 to SLUGG INT. Thence . . . .

SAN ANTONIO TRANSITION (SAT.SLUGG6): From over SAT VORTAC via SAT R-359 to JUMBO INT, then via JEN R-197 to JEN VORTAC, then via JEN R-016 to SLUGG INT. Thence . . . .

WACO TRANSITION (ACT.SLUGG6): From over ACT VORTAC via ACT R-305 and JEN R-128 to JEN VORTAC, then via JEN R-016 to SLUGG INT. Thence . . . .

WINK TRANSITION (INK.SLUGG6): From over INK VORTAC via INK R-071 and TQA R-254 to TQA VOR/DME, then via TQA R-082 to GEENI INT, then via JEN R-267 to SICUM INT, then via FUZ R-222 to SLUGG INT. Thence . . . .

. . . . From over SLUGG INT, via FUZ R-222 to LIKES INT. Expect vectors to final approach course.

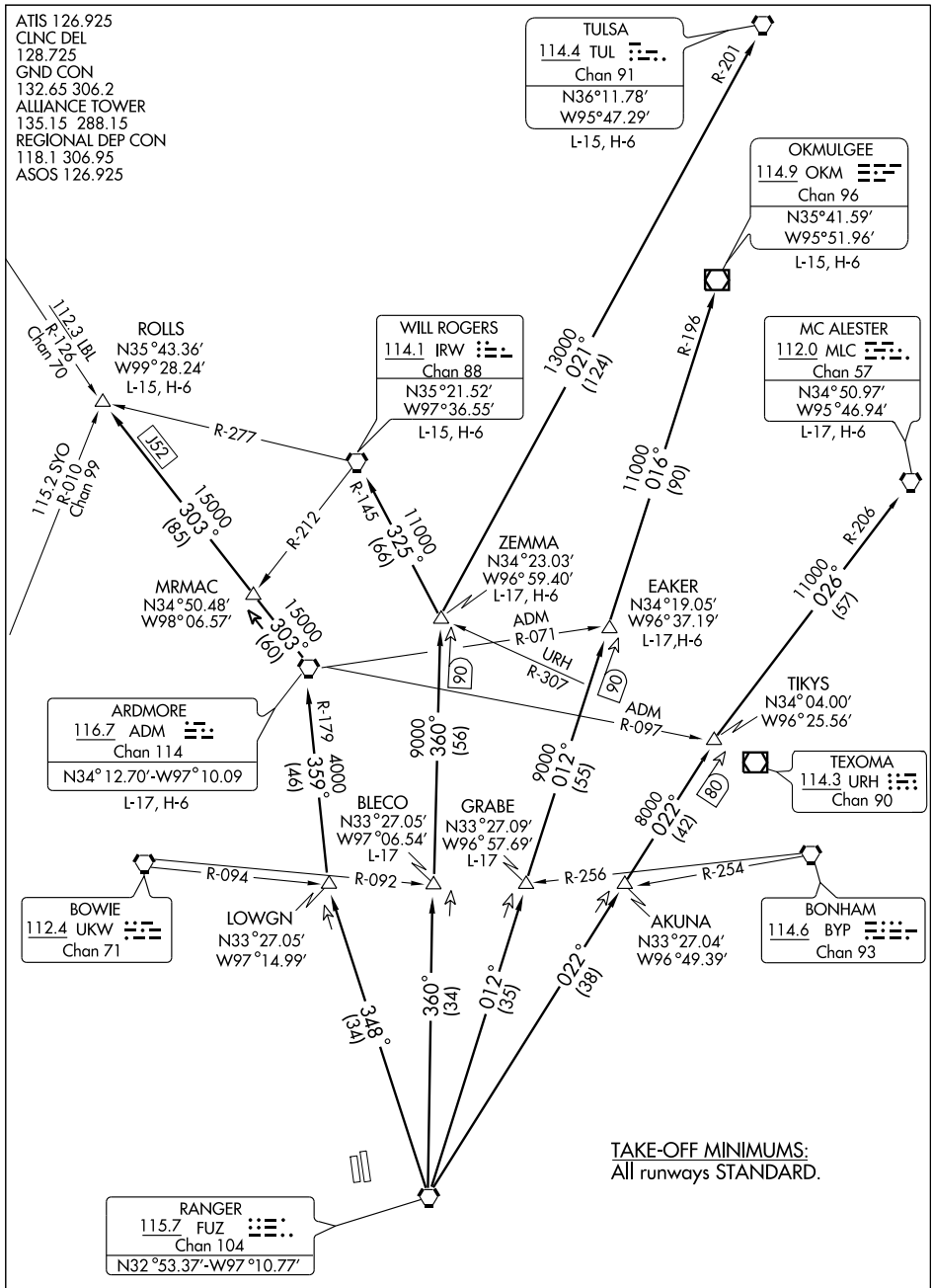
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(TEX1.FUZ) 09351

TEXOMA ONE DEPARTURE

SL-6918 (FAA)

FORT WORTH ALLIANCE (AFW)
FORT WORTH, TEXAS



(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale

SC-2, 08 APR 2010 to 06 MAY 2010

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace fly assigned heading and altitude to appropriate route.

ARDMORE TRANSITION (TEX1.ADM): From over FUZ VORTAC via FUZ R-348 to LOWGN INT, then via ADM R-179 to ADM VORTAC.

BLECO TRANSITION (TEX1.BLECO): (ATC assigned.) From over FUZ VORTAC via FUZ R-360 to BLECO INT.

EAKER TRANSITION (TEX1.EAKER): (For aircraft inbound to the Tulsa terminal area.) From over FUZ VORTAC via FUZ R-012 to EAKER INT.

GRABE TRANSITION (TEX1.GRABE): (ATC assigned.) From over FUZ VORTAC via FUZ R-012 to GRABE INT.

MCALESTER TRANSITION (TEX1.MLC): (For all aircraft overflying the MLC VORTAC or intercepting J105.) From over FUZ VORTAC via FUZ R-022 to TIKYS INT, then via MLC R-206 to MLC VORTAC.

OKMULGEE TRANSITION (TEX1.OKM): (For all aircraft overflying OKM VOR/DME proceeding via J181 to BDF to destinations in the Chicago terminal area and north.) From over FUZ VORTAC via FUZ R-012 to EAKER INT, then via OKM R-196 to OKM VOR/DME.

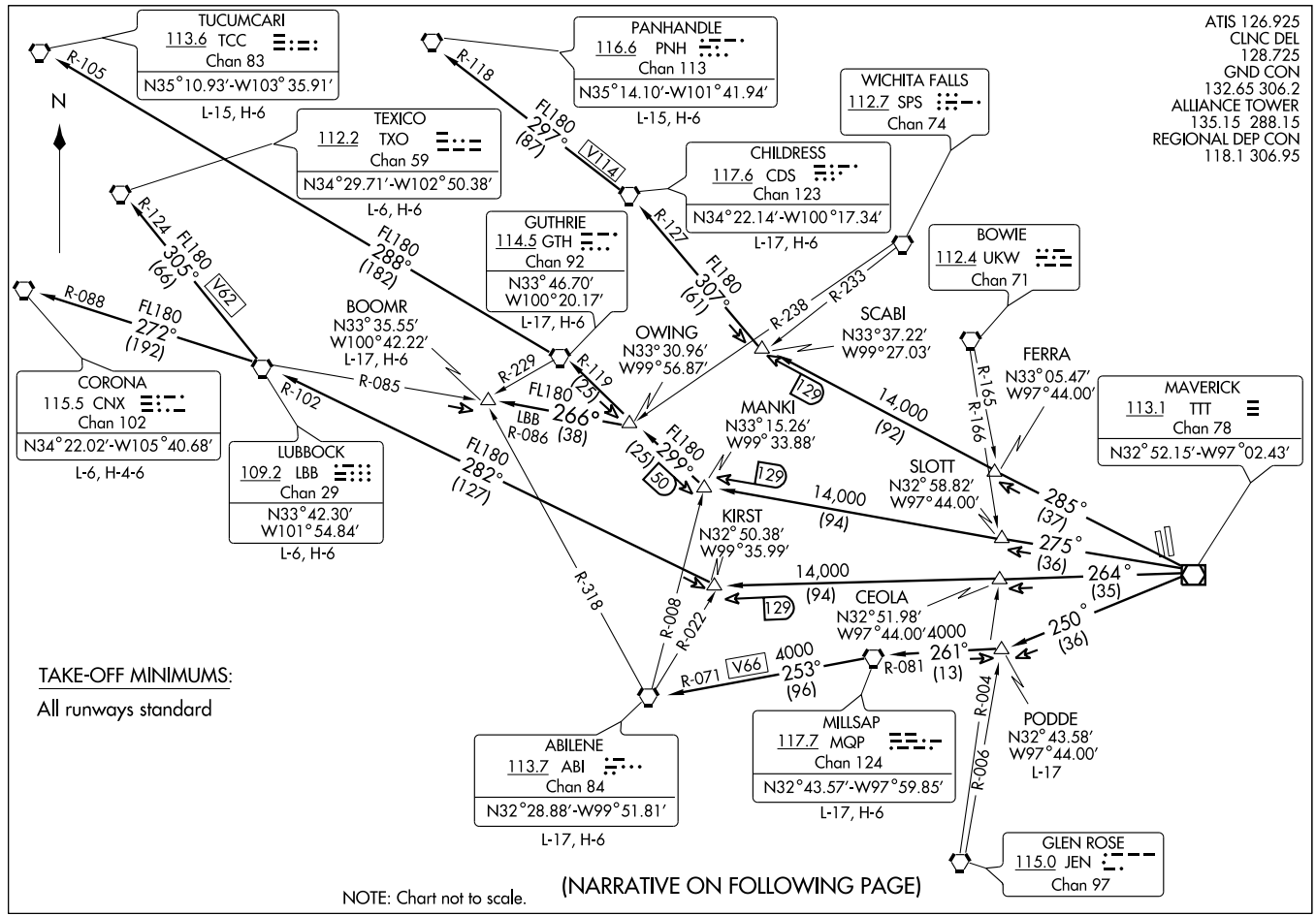
ROLLS TRANSITION (TEX1.ROLLS): (For all aircraft proceeding northwestbound via J52.) From over FUZ VORTAC via FUZ R-348 to LOWGN INT, then via ADM R-179 to ADM VORTAC, then via ADM R-303 to ROLLS INT.

TULSA TRANSITION (TEX1.TUL): (For all aircraft overflying TUL VORTAC.) From over FUZ VORTAC via FUZ R-360 to ZEMMA INT, then via TUL R-201 to TUL VORTAC.

WILL ROGERS TRANSITION (TEX1.IRW): (For all aircraft inbound to the Oklahoma City area or overflying IRW VORTAC.) From over FUZ VORTAC via FUZ R-360 to ZEMMA INT, then via IRW R-145 to IRW VORTAC.

ZEMMA TRANSITION (TEX1.ZEMMA): (ATC assigned.) From over FUZ VORTAC via FUZ R-360 to ZEMMA INT.

SC-2, 08 APR 2010 to 06 MAY 2010



(WORTH5.1111) 08269

WORTH FIVE DEPARTURE

SL-6918 (FAA)

FORT WORTH ALLIANCE (AFW)

FORT WORTH, TEXAS

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading and altitude to appropriate route.

ABILENE TRANSITION (WORTH5.ABI): From over TTT VOR/DME via TTT R-250 to PODDE INT, then via MQP R-081 to MQP VORTAC, then via MQP R-253 and ABI R-071 to ABI VORTAC.

BOOMR TRANSITION (WORTH5.BOOMR): From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to OWING INT, then via LBB R-086 to BOOMR INT.

CHILDRESS TRANSITION (WORTH5.CDS): From over TTT VOR/DME via TTT R-285 to SCABI INT, then via CDS R-127 to CDS VORTAC.

CORONA TRANSITION (WORTH5.CNX): From over TTT VOR/DME via TTT R-264 to KIRST INT, then via LBB R-102 to LBB VORTAC, then via LBB R-272 and CNX R-088 to CNX VORTAC.

GUTHRIE TRANSITION (WORTH5.GTH): From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to GTH VORTAC.

LUBBOCK TRANSITION (WORTH5.LBB): From over TTT VOR/DME via TTT R-264 to KIRST INT, then via LBB R-102 to LBB VORTAC.

MILLSAP TRANSITION (WORTH5.MQP): From over TTT VOR/DME via TTT R-250 to PODDE INT, then via MQP R-081 to MQP VORTAC.

PANHANDLE TRANSITION (WORTH5.PNH): From over TTT VOR/DME via TTT R-285 to SCABI INT, then via CDS R-127 to CDS VORTAC, then via CDS R-297 and PNH R-118 to PNH VORTAC.

PODDE TRANSITION (WORTH5.PODDE): (ATC Assigned) From over TTT VOR/DME via TTT R-250 to PODDE INT.

TEXICO TRANSITION (WORTH5.TXO): From over TTT VOR/DME via TTT R-264 to KIRST INT, then via LBB R-102 to LBB VORTAC, then via LBB R-305 and TXO R-124 to TXO VORTAC.

TUCUMCARI TRANSITION (WORTH5.TCC): From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to GTH VORTAC, then via GTH R-288 and TCC R-105 to TCC VORTAC.

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WYLIE FIVE DEPARTURE

ATIS 126.925
CLNC DEL
128.725
GND CON
132.65 306.2
ALLIANCE TOWER
135.15 288.15
REGIONAL DEP CON
118.1 306.95

DEPARTURE PROCEDURE:
Rwy 16R: climb heading 163° to 1200 before turning right.

TAKE-OFF MINIMUMS:
Rwys 34L/R: Standard
Rwy 16R: 300-2¼ or standard with minimum climb of 210 ft per NM to 1100, or alternatively, with standard takeoff minimums and a normal 200 ft/NM climb gradient, takeoff must occur no later than 1500 ft prior to departure end of runway.
Rwy 16L: 300-2¼ or standard with minimum climb of 208 ft per NM to 1100, or alternatively, with standard takeoff minimums and a normal 200 ft/NM climb gradient, takeoff must occur no later than 1400 ft prior to departure end of runway.

LITTLE ROCK
113.9 LIT
Chan 86
N34°40.66'-W92°10.83'
L-18, H-6

TEXARKANA
116.3 TXK
Chan 110
N33°30.83'-W94°04.40'
L-17, H-6

SULPHUR SPRINGS
109.0 SLR
Chan 27

ORTRO
N33°41.47'
W94°12.75'

COBUG
N33°17.38'
W95°37.68'

BONHAM
114.6 BYP
Chan 93

EL DORADO
115.5 ELD
Chan 102
N33°15.37'-W92°44.64'
L-17, H-6

SIDON
114.7 SQS
Chan 94
N33°27.83'-W90°16.64'
L-18, H-6

NOBLY
N33°04.94'
W96°19.96'

TRISS
N32°58.20'
W96°19.94'

SHERO
N33°04.49'
W95°33.78'

SOLDO
N32°51.92'
W96°19.94'
L-17

QUITMAN
114.0 UIM
Chan 87
N32°52.83'-W95°22.01'
L-17, H-6

SHRLY
N32°44.60'
W94°18.17'

MERIDIAN
117.0 MEI
Chan 117
N32°22.71'-W88°48.26'
L-18, H-6

BELCHER
117.4 EIC
Chan 121
N32°46.28'-W93°48.60'
L-17, H-6

CLARE
N32°45.66'
W96°19.93'

POTEN
N32°39.33'
W95°40.03'

TEKBE
N32°42.80'
W94°47.73'

SAWMILL
113.75 SWB
Chan 84 (Y)
N31°58.39'-W92°40.63'
L-22, H-6

MAVERICK
113.1 TTT
Chan 78
N32°52.15'-W97°02.43'

GREGG COUNTY
112.3 GGG
Chan 70

NOTE: For Props requesting FL240 and above.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale

WYLIE FIVE DEPARTURE

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading and altitiude to appropriate route.

BELCHER TRANSITION (WYLIE5.EIC): (For aircraft inbound to Jackson, Monroe, and Shreveport terminal area.) From over TTT VOR/DME via TTT R-094 to POTEN, then via EIC R-259 to EIC VORTAC.

EL DORADO TRANSITION (WYLIE5.ELD): (For aircraft inbound to the Memphis Terminal area. Aircraft should file and/or expect appropriate STAR.) From over TTT VOR/DME via TTT R-084 to SOLDO, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC.

LITTLE ROCK TRANSITION (WYLIE5.LIT): From over TTT VOR/DME via TTT R-064 to ORTRO, then via LIT R-235 to LIT VORTAC.

MERIDIAN TRANSITION (WYLIE5.MEI): (For aircraft inbound to the Atlanta Terminal area.) From over TTT VOR/DME via TTT R-084 to SOLDO, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC, then via ELD R-097 and MEI R-281 to MEI VORTAC.

QUITMAN TRANSITION (WYLIE5.UIM): (For aircraft inbound to Shreveport Terminal area.) From over TTT VOR/DME via TTT R-084 to SOLDO, then via UIM R-261 to UIM VOR/DME.

SAWMILL TRANSITION (WYLIE5.SWB): From over TTT VOR/DME via TTT R-094 to POTEN, then via EIC R-259 to TEKBE, then via SWB R-291 to SWB VOR/DME.

SIDON TRANSITION (WYLIE5.SQS): From over TTT VOR/DME via TTT R-084 to SOLDO, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC, then via ELD R-077 and SQS R-262 to SQS VORTAC.

SOLDO TRANSITION (WYLIE5.SOLDO): (ATC assigned.) From over TTT VOR/DME via TTT R-084 to SOLDO.

TEXARKANA TRANSITION (WYLIE5.TXK): From over TTT VOR/DME via TTT R-074 to SHERO, then via TXK R-244 to TXK VORTAC.

TAKE-OFF OBSTACLES:
Rwy 16R, fence 4' from departure end of runway, 250' right of centerline, 12' AGL/669' MSL. Water tower 1.8 NM from departure end of runway, 2521' right of centerline, 148' AGL/954' MSL. Tower 1.5 NM south of departure end of runway, 4138' right of centerline, 203' AGL/1002' MSL.
Rwy 16L, light pole 1285' from departure end of runway, 689' left of centerline, 48' AGL/697' MSL. Water tower 1.8 NM from departure end of runway, 3122' right of centerline, 148' AGL/954' MSL.
Rwy 34R, antenna 218' from departure end of runway, 146' left of centerline, 28' AGL/728' MSL.
Rwy 34L, fence 8' from departure end of runway, 250' left of centerline, 6' AGL/719' MSL. Railroad 421' from departure end of runway, 409' left of centerline, 23' AGL/738' MSL.

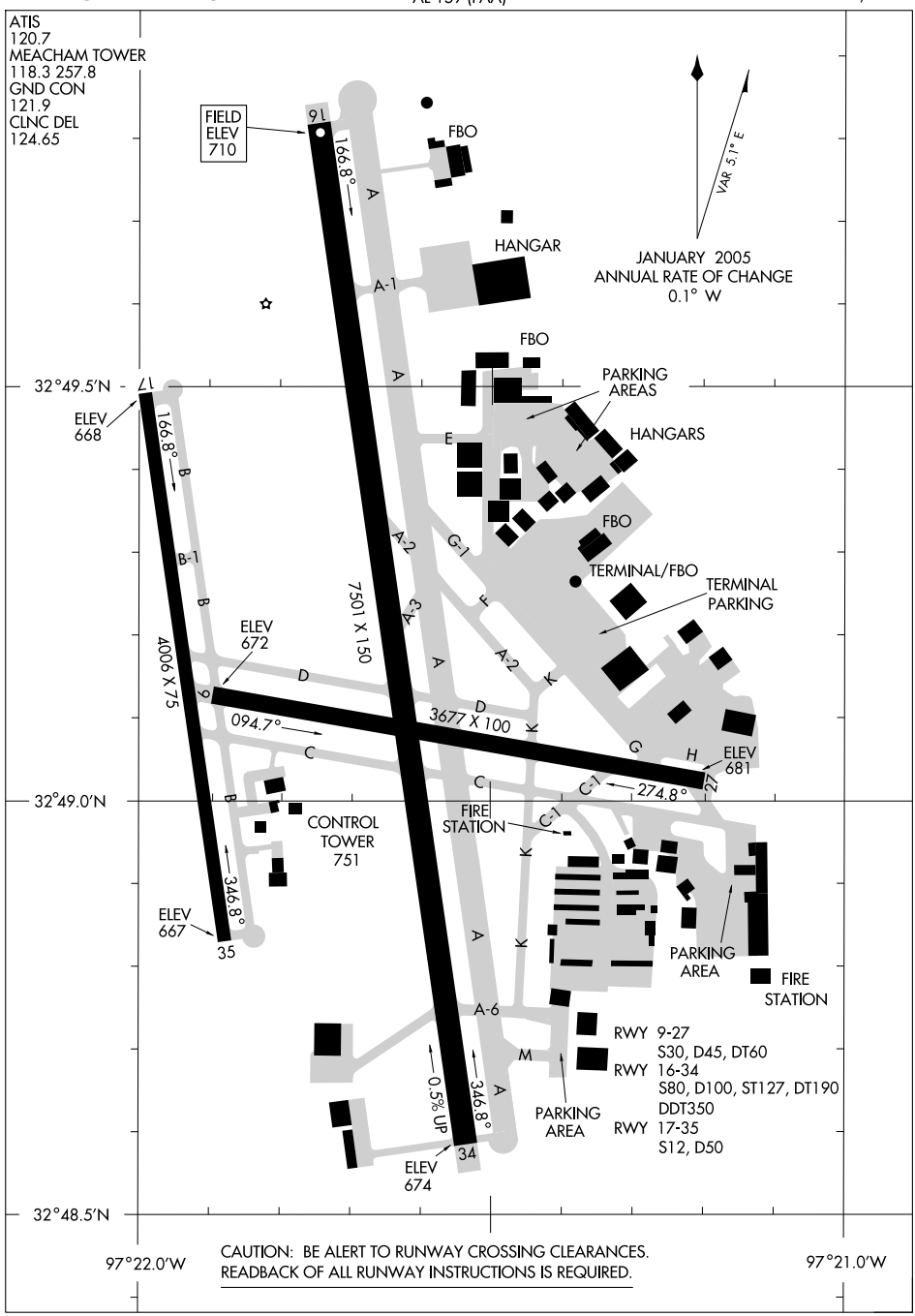
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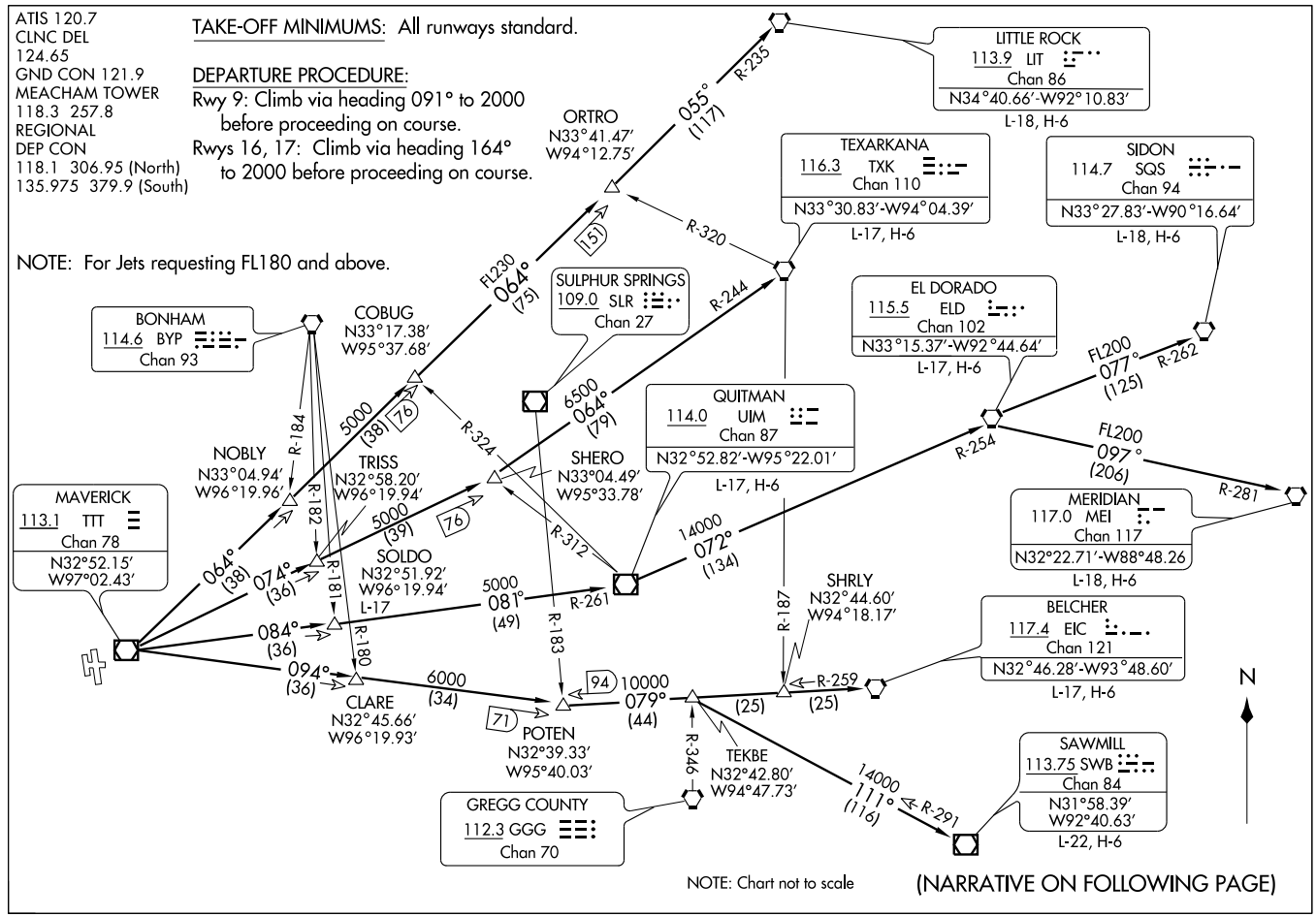
AIRPORT DIAGRAM

AL-159 (FAA)

FORT WORTH MEACHAM INTL (FTW)
FORT WORTH, TEXAS



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ATIS 120.7
CLNC DEL
124.65
GND CON 121.9
MEACHAM TOWER
118.3 257.8
REGIONAL
DEP CON
118.1 306.95 (North)
135.975 379.9 (South)
TAKE-OFF MINIMUMS: All runways standard.
DEPARTURE PROCEDURE:
Rwy 9: Climb via heading 091° to 2000 before proceeding on course.
Rwys 16, 17: Climb via heading 164° to 2000 before proceeding on course.
NOTE: For Jets requesting FL180 and above.
LITTLE ROCK
113.9 LIT
Chan 86
N34°40.66'-W92°10.83'
L-18, H-6
TEXARKANA
116.3 TXK
Chan 110
N33°30.83'-W94°04.39'
L-17, H-6
SIDON
114.7 SQS
Chan 94
N33°27.83'-W90°16.64'
L-18, H-6
ORTRO
N33°41.47'
W94°12.75'
055° (117)
R-235
R-320
151
SULPHUR SPRINGS
109.0 SLR
Chan 27
EL DORADO
115.5 ELD
Chan 102
N33°15.37'-W92°44.64'
L-17, H-6
FL230
064° (75)
R-244
BONHAM
114.6 BYP
Chan 93
COBUG
N33°17.38'
W95°37.68'
5000 (38)
76
R-324
6500
064° (79)
QUITMAN
114.0 UIM
Chan 87
N32°52.82'-W95°22.01'
L-17, H-6
FL200
077° (125)
R-262
R-254
FL200
097° (206)
R-281
R-184
NOBLY
N33°04.94'
W96°19.96'
TRISS
N32°58.20'
W96°19.94'
SHERO
N33°04.49'
W95°33.78'
MERIDIAN
117.0 MEI
Chan 117
N32°22.71'-W88°48.26
L-18, H-6
MAVERICK
113.1 TTT
Chan 78
N32°52.15'
W97°02.43'
R-182
5000 (39)
76
R-312
14000
072° (134)
064° (38)
074° (36)
R-181
SOLDO
N32°51.92'
W96°19.94'
L-17
5000
081° (49)
R-261
R-187
SHRLY
N32°44.60'
W94°18.17'
BELCHER
117.4 EIC
Chan 121
N32°46.28'-W93°48.60'
L-17, H-6
084° (36)
094° (36)
R-180
R-183
6000 (34)
94
10000
079° (44)
(25)
(25)
R-259
CLARE
N32°45.66'
W96°19.93'
71
POTEN
N32°39.33'
W95°40.03'
R-346
TEKBE
N32°42.80'
W94°47.73'
14000
111° (116)
R-291
SAWMILL
113.75 SWB
Chan 84
N31°58.39'
W92°40.63'
L-22, H-6
GREGG COUNTY
112.3 GGG
Chan 70
N
NOTE: Chart not to scale
(NARRATIVE ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading and altitude to appropriate route.

JETS

Jets requesting 17,000 and below expect GARLAND Departure.

BELCHER TRANSITION (DALL9.EIC): (For aircraft inbound to the JAN, MLU and SHV terminal areas only.) From over TTT VOR/DME via TTT R-094 to POTEN INT, then via EIC R-259 to EIC VORTAC.

EL DORADO TRANSITION (DALL9.ELD): (For aircraft inbound to the Memphis Terminal area. Aircraft should file and/or expect appropriate STAR.) From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC.

LITTLE ROCK TRANSITION (DALL9.LIT): From over TTT VOR/DME via TTT R-064 to ORTRO INT, then via LIT R-235 to LIT VORTAC.

MERIDIAN TRANSITION (DALL9.MEI): (For aircraft inbound to the Atlanta Terminal area.) From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC, then via ELD R-097 and MEI R-281 to MEI VORTAC.

QUITMAN TRANSITION (DALL9.UIM): (For aircraft inbound to Shreveport Terminal area.) From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME.

SAWMILL TRANSITION (DALL9.SWB): From over TTT VOR/DME via TTT R-094 to POTEN INT, then via EIC R-259 to TEKBE INT, then via SWB R-291 to SWB VOR/DME.

SIDON TRANSITION (DALL9.SQS): From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC, then via ELD R-077 and SQS R-262 to SQS VORTAC.

SOLDO TRANSITION (DALL9.SOLDO): From over TTT VOR/DME via TTT R-084 to SOLDO INT.

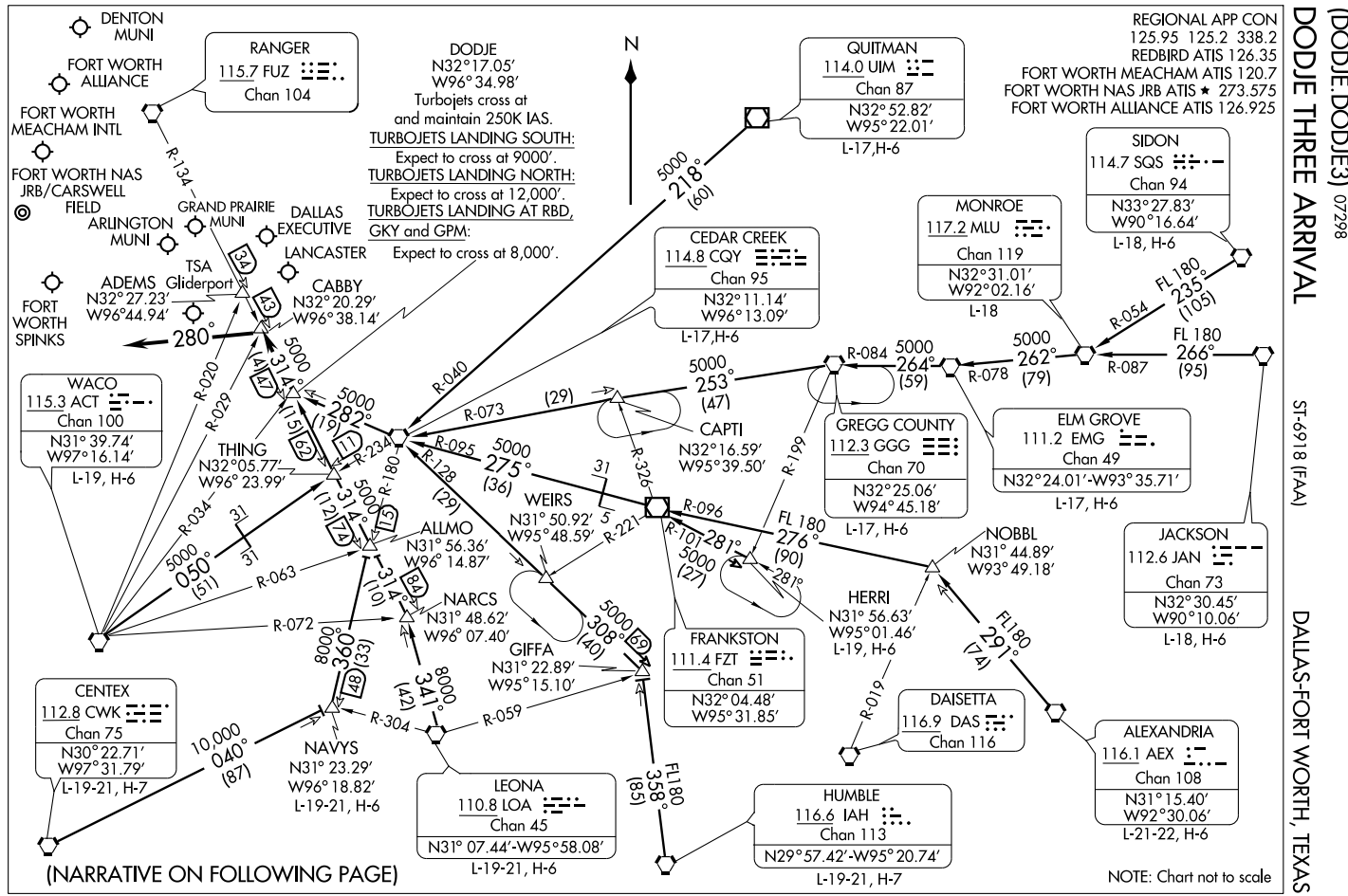
TEXARKANA TRANSITION (DALL9.TXK): From over TTT VOR/DME via TTT R-074 to SHERO INT, then via TXK R-244 to TXK VORTAC.

TAKE-OFF OBSTACLES:

Rwy 34: Billboard 692′ from departure end of runway, 686′ right of centerline, 37′ AGL/739′ MSL.

Rwy 35: Tree 55′ from DER, 143′ left of centerline, 21′ AGL/681′ MSL.
Tree 567′ from DER, 225′ right of centerline, 36′ AGL/699′ MSL.

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DODGE THREE ARRIVAL
(DODJE.DODJE3) 07298
ST-6918 (FAA)
DALLAS-FORT WORTH, TEXAS
REGIONAL APP CON
125.95 125.2 338.2
REDBIRD ATIS 126.35
FORT WORTH MEACHAM ATIS 120.7
FORT WORTH NAS JRB ATIS ★ 273.575
FORT WORTH ALLIANCE ATIS 126.925
DENTON MUNI
FORT WORTH ALLIANCE
FORT WORTH MEACHAM INTL
FORT WORTH NAS JRB/CARSWELL FIELD
ARLINGTON MUNI
GRAND PRAIRIE MUNI
DALLAS EXECUTIVE
LANCASTER
TSA
ADEMS Gliderport
N32°27.23′
W96°44.94′
CABBY
N32°20.29′
W96°38.14′
FORT WORTH SPINKS
RANGER
115.7 FUZ
Chan 104
R-134
DODJE
N32°17.05′
W96°34.98′
Turbojets cross at and maintain 250K IAS.
TURBOJETS LANDING SOUTH:
Expect to cross at 9000′.
TURBOJETS LANDING NORTH:
Expect to cross at 12,000′.
TURBOJETS LANDING AT RBD, GKY and GPM:
Expect to cross at 8,000′.
N
QUITMAN
114.0 UIM
Chan 87
N32°52.82′
W95°22.01′
L-17,H-6
5000
218°
(60)
CEDAR CREEK
114.8 CQY
Chan 95
N32°11.14′
W96°13.09′
L-17,H-6
MONROE
117.2 MLU
Chan 119
N32°31.01′
W92°02.16′
L-18
SIDON
114.7 SQS
Chan 94
N33°27.83′
W90°16.64′
L-18, H-6
FL 180
235°
(105)
R-054
R-087
5000
262°
(79)
R-078
R-084
5000
264°
(59)
FL 180
266°
(95)
WACO
115.3 ACT
Chan 100
N31° 39.74′
W97°16.14′
L-19, H-6
THING
N32°05.77′
W96° 23.99′
CAPTI
N32°16.59′
W95°39.50′
GREGG COUNTY
112.3 GGG
Chan 70
N32°25.06′
W94°45.18′
L-17, H-6
ELM GROVE
111.2 EMG
Chan 49
N32°24.01′-W93°35.71′
L-17, H-6
JACKSON
112.6 JAN
Chan 73
N32°30.45′
W90°10.06′
L-18, H-6
WEIRS
N31° 50.92′
W95° 48.59′
ALLMO
N31° 56.36′
W96° 14.87′
NARCS
N31° 48.62′
W96° 07.40′
GIFFA
N31° 22.89′
W95° 15.10′
NOBBL
N31° 44.89′
W93° 49.18′
HERRI
N31° 56.63′
W95° 01.46′
L-19, H-6
FRANKSTON
111.4 FZT
Chan 51
N32° 04.48′
W95° 31.85′
DAISETTA
116.9 DAS
Chan 116
CENTEX
112.8 CWK
Chan 75
N30° 22.71′
W97° 31.79′
L-19-21, H-7
NAVYS
N31° 23.29′
W96° 18.82′
L-19-21, H-6
LEONA
110.8 LOA
Chan 45
N31° 07.44′-W95° 58.08′
L-19-21, H-6
HUMBLE
116.6 IAH
Chan 113
N29° 57.42′-W95° 20.74′
L-19-21, H-7
ALEXANDRIA
116.1 AEX
Chan 108
N31° 15.40′
W92° 30.06′
L-21-22, H-6
(NARRATIVE ON FOLLOWING PAGE)
NOTE: Chart not to scale

DODJE THREE ARRIVAL (DODJE.DODJE3)

ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.DODJE3): From over AEX VORTAC via AEX R-291 to NOBBL INT, then via FZT R-096 to FZT VOR/DME, then via FZT R-275 and CQY R-095 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

CEDAR CREEK TRANSITION (CQY.DODJE3): From over CQY VORTAC via CQY R-282 to DODJE INT. Thence. . . .

CENTEX TRANSITION (CWK.DODJE3): From over CWK VORTAC via CWK R-040 to NAVYS INT, then via CQY R-180 to ALLMO INT, then via FUZ R-134 to DODJE INT. Thence. . . .

ELM GROVE TRANSITION (EMG.DODJE3): From over EMG VORTAC via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

GREGG COUNTY TRANSITION (GGG.DODJE3): From over GGG VORTAC via GGG R-253 and CQY R-073 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

HERRI TRANSITION (HERRI.DODJE3): (Assigned by ATC) From over HERRI INT via FZT R-101 to FZT VOR/DME, then via FZT R-275 and CQY R-095 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

HUMBLE TRANSITION (IAH.DODJE3): From over IAH VORTAC via IAH R-355 to GIFFA INT, then via CQY R-128 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

JACKSON TRANSITION (JAN.DODJE3): From over JAN VORTAC via JAN R-266 and MLU R-087 to MLU VORTAC, then via MLU R-262 and EMG R-078 to EMG VORTAC, then via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

LEONA TRANSITION (LOA.DODJE3): From over LOA VORTAC via LOA R-341 to NARCS INT, then via FUZ R-134 to DODJE INT. Thence. . . .

MONROE TRANSITION (MLU.DODJE3): From over MLU VORTAC via MLU R-262 and EMG R-078 to EMG VORTAC, then via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

NAVYS TRANSITION (NAVYS.DODJE3): From over NAVYS INT via CQY R-180 to ALLMO INT, then via FUZ R-134 to DODJE INT. Thence. . . .

QUITMAN TRANSITION (UIM.DODJE3): From over UIM VOR/DME via UIM R-218 and CQY R-040 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

SIDON TRANSITION (SQS.DODJE3): From over SQS VORTAC via SQS R-235 and MLU R-054 to MLU VORTAC, then via MLU R-262 and EMG R-078 to EMG VORTAC, then via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

WACO TRANSITION (ACT.DODJE3): From over ACT VORTAC via ACT R-050 and CQY R-234 to THING INT, then via FUZ R-134 to DODJE INT. Thence. . . .

. . . .From over DODJE INT via FUZ R-134 to CABBY INT or ADEMS INT (when directed by ATC). Depart CABBY INT heading 280°. Expect radar vectors to final approach course.

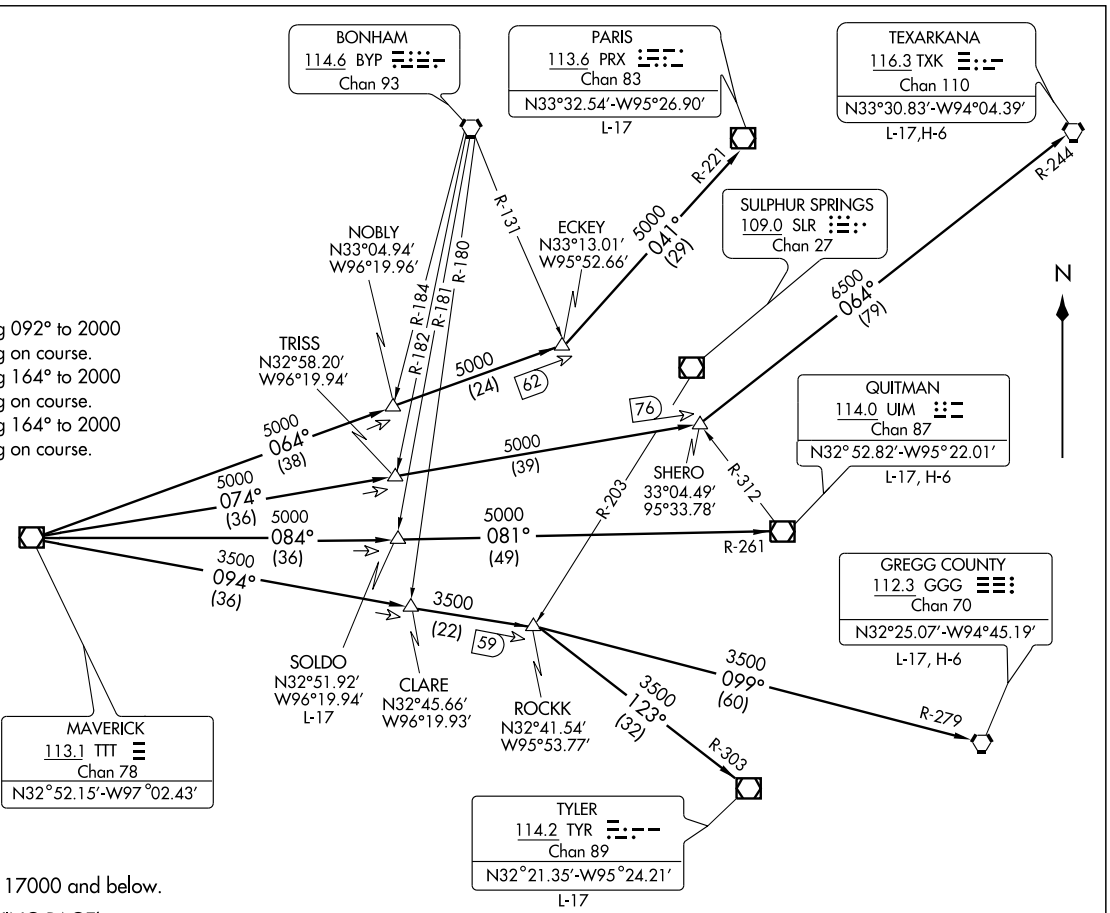
SC-2, 08 APR 2010 to 06 MAY 2010

GARLAND THREE DEPARTURE

ATIS 120.7
CLNC DEL
124.65
GND CON 121.9
MEACHAM TOWER
118.3 257.8
REGIONAL DEP CON
118.1 306.95 (North)
135.975 379.9 (South)

TAKE-OFF MINIMUMS:
All Rwys standard.

DEPARTURE PROCEDURE:
Rwy 9: Climb via heading 092° to 2000 before proceeding on course.
Rwy 16: Climb via heading 164° to 2000 before proceeding on course.
Rwy 17: Climb via heading 164° to 2000 before proceeding on course.



NOTE: For Jets requesting 17000 and below.
(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale

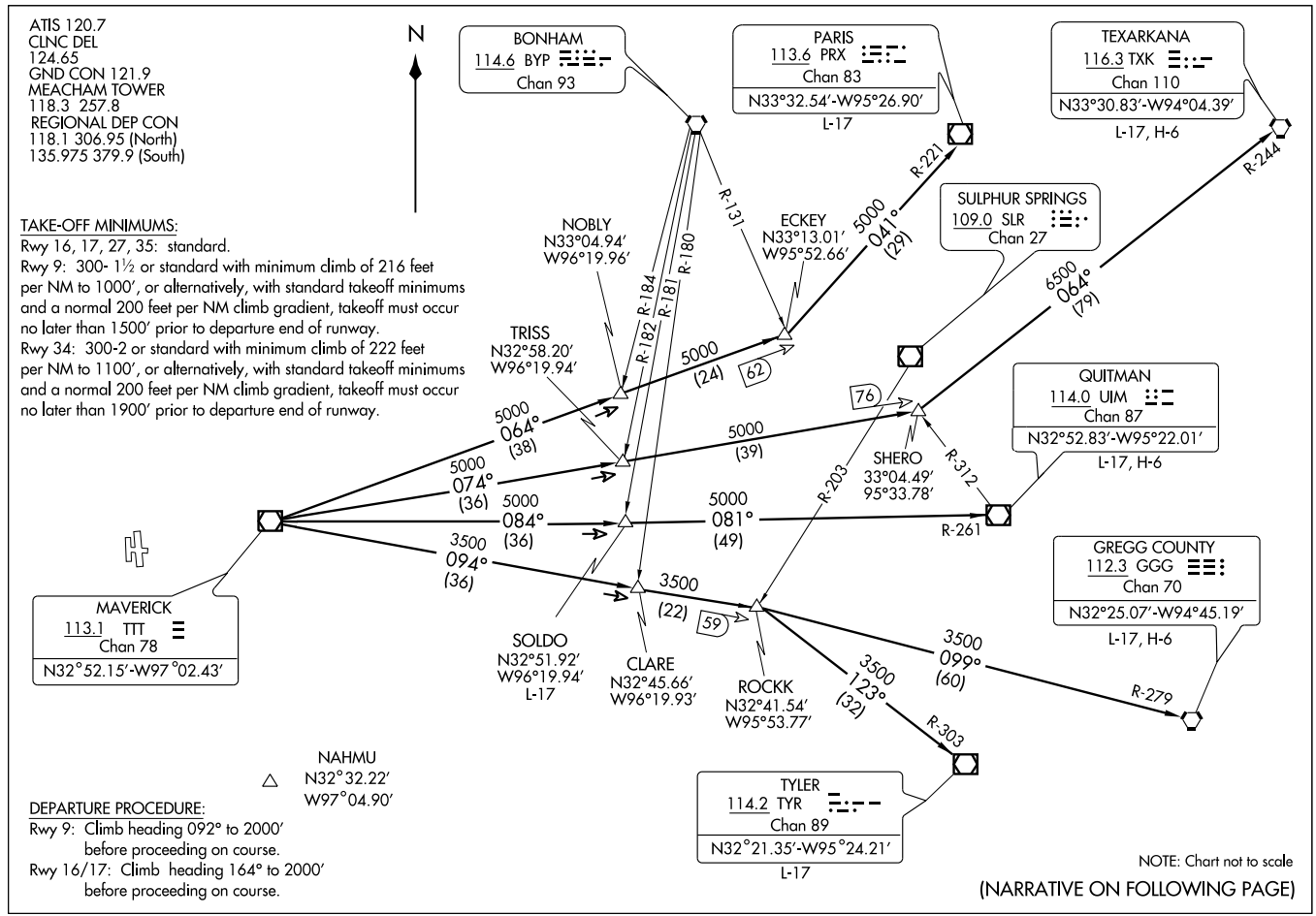
DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading to appropriate route.

LONGVIEW TRANSITION (GARL3.GGG): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via GGG R-279 to GGG VORTAC.
PARIS TRANSITION (GARL3.PRX): From over TTT VOR/DME via TTT R-064 to ECKEY INT, then via PRX R-221 to PRX VOR/DME.
QUITMAN TRANSITION (GARL3.UIM): From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME.
SOLDO TRANSITION (GARL3.SOLDO): (ATC assigned) From over TTT VOR/DME via TTT R-084 to SOLDO INT.
TEXARKANA TRANSITION (GARL3.TXK): From over TTT VOR/DME via TTT R-074 to SHERO INT, then via TXK R-244 to TXK VORTAC.
TYLER TRANSITION (GARL3.TYR): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via TYR R-303 to TYR VOR/DME.

TAKE-OFF OBSTACLES:
Rwy 35: Tree 55' from DER, 143' left of centerline, 21' AGL/681' MSL.
Tree 567' from DER, 225' right of centerline, 36' AGL/699' MSL.
Rwy 34: Billboard 692' right of centerline, 37' AGL/739' MSL.

SC-2, 08 APR 2010 to 06 MAY 2010


ATIS 120.7
CLNC DEL
124.65
GND CON 121.9
MEACHAM TOWER
118.3 257.8
REGIONAL DEP CON
118.1 306.95 (North)
135.975 379.9 (South)
N
BONHAM
114.6 BYP
Chan 93
PARIS
113.6 PRX
Chan 83
N33°32.54'-W95°26.90'
L-17
TEXARKANA
116.3 TXK
Chan 110
N33°30.83'-W94°04.39'
L-17, H-6
SULPHUR SPRINGS
109.0 SLR
Chan 27
QUITMAN
114.0 UIM
Chan 87
N32°52.83'-W95°22.01'
L-17, H-6
GREGG COUNTY
112.3 GGG
Chan 70
N32°25.07'-W94°45.19'
L-17, H-6
MAVERICK
113.1 TTT
Chan 78
N32°52.15'-W97°02.43'
TYLER
114.2 TYR
Chan 89
N32°21.35'-W95°24.21'
L-17
NOBLY
N33°04.94'
W96°19.96'
ECKEY
N33°13.01'
W95°52.66'
TRISS
N32°58.20'
W96°19.94'
SHERO
33°04.49'
95°33.78'
SOLDO
N32°51.92'
W96°19.94'
L-17
CLARE
N32°45.66'
W96°19.93'
ROCKK
N32°41.54'
W95°53.77'
NAHMU
N32°32.22'
W97°04.90'
R-131
R-180
R-184
R-181
R-182
R-221
R-244
R-203
R-312
R-261
R-279
R-303
5000
041°
(29)
6500
064°
(79)
5000
(24)
62
5000
064°
(38)
5000
(39)
76
5000
074°
(36)
5000
084°
(36)
5000
081°
(49)
3500
094°
(36)
3500
(22)
59
3500
099°
(60)
3500
123°
(32)
TAKE-OFF MINIMUMS:
Rwy 16, 17, 27, 35: standard.
Rwy 9: 300- 1½ or standard with minimum climb of 216 feet per NM to 1000', or alternatively, with standard takeoff minimums and a normal 200 feet per NM climb gradient, takeoff must occur no later than 1500' prior to departure end of runway.
Rwy 34: 300-2 or standard with minimum climb of 222 feet per NM to 1100', or alternatively, with standard takeoff minimums and a normal 200 feet per NM climb gradient, takeoff must occur no later than 1900' prior to departure end of runway.
DEPARTURE PROCEDURE:
Rwy 9: Climb heading 092° to 2000' before proceeding on course.
Rwy 16/17: Climb heading 164° to 2000' before proceeding on course.
NOTE: Chart not to scale
(NARRATIVE ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading and altitude to appropriate route.

LONGVIEW TRANSITION (HUBB6.GGG): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via GGG R-279 to GGG VORTAC.
PARIS TRANSITION (HUBB6.PRX): From over TTT VOR/DME via TTT R-064 to ECKEY INT, then via PRX R-221 to PRX VOR/DME.
QUITMAN TRANSITION (HUBB6.UIM): From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME.
SOLDO TRANSITION (HUBB6.SOLDO): (ATC assigned.) From over TTT VOR/DME via TTT R-084 to SOLDO INT.
TEXARKANA TRANSITION (HUBB6.TXK): From over TTT VOR/DME via TTT R-074 to SHERO INT, then via TXK R-244 to TXK VORTAC.
TYLER TRANSITION (HUBB6.TYR): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via TYR R-303 to TYR VOR/DME.

TAKE-OFF OBSTACLES:
Rwy 9:
Windsock 293' from departure end of runway, 354' left of centerline, 51' AGL/721' MSL. Sign of building 481' from departure end of runway, 407' right of centerline, 39' AGL/702' MSL. Sign 2,448' from departure end of runway, 540' left of centerline, 75' AGL/742' MSL. Grain elevators beginning 7,085' from departure end of runway, 2,191' left of centerline, up to 229' AGL/877' MSL.
Rwy 27:
Tree 239' from departure end of runway, 492' left of centerline, 35' AGL/685' MSL.
Rwy 17:
Bush 13' from departure end of runway, 160' right of centerline, 21' AGL/674' MSL. Antenna 953' from departure end of runway, 394' left of centerline, 72' AGL/722' MSL. Hangar 1,380' from departure end of runway, 774' left of centerline, 43' AGL/703' MSL.
Rwy 34:
Multiple trees 974' from departure end of runway, 682' right of centerline, up to 47' AGL/746' MSL. Grain elevator 1.52 NM from departure end of runway, 2,775' right of centerline, 254' AGL/969' MSL.
Rwy 35:
Tree 1' from departure end of runway, 248' left of centerline, 40' AGL/690' MSL. Tree 567' from departure end of runway, 225' right of centerline, 45' AGL/699' MSL. Bush 55' from departure end of runway, 143' left of centerline, 21' AGL/681' MSL. OL on Dam 1,359' from departure end of runway, 1' right of centerline, 46' AGL/706' MSL.

SC-2, 08 APR 2010 to 06 MAY 2010

LOC I-FTW	APP CRS	Rwy Idg	7501
109.9	164°	TDZE	710
Chan 36		Apt Elev	710

ILS or LOC RWY 16

FORT WORTH MEACHAM INTL (FTW)

* RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH : Climb to 1300 then climbing left turn to 2500 direct FT LOM and hold, continue climb-in-hold to 2500.

ATIS	REGIONAL APP CON	MEACHAM TOWER	GND CON	CLNC DEL
120.7	(North) 118.1 306.95 (South) 135.975 379.9	118.3 257.8	121.9	124.65

ADF REQUIRED

BOWIE
112.4 UKW
Chan 71

4000 (44.6)

344°
144°
209°
029°
164°

LOM / IAF
MUFIN
365 FT
I-FTW 5.3

MAVERICK
113.1 TTT
Chan 78

R-269

1049
990
949
908
902 ±
1027
884
1049
1198
1743

LOCALIZER 109.9
I-FTW
Chan 36

10 NM

MSA FT 25 NM
180°
2200
2800
270°
3600
360°

MUFIN LOM/INT
I-FTW 5.3

Remain within 10 NM

344°
164°
2400
2000
1992
GS 3.00°
TCH 57

1300	2500	FT
		365

I-FTW 3
I-FTW 1.5

2.3 NM
1.5 NM

ELEV 710

164° 3.8 NM from FAF

TDZE 710

17
9
0.5% UP
4006 X 75
3677
X 100
762
751
750 X 150
725
27
35
34
797

HIRL Rwy 16-34
MIRL Rwys 9-27 and 17-35
REIL Rwys 16 and 34

CATEGORY	A	B	C	D
S- ILS 16	* 910/24	200 (200-½)		
S- LOC 16	1240/24 530 (600-½)		1240/50 530 (600-1)	1240/60 530 (600-1¼)
CIRCLING	1260- 1 550 (600-1)		1280-1½ 570 (600-1½)	1300-2 590 (600-2)

FAF to MAP 3.8NM

Knots	60	90	120	150	180
Min:Sec	3:48	2:32	1:54	1:31	1:16

SC-2, 08 APR 2010 to 06 MAY 2010

LOC I-UXT	APP CRS	Rwy Idg	7501
109.9	344°	TDZE	680
Chan 36		Apt Elev	710

ILS or LOC RWY 34

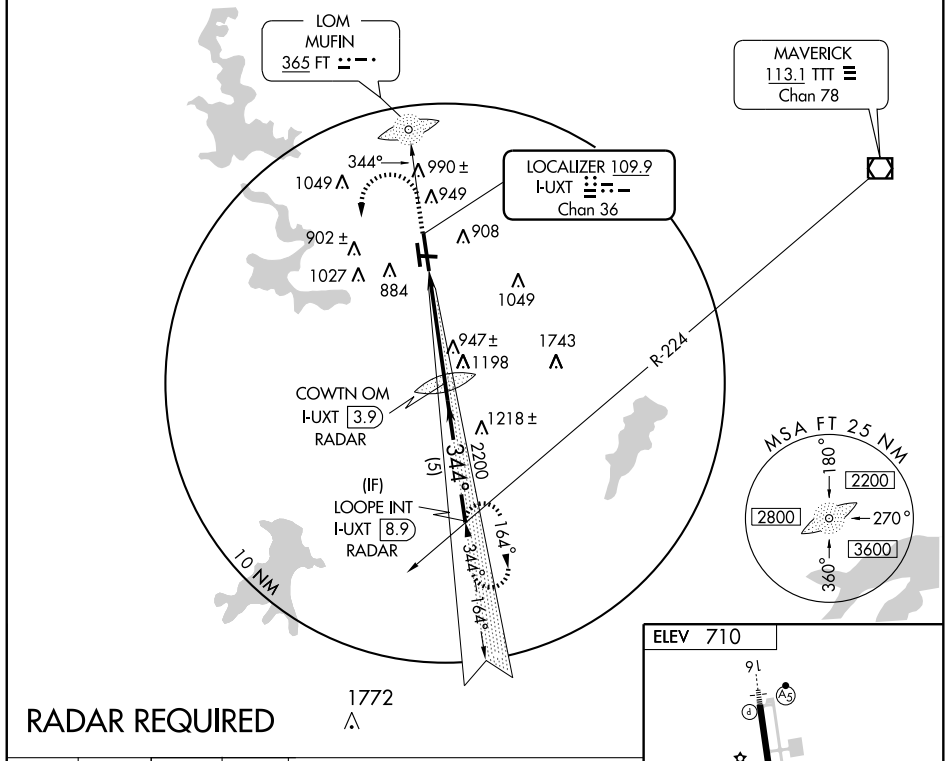
FORT WORTH MEACHAM INTL (FTW)

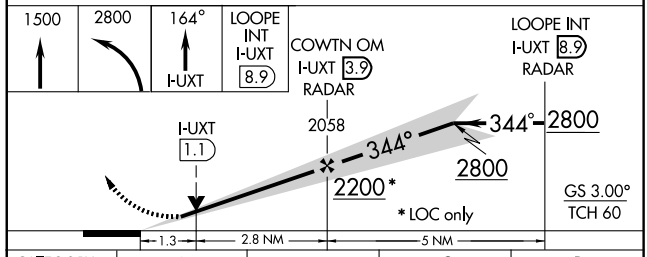
Inoperative table does not apply to S-LOC 34 Cat C.

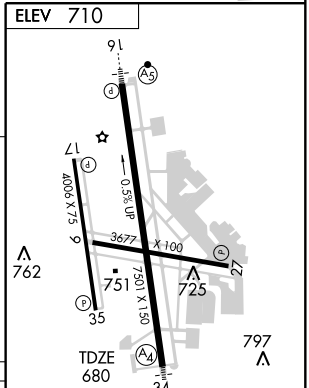
MALS

MISSED APPROACH : Climb to 1500, then climbing left turn to 2800 via I-UXT south course to LOOPE Int/ I-UXT 8.9 DME and hold.

ATIS	REGIONAL APP CON	MEACHAM TOWER	GND CON	CLNC DEL
120.7	(North) 118.1 306.95 (South) 135.975 379.9	118.3 257.8	121.9	124.65







CATEGORY	A	B	C	D
S- ILS 34	880-¾ 200 (200-¾)			
S-LOC 34	1200-¾ 520 (500-¾)		1200-1½ 520 (500-1½)	1200-1¾ 520 (500-1¾)
CIRCLING	1260-1 550 (600-1)		1280-1½ 570 (600-1½)	1300-2 590 (600-2)

FAF to MAP 4.1 NM

Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

SC-2, 08 APR 2010 to 06 MAY 2010

JOE POOL FOUR DEPARTURE

SL-159 (FAA)

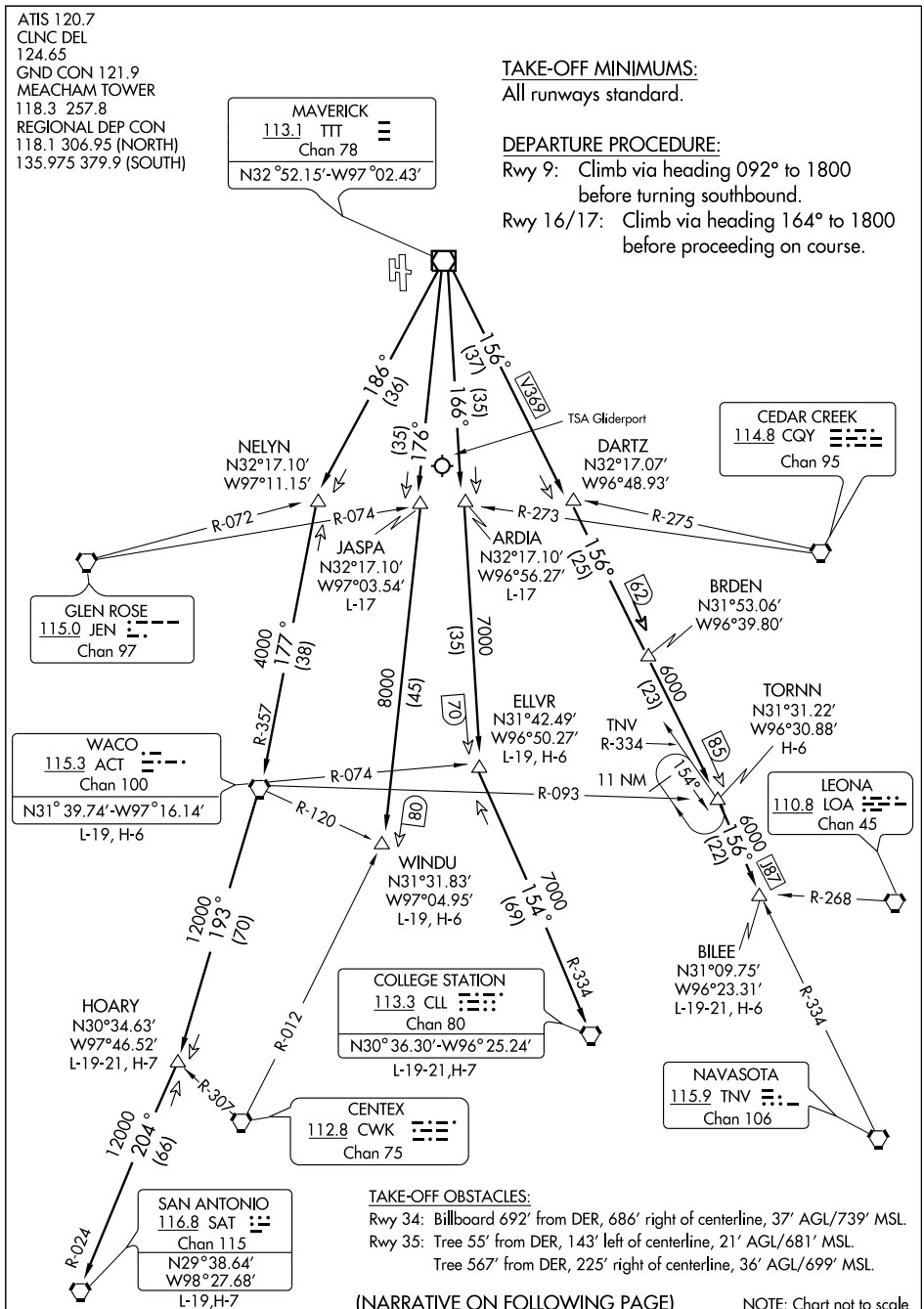
FORT WORTH MEACHAM INTL (FTW)

FORT WORTH, TEXAS

ATIS 120.7
CLNC DEL
124.65
GND CON 121.9
MEACHAM TOWER
118.3 257.8
REGIONAL DEP CON
118.1 306.95 (NORTH)
135.975 379.9 (SOUTH)

TAKE-OFF MINIMUMS:
All runways standard.

DEPARTURE PROCEDURE:
Rwy 9: Climb via heading 092° to 1800 before turning southbound.
Rwy 16/17: Climb via heading 164° to 1800 before proceeding on course.



TAKE-OFF OBSTACLES:
Rwy 34: Billboard 692' from DER, 686' right of centerline, 37' AGL/739' MSL.
Rwy 35: Tree 55' from DER, 143' left of centerline, 21' AGL/681' MSL.
Tree 567' from DER, 225' right of centerline, 36' AGL/699' MSL.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale

SC-2, 08 APR 2010 to 06 MAY 2010

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading and altitude, expect vector to appropriate route.

ARDIA TRANSITION (JPOOL4.ARDIA): (ATC assigned.) From over TTT VOR/DME via TTT R-166 to ARDIA INT.

BILEE TRANSITION (JPOOL4.BILEE): (For aircraft overflying the BILEE intersection, thence via the appropriate STAR to George Bush Intercontinental or East Houston terminal area airports, or via J-87 to overfly the TNV VORTAC.) From over TTT VOR/DME via TTT R-156 to BILEE INT.

BRDEN TRANSITION (JPOOL4.BRDEN): From over TTT VOR/DME via TTT R-156 to BRDEN INT.

COLLEGE STATION TRANSITION (JPOOL4.CLL): (For piston aircraft inbound to Houston Hobby and all aircraft inbound to West Houston terminal area airports.) From over TTT VOR/DME via TTT R-166 to ELLVR INT, then via CLL R-334 to CLL VORTAC.

ELLVR TRANSITION (JPOOL4.ELLVR): (For turboprop and turbojet aircraft inbound to Houston Hobby and turbojet aircraft inbound to EFD, GLS, and LBX.) From over TTT VOR/DME via TTT R-166 to ELLVR INT.

HOARY TRANSITION (JPOOL4.HOARY): (For E/F suffixed aircraft.) From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC, then via ACT R-193 to HOARY INT.

JASPA TRANSITION (JPOOL4.JASPA): (ATC assigned.) From over TTT VOR/DME via TTT R-176 to JASPA INT.

SAN ANTONIO TRANSITION (JPOOL4.SAT): (For aircraft overflying Centex and San Antonio.) From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC, then via ACT R-193 to HOARY INT, then via SAT R-024 to SAT VORTAC.

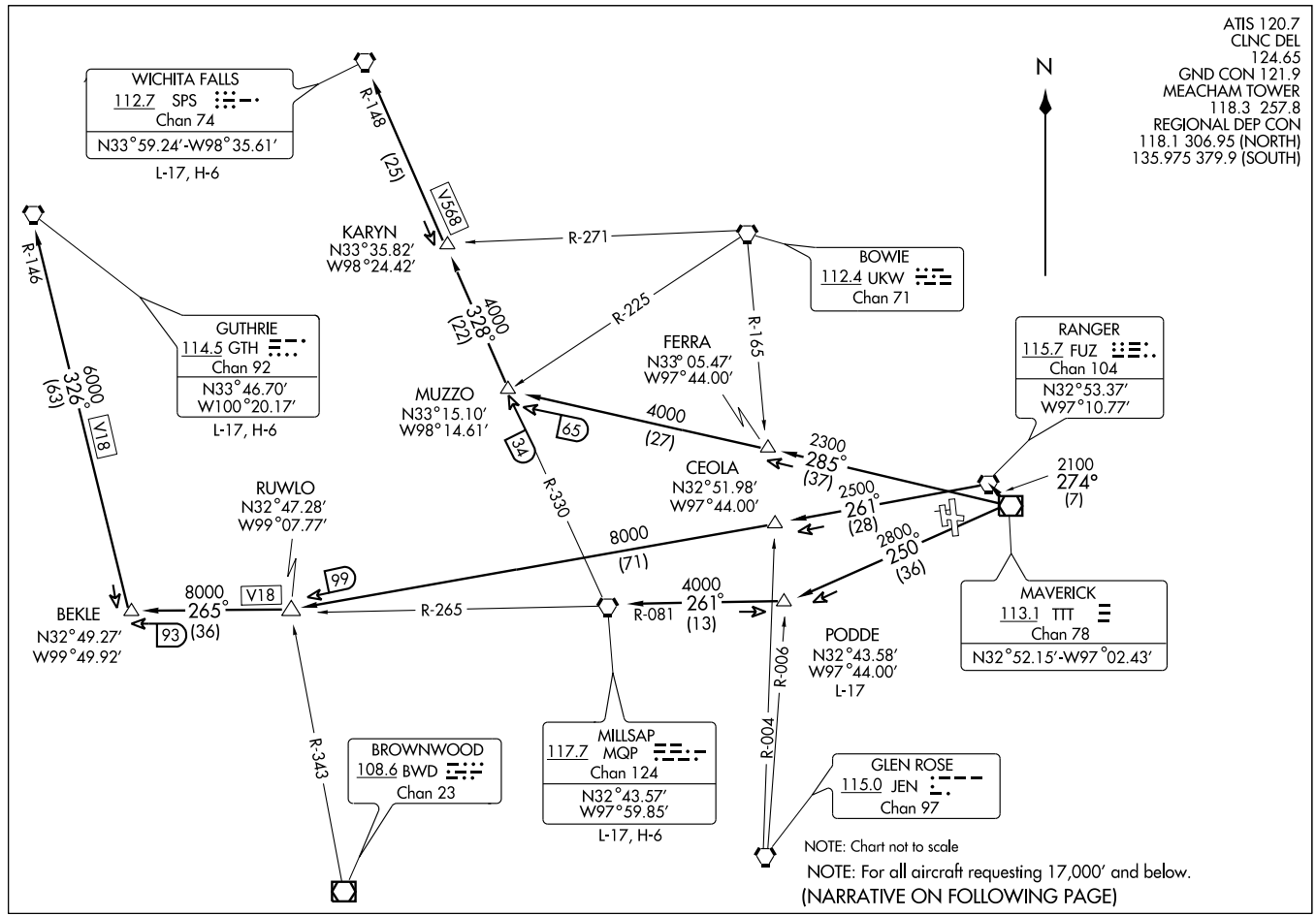
TORNN TRANSITION (JPOOL4.TORNN): (For aircraft landing at Lafayette, Lake Charles or Beaumont/Port Arthur airports.) From over TTT VOR/DME via TTT R-156 to TORNN INT.

WACO TRANSITION (JPOOL4.ACT): (For aircraft inbound to Waco or Gray terminal area airports.) From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC.

WINDU TRANSITION (JPOOL4.WINDU): (For aircraft inbound to Austin or San Antonio terminal airports, aircraft should file and/or expect the BLEWE or MARCS arrival at WINDU.) From over TTT VOR/DME via TTT R-176 to WINDU INT.

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KINGDOM SEVEN DEPARTURE SL-159 (FAA)



DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace fly assigned heading and altitude to appropriate route.

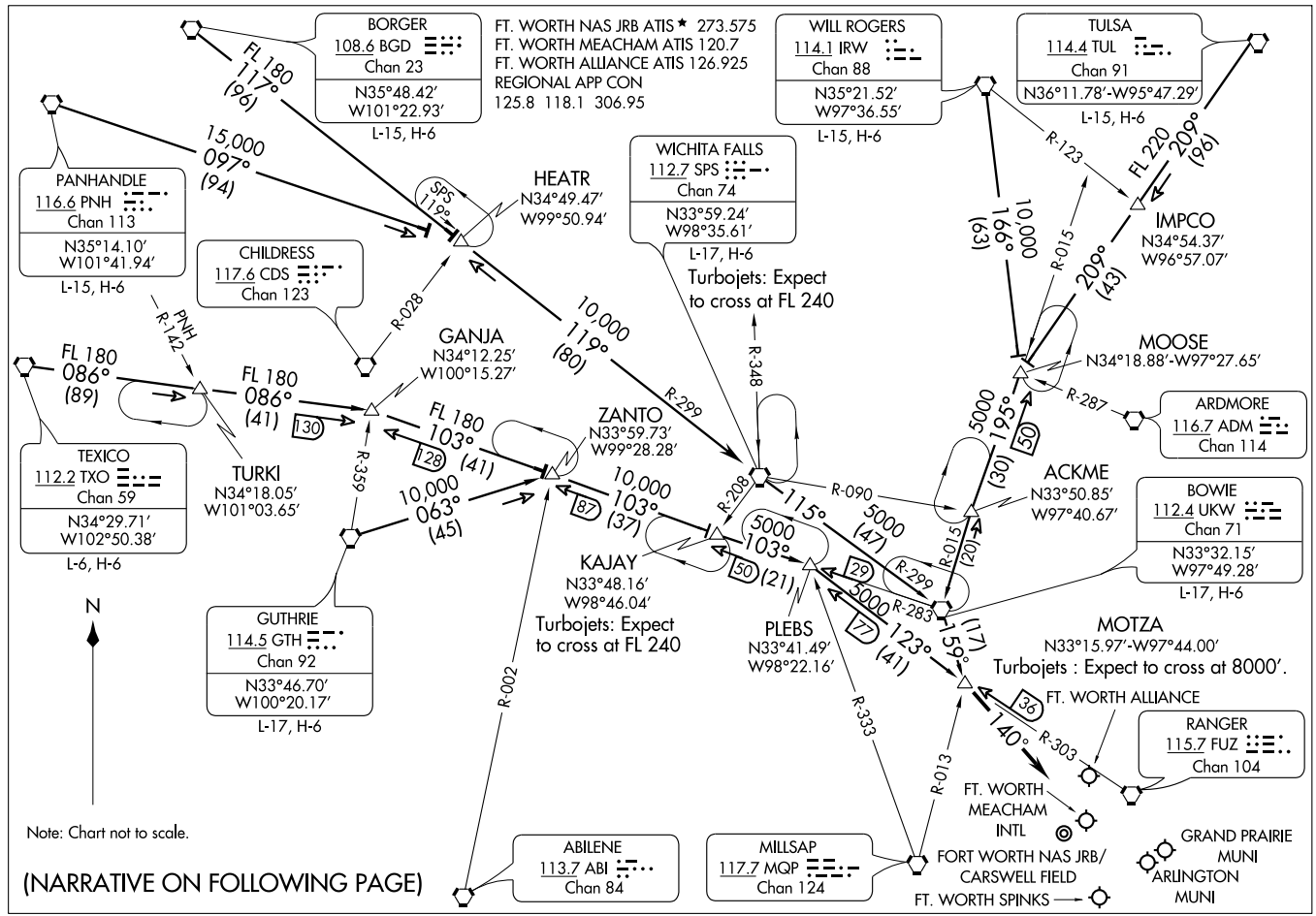
GUTHRIE TRANSITION (KING7.GTH): (For all aircraft landing within Lubbock terminal area or proceeding westbound via V-18 to GTH VORTAC). From over TTT VOR/DME via TTT R-274 to FUZ VORTAC, then via FUZ R-261 to RUWLO INT, then via MQP R-265 to BEKLE INT, then via GTH R-146 to GTH VORTAC.
MILLSAP TRANSITION (KING7.MQP): (For all aircraft overflying the MQP VORTAC westbound via V-18 or direct). From over TTT VOR/DME via TTT R-250 to PODDE INT, then via MQP R-081 to MQP VORTAC.
PODDE TRANSITION (KING7.PODDE): (ATC assigned.) From over TTT VOR/DME via TTT R-250 to PODDE INT.
WICHITA FALLS TRANSITION (KING7.SPS): (For all aircraft landing within the Wichita Falls terminal area or overflying the SPS VORTAC). From over TTT VOR/DME via TTT R-285 to MUZZO INT, then via SPS R-148 to SPS VORTAC.

TAKE-OFF MINIMUMS:
Rwys 16, 17, 27, 35 standard.
Rwy 9, 300-1 1/2 or standard with minimum climb of 216′ per NM to 1000′ or alternatively, with standard takeoff minimums and a normal 200′ per NM climb gradient, takeoff must occur no later than 1500′ prior to DER.
Rwy 34, 300-2 or standard with minimum climb of 222′ per NM to 1100′ or alternatively, with standard takeoff minimums and a normal 200′ per NM climb gradient, takeoff must occur no later than 1900′ prior to DER.
DEPARTURE PROCEDURE:
Rwy 9: Climb heading 092° to 2000′ before proceeding on course.
Rwy 16: Climb heading 164° to 2000′ before proceeding on course.
Rwy 17: Climb heading 164° to 2000′ before proceeding on course.

TAKE-OFF OBSTACLES:

Note: Rwy 9, Windsock 293′ from DER, 354′ left of centerline, 51′ AGL/721′ MSL. Sign on building 481′ from DER, 407′ right of centerline, 39′ AGL/702′ MSL. Sign 2448′ from DER, 540′ left of centerline, 75′ AGL/742′ MSL. Grain elvators beginning 1.2 NM from DER, 2191′ left of centerline, up to 229′ AGL/877′ MSL.
Note: Rwy 17, Bush 13′ from DER, 160′ right of centerline, 21′ AGL/674′ MSL. Antenna 953′ from DER, 394′ left of centerline, 72′ AGL/722′ MSL. Hangar 1380′ from DER, 744′ left of centerline, 43′ AGL/703′ MSL.
Note: Rwy 27, Tree 239′ from DER, 492′ left of centerline, 35′ AGL/685′ MSL.
Note: Rwy 34, Multiple trees 974′ from DER, 682′ right of centerline, up to 47′ AGL/746′ MSL. Grain elevator 1.52 NM from DER, 2775′ right of centerline, 254′ AGL/969′ MSL.
Note: Rwy 35, Tree 1′ from DER, 248′ left of centerline, 40′ AGL/690′ MSL. Tree 567′ from DER, 225′ right of centerline, 45′ AGL/699′ MSL. Bush 55′ from DER, 143′ left of centerline, 21′ AGL/681′ MSL. OL on DAM 1359′ from DER, 1′ right of centerline, 46′ AGL/706′ MSL.

SC-2, 08 APR 2010 to 06 MAY 2010


MOTZA SIX ARRIVAL
(MOTZA.MOTZA6) 07298
ST-6918 (FAA)
DALLAS-FT. WORTH, TEXAS
FT. WORTH NAS JRB ATIS ★ 273.575
FT. WORTH MEACHAM ATIS 120.7
FT. WORTH ALLIANCE ATIS 126.925
REGIONAL APP CON
125.8 118.1 306.95
BORGER
108.6 BGD
Chan 23
N35°48.42′
W101°22.93′
L-15, H-6
WILL ROGERS
114.1 IRW
Chan 88
N35°21.52′
W97°36.55′
L-15, H-6
TULSA
114.4 TUL
Chan 91
N36°11.78′-W95°47.29′
L-15, H-6
PANHANDLE
116.6 PNH
Chan 113
N35°14.10′
W101°41.94′
L-15, H-6
CHILDRESS
117.6 CDS
Chan 123
WICHITA FALLS
112.7 SPS
Chan 74
N33°59.24′
W98°35.61′
L-17, H-6
HEATR
N34°49.47′
W99°50.94′
IMPCO
N34°54.37′
W96°57.07′
GANJA
N34°12.25′
W100°15.27′
MOOSE
N34°18.88′-W97°27.65′
ARDMORE
116.7 ADM
Chan 114
TEXICO
112.2 TXO
Chan 59
N34°29.71′
W102°50.38′
L-6, H-6
TURKI
N34°18.05′
W101°03.65′
ZANTO
N33°59.73′
W99°28.28′
ACKME
N33°50.85′
W97°40.67′
BOWIE
112.4 UKW
Chan 71
N33°32.15′
W97°49.28′
L-17, H-6
KAJAY
N33°48.16′
W98°46.04′
PLEBS
N33°41.49′
W98°22.16′
MOTZA
N33°15.97′-W97°44.00′
GUTHRIE
114.5 GTH
Chan 92
N33°46.70′
W100°20.17′
L-17, H-6
RANGER
115.7 FUZ
Chan 104
ABILENE
113.7 ABI
Chan 84
MILLSAP
117.7 MQP
Chan 124
FORT WORTH NAS JRB/
CARSWELL FIELD
FT. WORTH SPINKS
FT. WORTH
MEACHAM
INTL
GRAND PRAIRIE
MUNI
ARLINGTON
MUNI
FT. WORTH ALLIANCE
Turbojets: Expect
to cross at FL 240
Turbojets: Expect
to cross at FL 240
Turbojets : Expect to cross at 8000′.
FL 180
117°
(96)
15,000
097°
(94)
SPS
119°
10,000
119°
(80)
FL 180
086°
(89)
FL 180
086°
(41)
FL 180
103°
(41)
10,000
063°
(45)
10,000
103°
(37)
5000
103°
(21)
5000
115°
(47)
5000
123°
(41)
5000
159°
(17)
10,000
166°
(63)
5000
195°
(30)
FL 220
209°
(96)
209°
(43)
140°
R-123
R-015
R-348
R-299
R-208
R-090
R-287
R-359
R-028
PNH
R-142
R-002
R-333
R-013
R-303
130
128
87
50
29
27
36
N
Note: Chart not to scale.
(NARRATIVE ON FOLLOWING PAGE)

MOTZA SIX ARRIVAL

ARRIVAL DESCRIPTION

BORGER TRANSITION (BGD.MOTZA6): From over BGD VORTAC via BGD R-117 to HEATR INT, then via SPS R-299 to SPS VORTAC, then via SPS R-115 and UKW R-299 to UKW VORTAC, then via UKW R-159 to MOTZA INT. Thence . . . .

BOWIE TRANSITION (UKW.MOTZA6): From over UKW VORTAC via UKW R-159 to MOTZA INT. Thence . . . .

GUTHRIE TRANSITION (GTH.MOTZA6): From over GTH VORTAC via GTH R-063 to ZANTO INT, then via UKW R-283 to PLEBS INT, then via FUZ R-303 to MOTZA INT. Thence . . . .

PANHANDLE TRANSITION (PNH.MOTZA6): From over PNH VORTAC via PNH R-097 to HEATR INT, then via SPS R-299 to SPS VORTAC, then via SPS R-115 and UKW R-299 to UKW VORTAC, then via UKW R-159 to MOTZA INT. Thence . . . .

TEXICO TRANSITION (TXO.MOTZA6): From over TXO VORTAC via TXO R-086 to GANJA INT, then via UKW R-283 to PLEBS INT, then via FUZ R-303 to MOTZA INT. Thence . . . .

TULSA TRANSITION (TUL.MOTZA6): From over TUL VORTAC via TUL R-209 to MOOSE INT, then via UKW R-015 to UKW VORTAC, then via UKW R-159 to MOTZA INT. Thence . . . .

WICHITA FALLS TRANSITION (SPS.MOTZA6): From over SPS VORTAC via SPS R-115 and UKW R-299 to UKW VORTAC, then via UKW R-159 to MOTZA INT. Thence . . . .

WILL ROGERS TRANSITION (IRW.MOTZA6): From over IRW VORTAC via IRW R-166 to MOOSE INT, then via UKW R-015 to UKW VORTAC, then via UKW R-159 to MOTZA INT. Thence . . . .

. . . . From over MOTZA INT, thence via heading 140° for vectors to final approach course.

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WAAS CH 42612 W16A	APP CRS 164°	Rwy Idg 7501 TDZE 710 Apt Elev 710

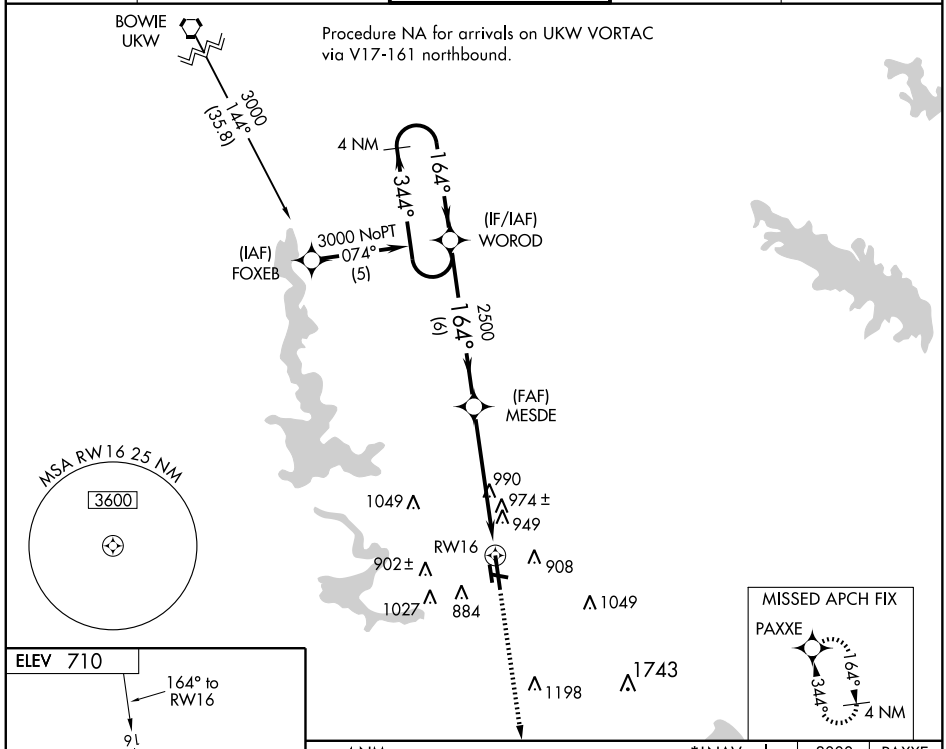
RNAV (GPS) RWY 16
FORT WORTH MEACHAM INTL (FTW)

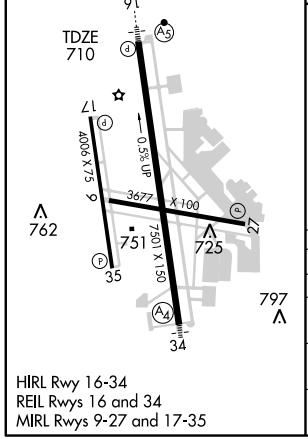
Circling to RW17 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

MALSR

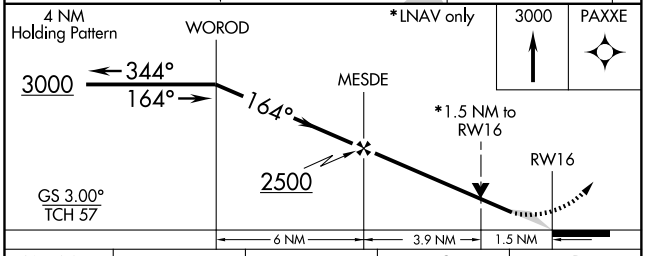
MISSED APPROACH: Climb to 3000 direct PAXXE and hold.

ATIS	REGIONAL APP CON	MEACHAM TOWER	GND CON	CLNC DEL
120.7	(North) 118.1 306.95 (South) 135.975 379.9	118.3 257.8	121.9	124.65





HIRL Rwy 16-34
REIL Rwys 16 and 34
MIRL Rwys 9-27 and 17-35



CATEGORY	A	B	C	D
LPV DA	910/24 200 (200-½)			
LNAV/VNAV DA	1284-1½ 574 (600-1½)			
LNAV MDA	1240/24 530 (600-½)		1240/50 530 (600-1)	1240/60 530 (600-1¼)
CIRCLING	1260-1 550 (600-1)		1280-1½ 570 (600-1½)	1300-2 590 (600-2)

SC-2, 08 APR 2010 to 06 MAY 2010

WAAS CH 53412 W34A	APP CRS 344°	Rwy Idg 7501 TDZE 680 Apt Elev 710

RNAV (GPS) RWY 34

FORT WORTH MEACHAM INTL (FTW)

Inoperative table does not apply to LNAV/VNAV and LNAV Cat C. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

MALS

MISSED APPROACH: Climb to 3000 direct WOROD and hold.

ATIS	REGIONAL APP CON	MEACHAM TOWER	GND CON	CLNC DEL
120.7	(North) 118.1 306.95 (South) 135.975 379.9	118.3 257.8	121.9	124.65

MISSED APCH FIX

4 NM 164° 344° WOROD

990 1049 949 902± 908 1027 884 RW34 1049 WAGMU 2.6 NM to RW34 853± 1198 1743 (FAF) DOJED 344° (6.1) 2200

(IF/IAF) PAXXE 164° 344° 4 NM

MSA RW34 25 NM 3600

(IAF) CURLE 3000 NoPT 030° (5.4)

3000 NoPT 354° (11.9)

1772

(IAF) BARGO

ELEV 710

762 751 725 797 TDZE 680 35 34 16 17 27 9 4000 X 75 0.5% UP 3677 X 100 7501 X 150

344° to RW34

HIRL Rwy 16-34
REIL Rwys 16 and 34
MIRL Rwys 9-27 and 17-35

3000 WOROD *LNAV only

4 NM Holding Pattern

WAGMU 2.6 NM to RW34 DOJED PAXXE 164° 344° 3000

*1.3 NM to RW34 344°

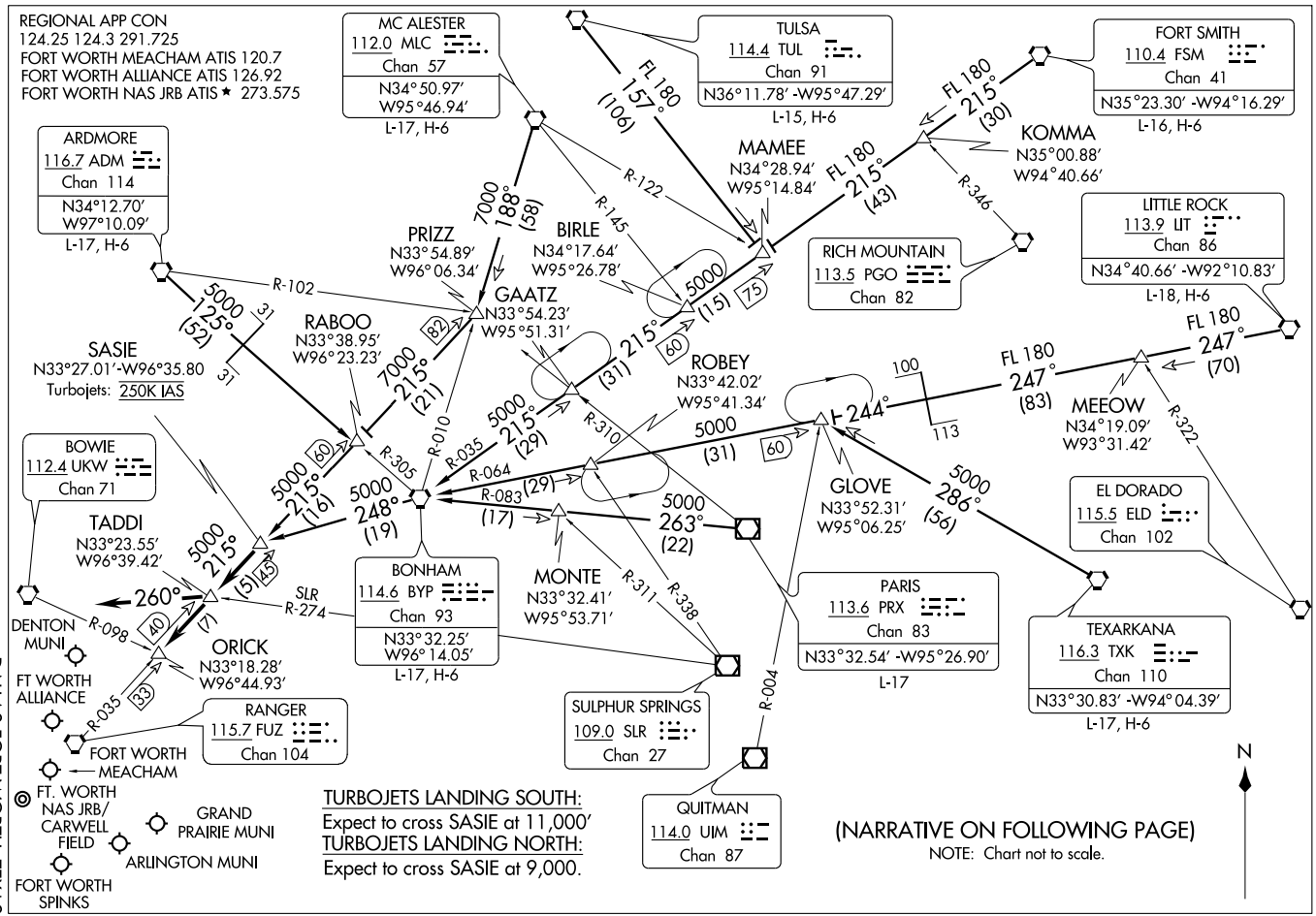
RW34 *1560 2200

GS 3.00° TCH 60

1.3 NM 1.3 NM 2 NM 6.1 NM

CATEGORY	A	B	C	D
LPV DA	880-¾ 200 (200-¾)			
LNAV/VNAV DA	1091-1½ 411 (400-1½)			
LNAV MDA	1160-¾ 480 (500-¾)		1160-1¼ 480 (500-1¼)	1160-1½ 480 (500-1½)
CIRCLING	1260-1 550 (600-1)		1280-1½ 570 (600-1½)	1300-2 590 (600-2)

SC-2, 08 APR 2010 to 06 MAY 2010



SASIE TWO ARRIVAL

(SASIE.SASIE2) 09351

ST-6918 (FAA)

DALLAS-FORT WORTH, TEXAS

ARRIVAL DESCRIPTION

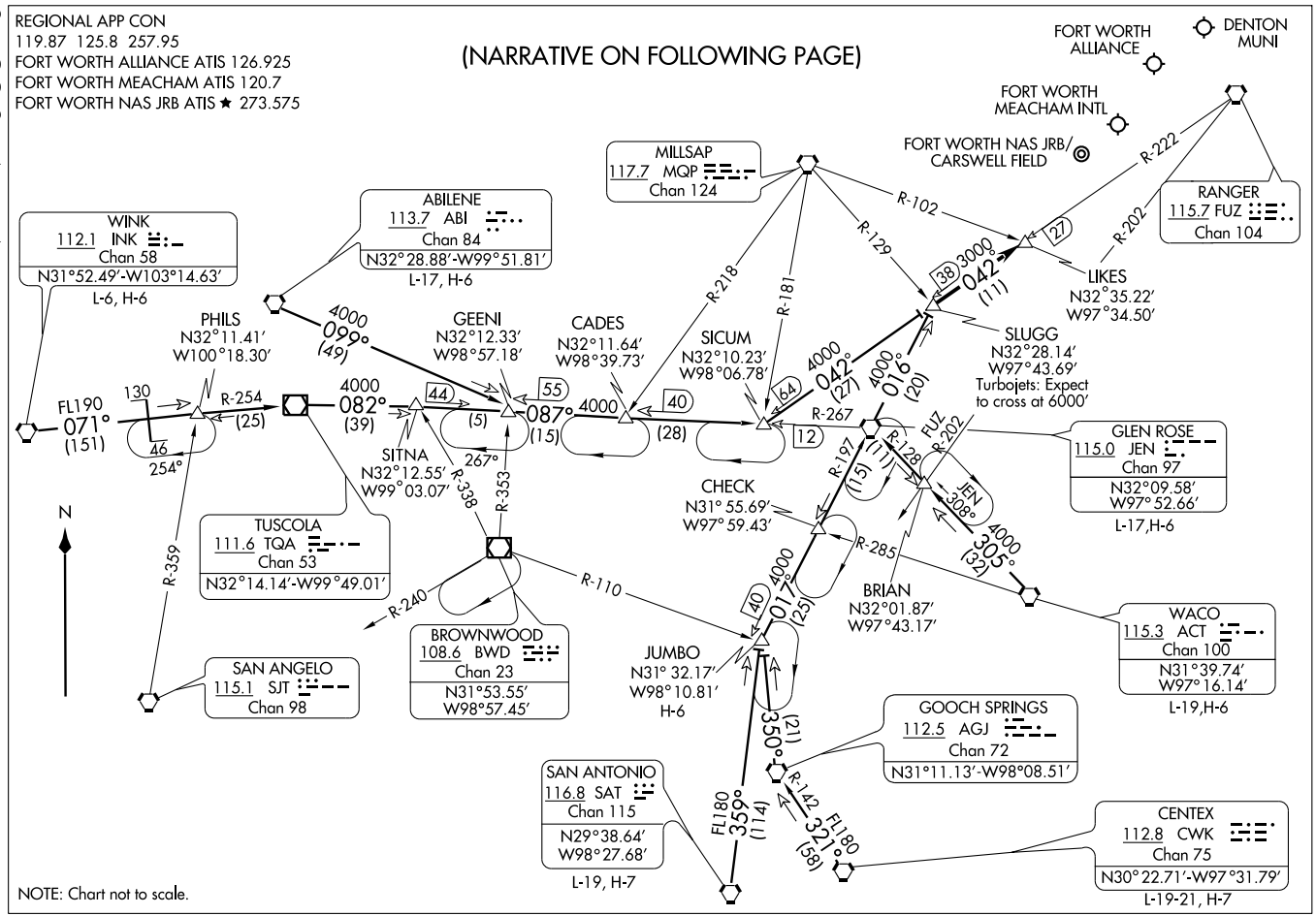
ARDMORE TRANSITION (ADM.SASIE2): From over ADM VORTAC via ADM R-125 and BYP R-305 to RABOO INT, then via FUZ R-035 to SASIE INT. Thence. . . .
BONHAM TRANSITION (BYP.SASIE2): From over BYP VORTAC via BYP R-248 to SASIE INT. Thence. . . .
FORT SMITH TRANSITION (FSM.SASIE2): From over FSM VORTAC via FSM R-215 to MAMEE INT, then via BYP R-035 to BYP VORTAC, then via BYP R-248 to SASIE INT. Thence. . . .
LITTLE ROCK TRANSITION (LIT.SASIE2): From over LIT VORTAC via LIT R-247 and BYP R-064 to GLOVE INT, then via BYP R-064 to BYP VORTAC, then via BYP R-248 to SASIE INT. Thence. . . .
MC ALESTER TRANSITION (MLC.SASIE2): From over MLC VORTAC via MLC R-188 to PRIZZ INT, then via FUZ R-035 to SASIE INT. Thence. . . .
PARIS TRANSITION (PRX.SASIE2): From over PRX VOR/DME via PRX R-263 and BYP R-083 to BYP VORTAC, then via BYP VORTAC R-248 to SASIE INT. Thence. . . .
TEXARKANA TRANSITION (TXK.SASIE2): From over TXK VORTAC via TXK R-286 to GLOVE INT, then via BYP R-064 to BYP VORTAC, then via BYP R-248 to SASIE INT. Thence. . . .
TULSA TRANSITION (TUL.SASIE2): From over TUL VORTAC via TUL R-157 to MAMEE INT, then via BYP R-035 to BYP VORTAC, the via BYP R-248 to SASIE INT. Thence. . . .
. . . . From over SASIE INT via FUZ R-035 to TADDI INT or ORICK INT (when directed by ATC). Depart TADDI INT heading 260° for vectors to final approach course.

SC-2, 08 APR 2010 to 06 MAY 2010

SLUGG SIX ARRIVAL

REGIONAL APP CON
119.87 125.8 257.95
FORT WORTH ALLIANCE ATIS 126.925
FORT WORTH MEACHAM ATIS 120.7
FORT WORTH NAS JRB ATIS ★ 273.575

(NARRATIVE ON FOLLOWING PAGE)



ARRIVAL ROUTE DESCRIPTION

ABILENE TRANSITION (ABI.SLUGG6): From over ABI VORTAC via ABI R-099 to GEENI INT, then via JEN R-267 to SICUM INT, then via FUZ R-222 to SLUGG INT. Thence . . . .

CENTEX TRANSITION (CWK.SLUGG6): From over CWK VORTAC via CWK R-321 and AGJ R-142 to AGJ VORTAC, then via AGJ R-350 to JUMBO INT, then via JEN R-197 to JEN VORTAC, then via JEN R-016 to SLUGG INT. Thence . . . .

GLEN ROSE TRANSITION (JEN.SLUGG6): From over JEN VORTAC via JEN R-016 to SLUGG INT. Thence . . . .

JUMBO TRANSITION (JUMBO.SLUGG6): From over JUMBO INT via JEN R-197 to JEN VORTAC, then via JEN R-016 to SLUGG INT. Thence . . . .

SAN ANTONIO TRANSITION (SAT.SLUGG6): From over SAT VORTAC via SAT R-359 to JUMBO INT, then via JEN R-197 to JEN VORTAC, then via JEN R-016 to SLUGG INT. Thence . . . .

WACO TRANSITION (ACT.SLUGG6): From over ACT VORTAC via ACT R-305 and JEN R-128 to JEN VORTAC, then via JEN R-016 to SLUGG INT. Thence . . . .

WINK TRANSITION (INK.SLUGG6): From over INK VORTAC via INK R-071 and TQA R-254 to TQA VOR/DME, then via TQA R-082 to GEENI INT, then via JEN R-267 to SICUM INT, then via FUZ R-222 to SLUGG INT. Thence . . . .

. . . . From over SLUGG INT, via FUZ R-222 to LIKES INT. Expect vectors to final approach course.

SC-2, 08 APR 2010 to 06 MAY 2010

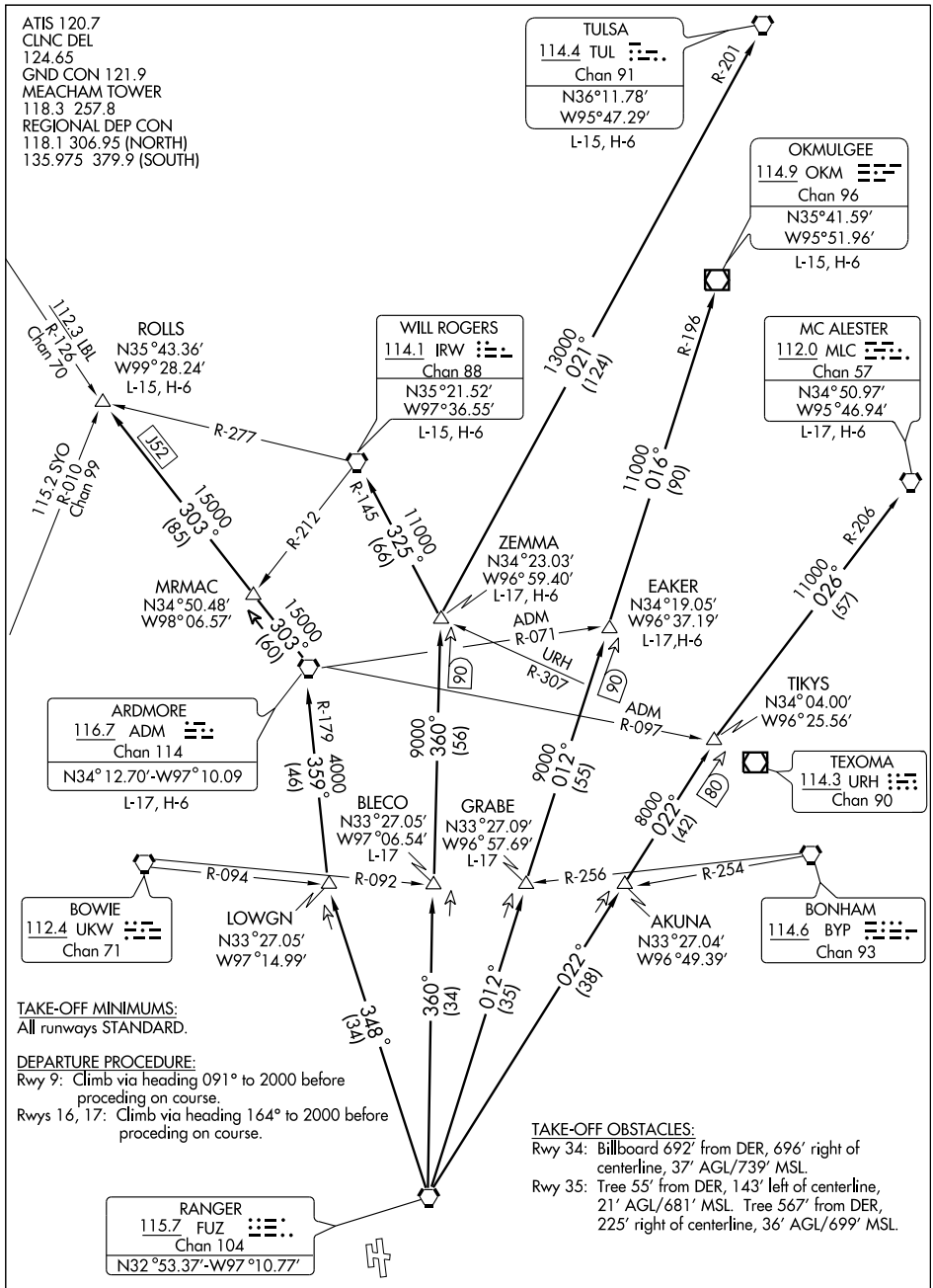
(TEX1.FUZ) 09351

TEXOMA ONE DEPARTURE

SL-159 (FAA)

FORT WORTH MEACHAM INTL (FTW)

FORT WORTH, TEXAS



TAKE-OFF MINIMUMS:
All runways STANDARD.

DEPARTURE PROCEDURE:
Rwy 9: Climb via heading 091° to 2000 before proceding on course.
Rwys 16, 17: Climb via heading 164° to 2000 before proceding on course.

TAKE-OFF OBSTACLES:
Rwy 34: Billboard 692' from DER, 696' right of centerline, 37' AGL/739' MSL.
Rwy 35: Tree 55' from DER, 143' left of centerline, 21' AGL/681' MSL. Tree 567' from DER, 225' right of centerline, 36' AGL/699' MSL.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale

SC-2, 08 APR 2010 to 06 MAY 2010

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace fly assigned heading and altitude to appropriate route.

ARDMORE TRANSITION (TEX1.ADM): From over FUZ VORTAC via FUZ R-348 to LOWGN INT, then via ADM R-179 to ADM VORTAC.

BLECO TRANSITION (TEX1.BLECO): (ATC assigned.) From over FUZ VORTAC via FUZ R-360 to BLECO INT.

EAKER TRANSITION (TEX1.EAKER): (For aircraft inbound to the Tulsa terminal area.) From over FUZ VORTAC via FUZ R-012 to EAKER INT.

GRABE TRANSITION (TEX1.GRABE): (ATC assigned.) From over FUZ VORTAC via FUZ R-012 to GRABE INT.

MCALESTER TRANSITION (TEX1.MLC): (For all aircraft overflying the MLC VORTAC or intercepting J105.) From over FUZ VORTAC via FUZ R-022 to TIKYS INT, then via MLC R-206 to MLC VORTAC.

OKMULGEE TRANSITION (TEX1.OKM): (For all aircraft overflying OKM VOR/DME proceeding via J181 to BDF to destinations in the Chicago terminal area and north.) From over FUZ VORTAC via FUZ R-012 to EAKER INT, then via OKM R-196 to OKM VOR/DME.

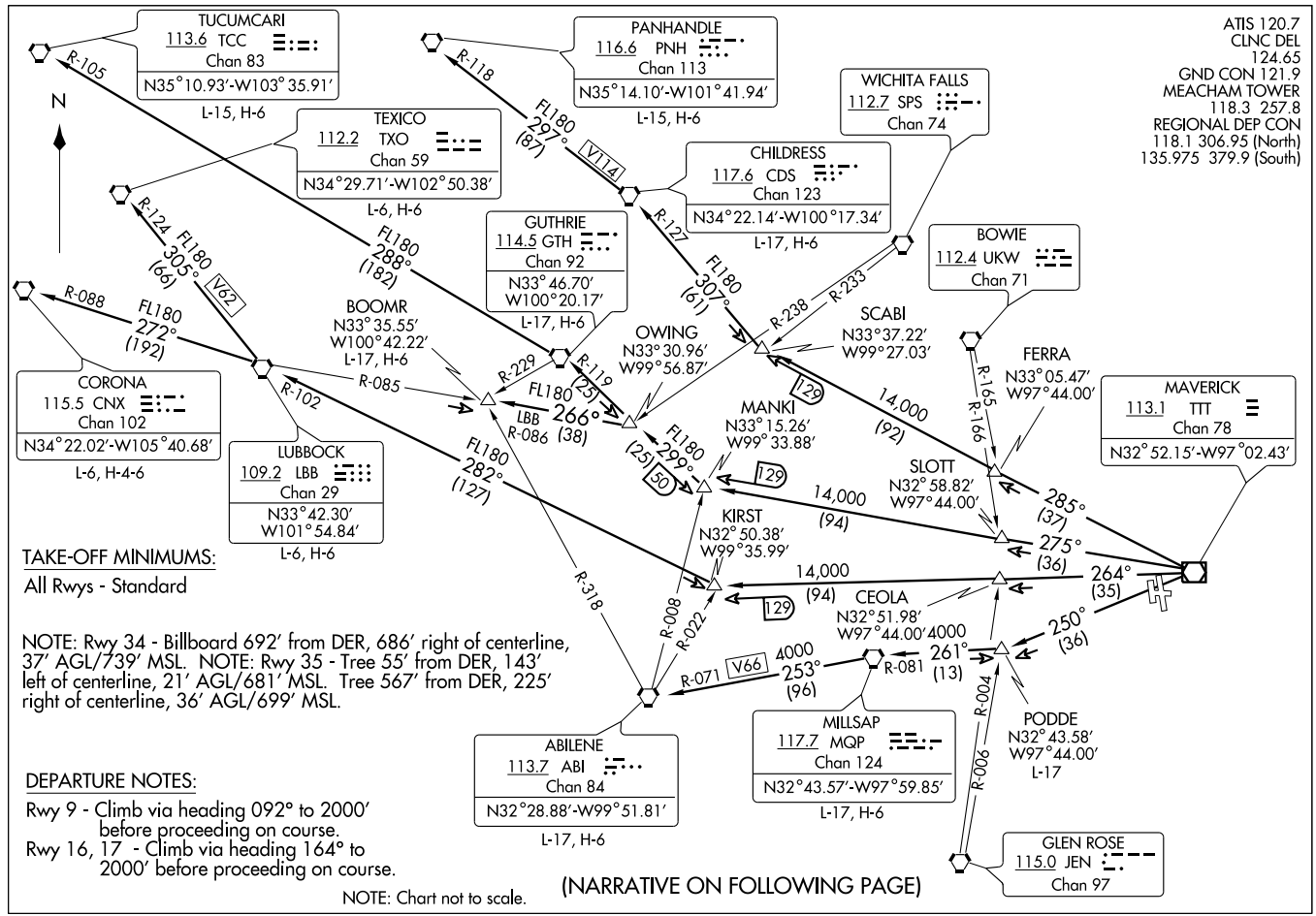
ROLLS TRANSITION (TEX1.ROLLS): (For all aircraft proceeding northwestbound via J52.) From over FUZ VORTAC via FUZ R-348 to LOWGN INT, then via ADM R-179 to ADM VORTAC, then via ADM R-303 to ROLLS INT.

TULSA TRANSITION (TEX1.TUL): (For all aircraft overflying TUL VORTAC.) From over FUZ VORTAC via FUZ R-360 to ZEMMA INT, then via TUL R-201 to TUL VORTAC.

WILL ROGERS TRANSITION (TEX1.IRW): (For all aircraft inbound to the Oklahoma City area or overflying IRW VORTAC.) From over FUZ VORTAC via FUZ R-360 to ZEMMA INT, then via IRW R-145 to IRW VORTAC.

ZEMMA TRANSITION (TEX1.ZEMMA): (ATC assigned.) From over FUZ VORTAC via FUZ R-360 to ZEMMA INT.

SC-2, 08 APR 2010 to 06 MAY 2010



(FWORTH5.1) 08269

WORTH FIVE DEPARTURE

SL-159 (FAA)

FORT WORTH MEACHAM INTL (FTW)

FORT WORTH, TEXAS

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading and altitude to appropriate route.

ABILENE TRANSITION (WORTH5.ABI): From over TTT VOR/DME via TTT R-250 to PODDE INT, then via MQP R-081 to MQP VORTAC, then via MQP R-253 and ABI R-071 to ABI VORTAC.

BOOMR TRANSITION (WORTH5.BOOMR): From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to OWING INT, then via LBB R-086 to BOOMR INT.

CHILDRESS TRANSITION (WORTH5.CDS): From over TTT VOR/DME via TTT R-285 to SCABI INT, then via CDS R-127 to CDS VORTAC.

CORONA TRANSITION (WORTH5.CNX): From over TTT VOR/DME via TTT R-264 to KIRST INT, then via LBB R-102 to LBB VORTAC, then via LBB R-272 and CNX R-088 to CNX VORTAC.

GUTHRIE TRANSITION (WORTH5.GTH): From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to GTH VORTAC.

LUBBOCK TRANSITION (WORTH5.LBB): From over TTT VOR/DME via TTT R-264 to KIRST INT, then via LBB R-102 to LBB VORTAC.

MILLSAP TRANSITION (WORTH5.MQP): From over TTT VOR/DME via TTT R-250 to PODDE INT, then via MQP R-081 to MQP VORTAC.

PANHANDLE TRANSITION (WORTH5.PNH): From over TTT VOR/DME via TTT R-285 to SCABI INT, then via CDS R-127 to CDS VORTAC, then via CDS R-297 and PNH R-118 to PNH VORTAC.

PODDE TRANSITION (WORTH5.PODDE): (ATC Assigned) From over TTT VOR/DME via TTT R-250 to PODDE INT.

TEXICO TRANSITION (WORTH5.TXO): From over TTT VOR/DME via TTT R-264 to KIRST INT, then via LBB R-102 to LBB VORTAC, then via LBB R-305 and TXO R-124 to TXO VORTAC.

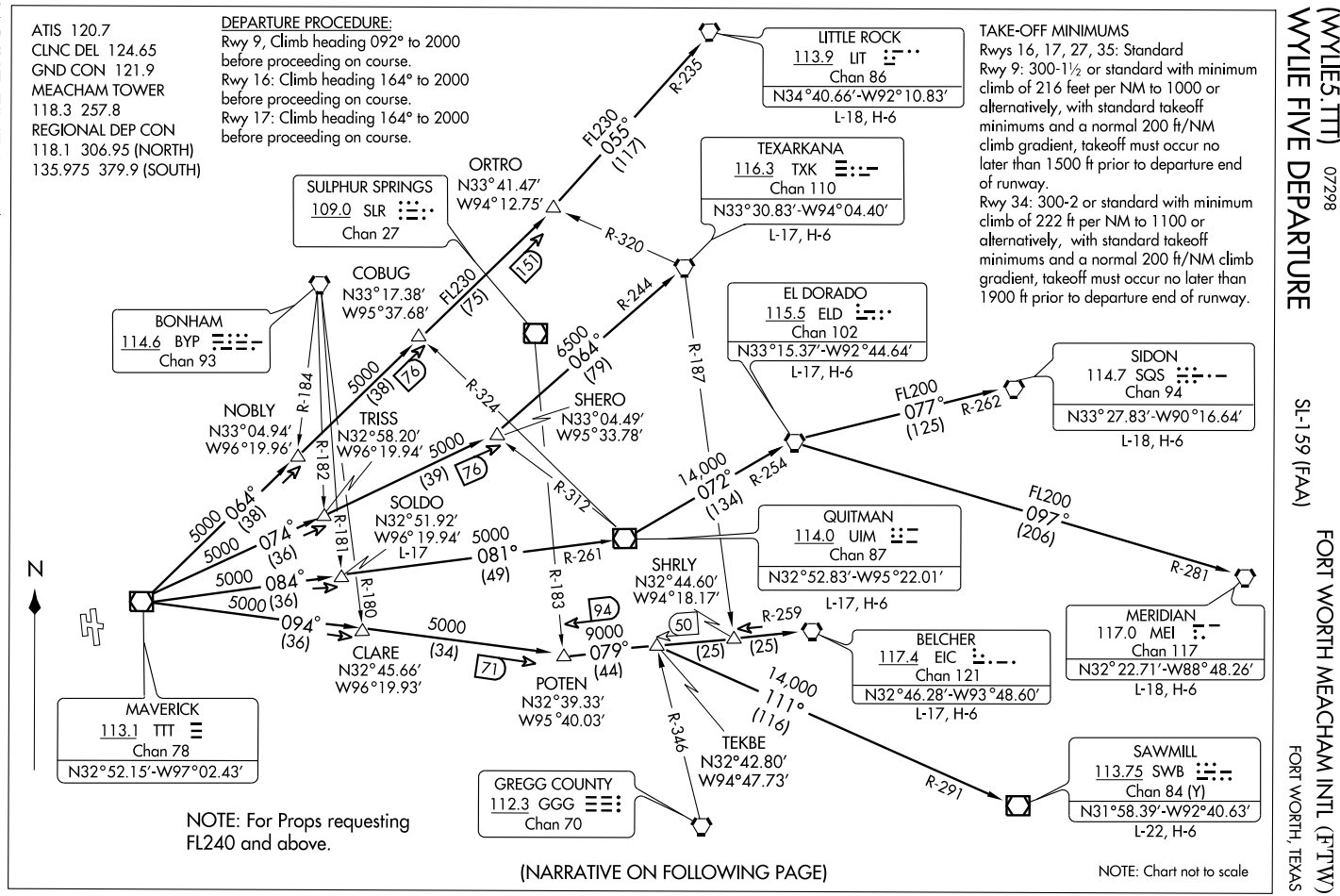
TUCUMCARI TRANSITION (WORTH5.TCC): From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to GTH VORTAC, then via GTH R-288 and TCC R-105 to TCC VORTAC.

SC-2, 08 APR 2010 to 06 MAY 2010

ATIS 120.7
CLNC DEL 124.65
GND CON 121.9
MEACHAM TOWER
118.3 257.8
REGIONAL DEP CON
118.1 306.95 (NORTH)
135.975 379.9 (SOUTH)

DEPARTURE PROCEDURE:
Rwy 9, Climb heading 092° to 2000 before proceeding on course.
Rwy 16: Climb heading 164° to 2000 before proceeding on course.
Rwy 17: Climb heading 164° to 2000 before proceeding on course.

TAKE-OFF MINIMUMS
Rwys 16, 17, 27, 35: Standard
Rwy 9: 300-1½ or standard with minimum climb of 216 feet per NM to 1000 or alternatively, with standard takeoff minimums and a normal 200 ft/NM climb gradient, takeoff must occur no later than 1500 ft prior to departure end of runway.
Rwy 34: 300-2 or standard with minimum climb of 222 ft per NM to 1100 or alternatively, with standard takeoff minimums and a normal 200 ft/NM climb gradient, takeoff must occur no later than 1900 ft prior to departure end of runway.



NOTE: For Props requesting FL240 and above.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale

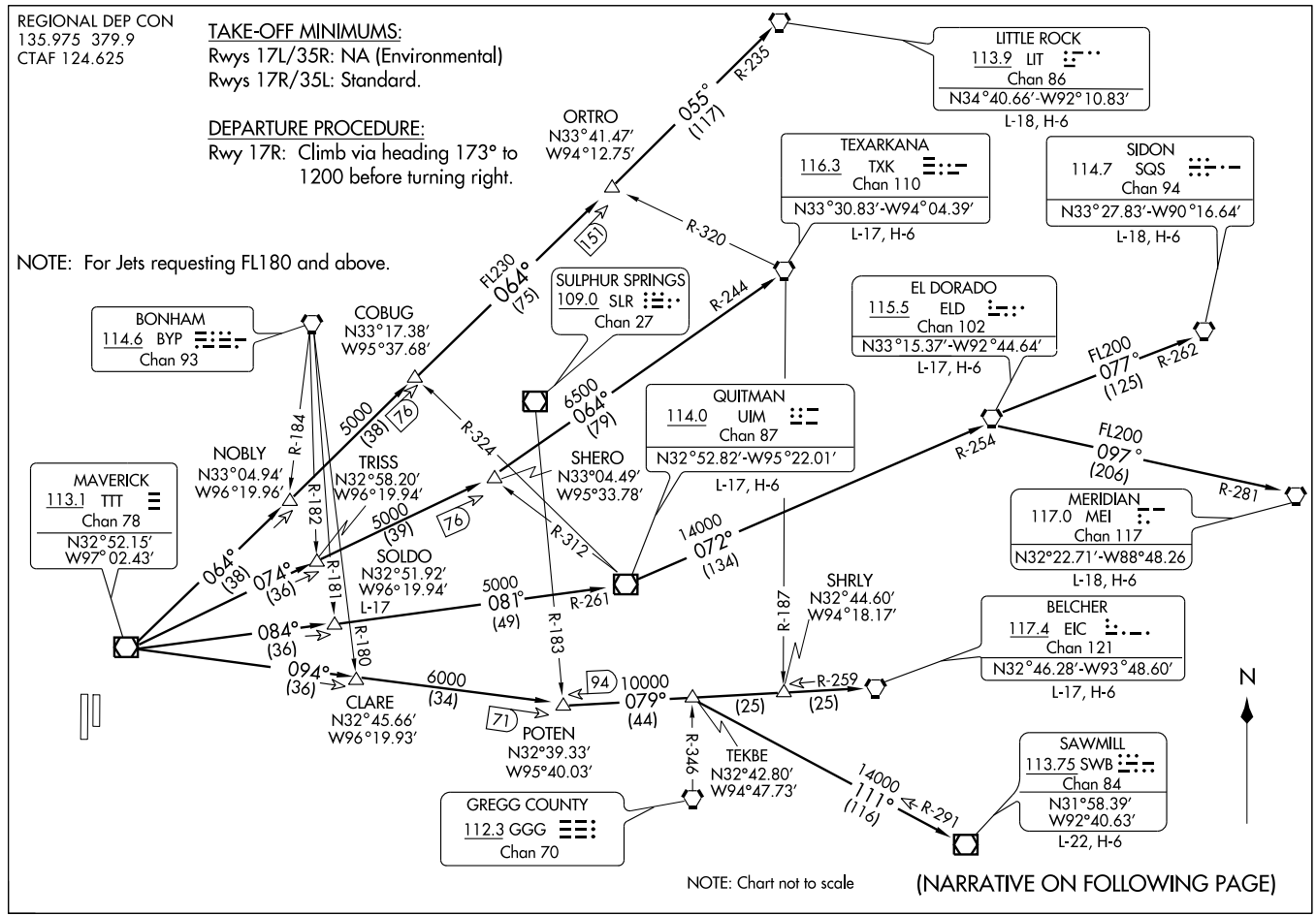
DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading and altitiude to appropriate route.

BELCHER TRANSITION (WYLIE5.EIC): (For aircraft inbound to Jackson, Monroe, and Shreveport terminal area.) From over TTT VOR/DME via TTT R-094 to POTEN, then via EIC R-259 to EIC VORTAC.
EL DORADO TRANSITION (WYLIE5.ELD): (For aircraft inbound to the Memphis Terminal area. Aircraft should file and/or expect appropriate STAR.) From over TTT VOR/DME via TTT R-084 to SOLDO, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC.
LITTLE ROCK TRANSITION (WYLIE5.LIT): From over TTT VOR/DME via TTT R-064 to ORTRO, then via LIT R-235 to LIT VORTAC.
MERIDIAN TRANSITION (WYLIE5.MEI): (For aircraft inbound to the Atlanta Terminal area.) From over TTT VOR/DME via TTT R-084 to SOLDO, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC, then via ELD R-097 and MEI R-281 to MEI VORTAC.
QUITMAN TRANSITION (WYLIE5.UIM): (For aircraft inbound to Shreveport Terminal area.) From over TTT VOR/DME via TTT R-084 to SOLDO, then via UIM R-261 to UIM VOR/DME.
SAWMILL TRANSITION (WYLIE5.SWB): From over TTT VOR/DME via TTT R-094 to POTEN, then via EIC R-259 to TEKBE, then via SWB R-291 to SWB VOR/DME.
SIDON TRANSITION (WYLIE5.SQS): From over TTT VOR/DME via TTT R-084 to SOLDO, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC, then via ELD R-077 and SQS R-262 to SQS VORTAC.
SOLDO TRANSITION (WYLIE5.SOLDO): (ATC assigned.) From over TTT VOR/DME via TTT R-084 to SOLDO.
TEXARKANA TRANSITION (WYLIE5.TXK): From over TTT VOR/DME via TTT R-074 to SHERO, then via TXK R-244 to TXK VORTAC.

TAKE-OFF OBSTACLES:
Rwy 9, windsock 293′ from departure end of runway, 354′ left of centerline, 51′ AGL/721′ MSL. Sign on building 481′ from departure end of runway, 407′ right of centerline, 39′ AGL/702′ MSL. Sign 2448′ from departure end of runway, 540′ left of centerline, 75′ AGL/742′ MSL. Grain elevators beginning 7085′ from departure end of runway, 2191′ left of centerline, up to 229′ AGL/877′ MSL.
Rwy 27, tree 239′ from departure end of runway, 492′ left of centerline, 35′ AGL/685′ MSL.
Rwy 17, bush 13′ from departure end of runway, 160′ right of centerline, 21′ AGL/674′ MSL. Antenna 953′ from departure end of runway, 394′ left of centerline, 72′ AGL/722′ MSL. Hangar 1380′ feet from departure end of runway, 744′ left of centerline, 43′ AGL/703′ MSL.
Rwy 34, multiple trees 974′ from departure end of runway, 682′ right of centerline, up to 47′ AGL/746′ MSL.
Rwy 35, tree 1′ from departure end of runway, 248′ left of centerline, 40′ AGL/690′ MSL. Tree 567′ from departure end of runway, 225′ right of centerline, 45′ AGL/699′ MSL. Bush 55′ from departure end of runway, 143′ left of centerline, 21′ AGL/681′ MSL. Obstruction light on dam 1359′ from departure end runway, 1′ right of centerline, 46′ AGL/706′ MSL.
Rwy 16, Tower 5.8 NM southeast from departure end of runway, 1113′ AGL/1743′ MSL. Building 3.5 NM southeast from departure end of runway, 590′ AGL/1196′ MSL.

SC-2, 08 APR 2010 to 06 MAY 2010


REGIONAL DEP CON
135.975 379.9
CTAF 124.625
TAKE-OFF MINIMUMS:
Rwys 17L/35R: NA (Environmental)
Rwys 17R/35L: Standard.
DEPARTURE PROCEDURE:
Rwy 17R: Climb via heading 173° to 1200 before turning right.
NOTE: For Jets requesting FL180 and above.
LITTLE ROCK
113.9 LIT
Chan 86
N34°40.66'-W92°10.83'
L-18, H-6
TEXARKANA
116.3 TXK
Chan 110
N33°30.83'-W94°04.39'
L-17, H-6
SIDON
114.7 SQS
Chan 94
N33°27.83'-W90°16.64'
L-18, H-6
ORTRO
N33°41.47'
W94°12.75'
055° (117)
R-235
R-320
151
FL230
064° (75)
SULPHUR SPRINGS
109.0 SLR
Chan 27
R-244
BONHAM
114.6 BYP
Chan 93
COBUG
N33°17.38'
W95°37.68'
5000 (38)
76
R-324
6500
064° (79)
QUITMAN
114.0 UIM
Chan 87
N32°52.82'-W95°22.01'
L-17, H-6
EL DORADO
115.5 ELD
Chan 102
N33°15.37'-W92°44.64'
L-17, H-6
FL200
077° (125)
R-262
R-254
FL200
097° (206)
R-281
MERIDIAN
117.0 MEI
Chan 117
N32°22.71'-W88°48.26
L-18, H-6
NOBLY
N33°04.94'
W96°19.96'
R-184
SHERO
N33°04.49'
W95°33.78'
MAVERICK
113.1 TTT
Chan 78
N32°52.15'
W97°02.43'
R-182
TRISS
N32°58.20'
W96°19.94'
5000 (39)
76
R-312
14000
072° (134)
064° (38)
074° (36)
R-181
SOLDO
N32°51.92'
W96°19.94'
L-17
5000
081° (49)
R-261
R-183
R-187
SHRLY
N32°44.60'
W94°18.17'
BELCHER
117.4 EIC
Chan 121
N32°46.28'-W93°48.60'
L-17, H-6
084° (36)
094° (36)
R-180
6000 (34)
CLARE
N32°45.66'
W96°19.93'
94
10000
079° (44)
R-259
(25)
(25)
71
POTEN
N32°39.33'
W95°40.03'
R-346
TEKBE
N32°42.80'
W94°47.73'
14000
111° (116)
R-291
SAWMILL
113.75 SWB
Chan 84
N31°58.39'
W92°40.63'
L-22, H-6
GREGG COUNTY
112.3 GGG
Chan 70
N
NOTE: Chart not to scale
(NARRATIVE ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading and altitude to appropriate route.

JETS

Jets requesting 17,000 and below expect GARLAND Departure.

BELCHER TRANSITION (DALL9.EIC): (For aircraft inbound to the JAN, MLU and SHV terminal areas only.) From over TTT VOR/DME via TTT R-094 to POTEN INT, then via EIC R-259 to EIC VORTAC.

EL DORADO TRANSITION (DALL9.ELD): (For aircraft inbound to the Memphis Terminal area. Aircraft should file and/or expect appropriate STAR.) From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC.

LITTLE ROCK TRANSITION (DALL9.LIT): From over TTT VOR/DME via TTT R-064 to ORTRO INT, then via LIT R-235 to LIT VORTAC.

MERIDIAN TRANSITION (DALL9.MEI): (For aircraft inbound to the Atlanta Terminal area.) From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC, then via ELD R-097 and MEI R-281 to MEI VORTAC.

QUITMAN TRANSITION (DALL9.UIM): (For aircraft inbound to Shreveport Terminal area.) From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME.

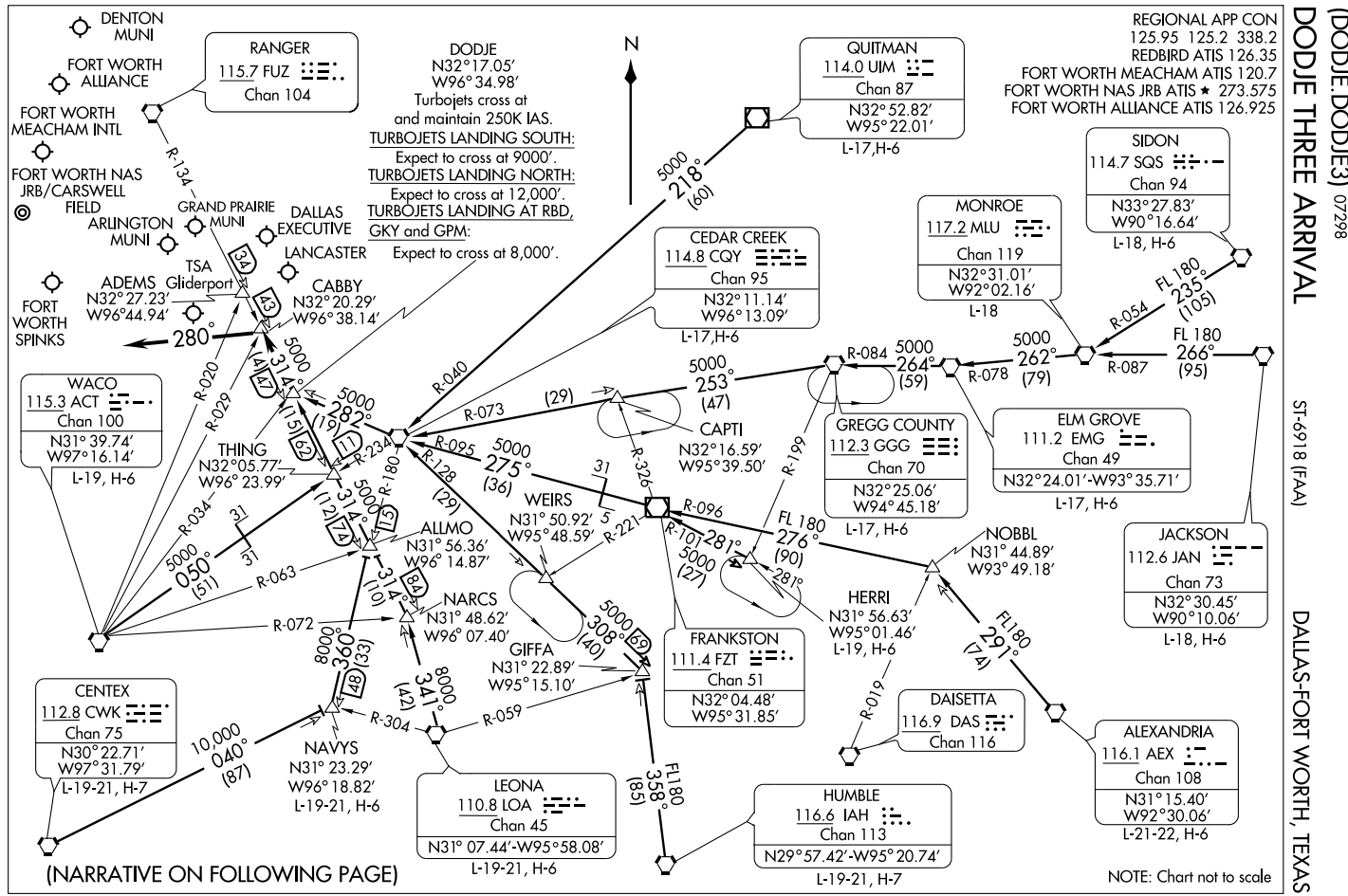
SAWMILL TRANSITION (DALL9.SWB): From over TTT VOR/DME via TTT R-094 to POTEN INT, then via EIC R-259 to TEKBE INT, then via SWB R-291 to SWB VOR/DME.

SIDON TRANSITION (DALL9.SQS): From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC, then via ELD R-077 and SQS R-262 to SQS VORTAC.

SOLDO TRANSITION (DALL9.SOLDO): From over TTT VOR/DME via TTT R-084 to SOLDO INT.

TEXARKANA TRANSITION (DALL9.TXK): From over TTT VOR/DME via TTT R-074 to SHERO INT, then via TXK R-244 to TXK VORTAC.

SC-2, 08 APR 2010 to 06 MAY 2010


DODGE THREE ARRIVAL
(DODJE.DODJE3) 07298
ST-6918 (FAA)
DALLAS-FORT WORTH, TEXAS
REGIONAL APP CON
125.95 125.2 338.2
REDBIRD ATIS 126.35
FORT WORTH MEACHAM ATIS 120.7
FORT WORTH NAS JRB ATIS ★ 273.575
FORT WORTH ALLIANCE ATIS 126.925
DENTON MUNI
FORT WORTH ALLIANCE
FORT WORTH MEACHAM INTL
FORT WORTH NAS JRB/CARSWELL FIELD
ARLINGTON MUNI
GRAND PRAIRIE MUNI
DALLAS EXECUTIVE
LANCASTER
TSA
ADEMS Gliderport
N32°27.23′
W96°44.94′
CABBY
N32°20.29′
W96°38.14′
FORT WORTH SPINKS
RANGER
115.7 FUZ
Chan 104
R-134
DODJE
N32°17.05′
W96°34.98′
Turbojets cross at and maintain 250K IAS.
TURBOJETS LANDING SOUTH:
Expect to cross at 9000′.
TURBOJETS LANDING NORTH:
Expect to cross at 12,000′.
TURBOJETS LANDING AT RBD, GKY and GPM:
Expect to cross at 8,000′.
N
QUITMAN
114.0 UIM
Chan 87
N32°52.82′
W95°22.01′
L-17,H-6
5000
218°
(60)
CEDAR CREEK
114.8 CQY
Chan 95
N32°11.14′
W96°13.09′
L-17,H-6
MONROE
117.2 MLU
Chan 119
N32°31.01′
W92°02.16′
L-18
SIDON
114.7 SQS
Chan 94
N33°27.83′
W90°16.64′
L-18, H-6
FL 180
235°
(105)
R-054
R-087
5000
262°
(79)
R-078
R-084
5000
264°
(59)
FL 180
266°
(95)
WACO
115.3 ACT
Chan 100
N31° 39.74′
W97°16.14′
L-19, H-6
THING
N32°05.77′
W96° 23.99′
CAPTI
N32°16.59′
W95°39.50′
GREGG COUNTY
112.3 GGG
Chan 70
N32°25.06′
W94°45.18′
L-17, H-6
ELM GROVE
111.2 EMG
Chan 49
N32°24.01′-W93°35.71′
L-17, H-6
JACKSON
112.6 JAN
Chan 73
N32°30.45′
W90°10.06′
L-18, H-6
WEIRS
N31° 50.92′
W95° 48.59′
ALLMO
N31° 56.36′
W96° 14.87′
NARCS
N31° 48.62′
W96° 07.40′
GIFFA
N31° 22.89′
W95° 15.10′
NOBBL
N31° 44.89′
W93° 49.18′
HERRI
N31° 56.63′
W95° 01.46′
L-19, H-6
FRANKSTON
111.4 FZT
Chan 51
N32° 04.48′
W95° 31.85′
DAISETTA
116.9 DAS
Chan 116
CENTEX
112.8 CWK
Chan 75
N30° 22.71′
W97° 31.79′
L-19-21, H-7
NAVYS
N31° 23.29′
W96° 18.82′
L-19-21, H-6
LEONA
110.8 LOA
Chan 45
N31° 07.44′-W95° 58.08′
L-19-21, H-6
HUMBLE
116.6 IAH
Chan 113
N29° 57.42′-W95° 20.74′
L-19-21, H-7
ALEXANDRIA
116.1 AEX
Chan 108
N31° 15.40′
W92° 30.06′
L-21-22, H-6
(NARRATIVE ON FOLLOWING PAGE)
NOTE: Chart not to scale

DODJE THREE ARRIVAL (DODJE.DODJE3)

ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.DODJE3): From over AEX VORTAC via AEX R-291 to NOBBL INT, then via FZT R-096 to FZT VOR/DME, then via FZT R-275 and CQY R-095 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

CEDAR CREEK TRANSITION (CQY.DODJE3): From over CQY VORTAC via CQY R-282 to DODJE INT. Thence. . . .

CENTEX TRANSITION (CWK.DODJE3): From over CWK VORTAC via CWK R-040 to NAVYS INT, then via CQY R-180 to ALLMO INT, then via FUZ R-134 to DODJE INT. Thence. . . .

ELM GROVE TRANSITION (EMG.DODJE3): From over EMG VORTAC via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

GREGG COUNTY TRANSITION (GGG.DODJE3): From over GGG VORTAC via GGG R-253 and CQY R-073 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

HERRI TRANSITION (HERRI.DODJE3): (Assigned by ATC) From over HERRI INT via FZT R-101 to FZT VOR/DME, then via FZT R-275 and CQY R-095 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

HUMBLE TRANSITION (IAH.DODJE3): From over IAH VORTAC via IAH R-355 to GIFFA INT, then via CQY R-128 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

JACKSON TRANSITION (JAN.DODJE3): From over JAN VORTAC via JAN R-266 and MLU R-087 to MLU VORTAC, then via MLU R-262 and EMG R-078 to EMG VORTAC, then via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

LEONA TRANSITION (LOA.DODJE3): From over LOA VORTAC via LOA R-341 to NARCS INT, then via FUZ R-134 to DODJE INT. Thence. . . .

MONROE TRANSITION (MLU.DODJE3): From over MLU VORTAC via MLU R-262 and EMG R-078 to EMG VORTAC, then via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

NAVYS TRANSITION (NAVYS.DODJE3): From over NAVYS INT via CQY R-180 to ALLMO INT, then via FUZ R-134 to DODJE INT. Thence. . . .

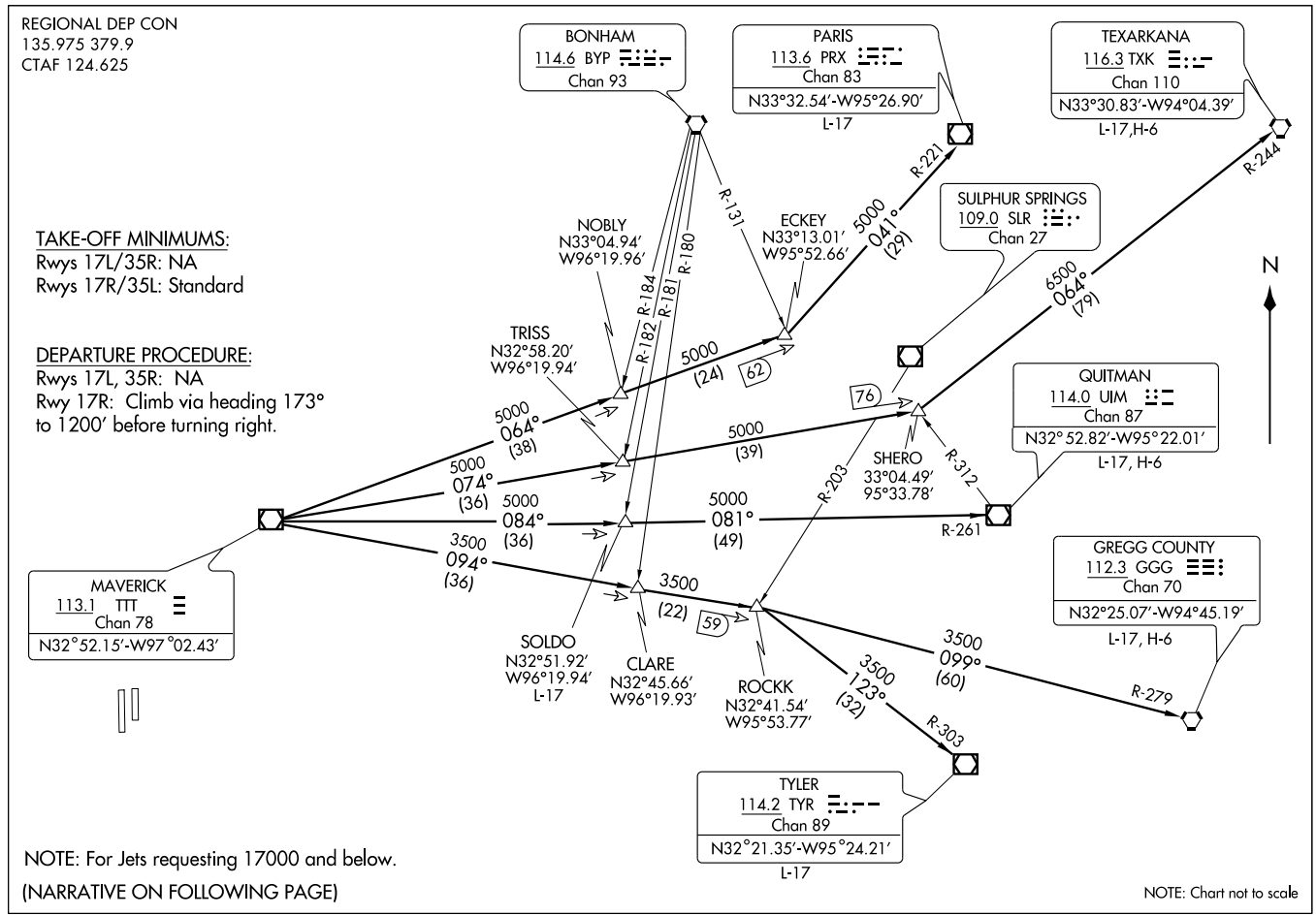
QUITMAN TRANSITION (UIM.DODJE3): From over UIM VOR/DME via UIM R-218 and CQY R-040 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

SIDON TRANSITION (SQS.DODJE3): From over SQS VORTAC via SQS R-235 and MLU R-054 to MLU VORTAC, then via MLU R-262 and EMG R-078 to EMG VORTAC, then via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

WACO TRANSITION (ACT.DODJE3): From over ACT VORTAC via ACT R-050 and CQY R-234 to THING INT, then via FUZ R-134 to DODJE INT. Thence. . . .

. . . .From over DODJE INT via FUZ R-134 to CABBY INT or ADEMS INT (when directed by ATC). Depart CABBY INT heading 280°. Expect radar vectors to final approach course.

SC-2, 08 APR 2010 to 06 MAY 2010



(GARL3.TTT) 0935

GARLAND THREE DEPARTURE

SL-6917 (FAA)

FORT WORTH SPINKS (FWS)

FORT WORTH, TEXAS

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading to appropriate route.

LONGVIEW TRANSITION (GARL3.GGG): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via GGG R-279 to GGG VORTAC.
PARIS TRANSITION (GARL3.PRX): From over TTT VOR/DME via TTT R-064 to ECKEY INT, then via PRX R-221 to PRX VOR/DME.
QUITMAN TRANSITION (GARL3.UIM): From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME.
SOLDO TRANSITION (GARL3.SOLDO): (ATC assigned) From over TTT VOR/DME via TTT R-084 to SOLDO INT.
TEXARKANA TRANSITION (GARL3.TXK): From over TTT VOR/DME via TTT R-074 to SHERO INT, then via TXK R-244 to TXK VORTAC.
TYLER TRANSITION (GARL3.TYR): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via TYR R-303 to TYR VOR/DME.

HUBBARD SIX DEPARTURE

REGIONAL DEP CON
135.975 379.9
CTAF 124.625
AWOS-3 120.025

N

TAKE-OFF MINIMUMS:
Rwys 17L/35R NA.
Rwys 17R/35L standard.

DEPARTURE PROCEDURE:
Rwy 17R: Climb heading 173° to 1200 before turning right.

BONHAM
114.6 BYP
Chan 93

PARIS
113.6 PRX
Chan 83
N33°32.54'-W95°26.90'
L-17

TEXARKANA
116.3 TXK
Chan 110
N33°30.83'-W94°04.39'
L-17, H-6

SULPHUR SPRINGS
109.0 SLR
Chan 27

QUITMAN
114.0 UIM
Chan 87
N32°52.83'-W95°22.01'
L-17, H-6

GREGG COUNTY
112.3 GGG
Chan 70
N32°25.07'-W94°45.19'
L-17, H-6

MAVERICK
113.1 TTT
Chan 78
N32°52.15'-W97°02.43'

TYLER
114.2 TYR
Chan 89
N32°21.35'-W95°24.21'
L-17

NOBLY
N33°04.94'
W96°19.96'

ECKEY
N33°13.01'
W95°52.66'

TRISS
N32°58.20'
W96°19.94'

SHERO
33°04.49'
95°33.78'

SOLDO
N32°51.92'
W96°19.94'
L-17

CLARE
N32°45.66'
W96°19.93'

ROCKK
N32°41.54'
W95°53.77'

NAHMU
N32°32.22'
W97°04.90'

R-131
R-180
R-184
R-181
R-182
R-221
R-244
R-203
R-312
R-261
R-279
R-303

5000
041°
(29)

6500
064°
(79)

5000
(24)
62

5000
064°
(38)

5000
(39)

76

5000
074°
(36)

5000
084°
(36)

5000
081°
(49)

3500
094°
(36)

3500
(22)
59

3500
099°
(60)

3500
123°
(32)

NOTE: Chart not to scale

(NARRATIVE ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading and altitude to appropriate route.

LONGVIEW TRANSITION (HUBB6.GGG): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via GGG R-279 to GGG VORTAC.
PARIS TRANSITION (HUBB6.PRX): From over TTT VOR/DME via TTT R-064 to ECKEY INT, then via PRX R-221 to PRX VOR/DME.
QUITMAN TRANSITION (HUBB6.UIM): From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME.
SOLDO TRANSITION (HUBB6.SOLDO): (ATC assigned.) From over TTT VOR/DME via TTT R-084 to SOLDO INT.
TEXARKANA TRANSITION (HUBB6.TXK): From over TTT VOR/DME via TTT R-074 to SHERO INT, then via TXK R-244 to TXK VORTAC.
TYLER TRANSITION (HUBB6.TYR): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via TYR R-303 to TYR VOR/DME.

TAKE-OFF OBSTACLES:
Rwy 17R:
Tree 4,909′ from departure end of runway, 1,556′ left of centerline, 60′ AGL/830′ MSL.

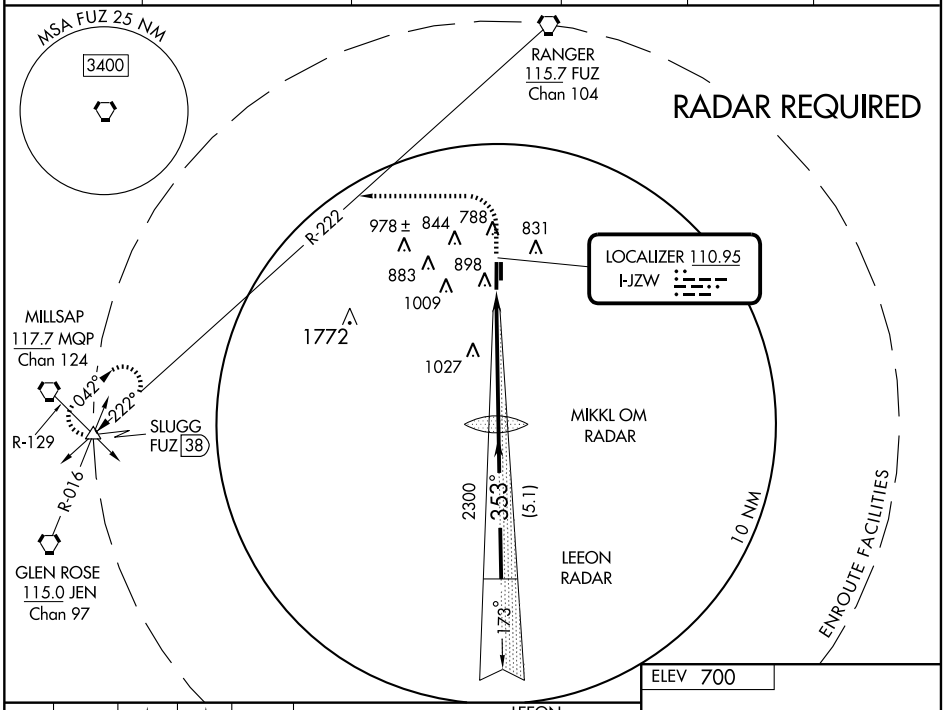
LOC I-JZW	APP CRS	Rwy Idg	6002
110.95	353°	TDZE	697
		Apt Elev	700

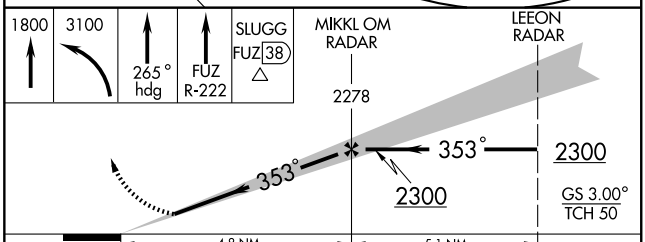
ILS RWY 35L
FORT WORTH SPINKS (FWS)

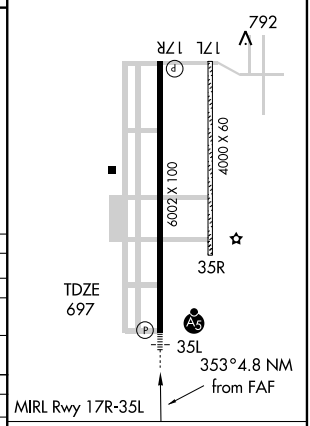
Circling not authorized west of Runway 17R-35L. Obtain local altimeter on CTAF; when not received, use Fort Worth Meacham altimeter setting minimums.

MISSED APPROACH: Climb to 1800 then climbing left turn to 3100 via heading 265° and FUZ R-222 to SLUGG Int/FUZ 38 DME and hold.

AWOS-3	REGIONAL APP CON	SPINKS TOWER ★	GND CON	GCO	UNICOM
120.025	135.975 379.9	124.625 (CTAF) L	119.475	121.725	122.7







CATEGORY	A	B	C	D
S-ILS 35L	897-½ 200 (200-½)			
S-LOC 35L	1220-½ 523 (600-½)		1220-1 523 (600-1)	1220-1¼ 523 (600-1¼)
CIRCLING	1220-1 520 (600-1)		1220-1½ 520 (600-1½)	1260-2 560 (600-2)
FORT WORTH MEACHAM ALTIMETER SETTING MINIMA				
S-ILS 35L	934-½ 237 (300-½)			
S-LOC 35L	1260-½ 563 (600-½)		1260-1 563 (600-1)	1260-1¼ 563 (600-1¼)
CIRCLING	1260-1 560 (600-1)		1260-1½ 560 (600-1½)	1260-2 560 (600-2)

FAF to MAP 4.8 NM					
Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

SC-2, 08 APR 2010 to 06 MAY 2010

JOE POOL FOUR DEPARTURE

SL-6917 (FAA)

FORT WORTH SPINKS (FWS)
FORT WORTH, TEXAS

GND CON 119.475
SPINKS TOWER*
124.625 (CTAF)
REGIONAL DEP CON
135.975 379.9
AWOS-3 120.025

MAVERICK
113.1 TTT
Chan 78
N32°52.15'-W97°02.43'

TAKE-OFF MINIMUMS:
Rwys 17L/35R: NA
Rwys 17R/35L: Standard

DEPARTURE PROCEDURE:
Rwys 17L, 35R: NA
Rwy 17R: Climb via heading 173° to 1200 before turning right.

186° (36)
156° (37)
166° (35)
176° (35)
V369
TSA Gliderport

CEDAR CREEK
114.8 CQY
Chan 95

NELYN
N32°17.10'
W97°11.15'

DARTZ
N32°17.07'
W96°48.93'

R-072
R-074
R-273
R-275

JASPA
N32°17.10'
W97°03.54'
L-17

ARDIA
N32°17.10'
W96°56.27'
L-17

156° (25)
62

GLEN ROSE
115.0 JEN
Chan 97

BRDEN
N31°53.06'
W96°39.80'

4000
177° (38)
7000 (35)
8000 (45)
6000 (23)

R-357
70

ELLVR
N31°42.49'
W96°50.27'
L-19, H-6

TORNN
N31°31.22'
W96°30.88'
H-6

TNV
R-334
11 NM
154°
85

WACO
115.3 ACT
Chan 100
N31°39.74'-W97°16.14'
L-19, H-6

R-074
R-093
R-120
80

LEONA
110.8 LOA
Chan 45

6000
156° (22)
187

WINDU
N31°31.83'
W97°04.95'
L-19, H-6

R-268

12000
193° (70)
7000
154° (69)

BILEE
N31°09.75'
W96°23.31'
L-19-21, H-6

R-334

COLLEGE STATION
113.3 CLL
Chan 80
N30°36.30'-W96°25.24'
L-19-21,H-7

HOARY
N30°34.63'
W97°46.52'
L-19-21, H-7

R-012

NAVASOTA
115.9 TNV
Chan 106

R-307

CENTEX
112.8 CWK
Chan 75

12000
204° (66)

SAN ANTONIO
116.8 SAT
Chan 115
N29°38.64'
W98°27.68'
L-19,H-7

R-024

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale

SC-2, 08 APR 2010 to 06 MAY 2010

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading and altitude, expect vector to appropriate route.

ARDIA TRANSITION (JPOOL4.ARDIA): (ATC assigned.) From over TTT VOR/DME via TTT R-166 to ARDIA INT.

BILEE TRANSITION (JPOOL4.BILEE): (For aircraft overflying the BILEE intersection, thence via the appropriate STAR to George Bush Intercontinental or East Houston terminal area airports, or via J-87 to overfly the TNV VORTAC.) From over TTT VOR/DME via TTT R-156 to BILEE INT.

BRDEN TRANSITION (JPOOL4.BRDEN): From over TTT VOR/DME via TTT R-156 to BRDEN INT.

COLLEGE STATION TRANSITION (JPOOL4.CLL): (For piston aircraft inbound to Houston Hobby and all aircraft inbound to West Houston terminal area airports.) From over TTT VOR/DME via TTT R-166 to ELLVR INT, then via CLL R-334 to CLL VORTAC.

ELLVR TRANSITION (JPOOL4.ELLVR): (For turboprop and turbojet aircraft inbound to Houston Hobby and turbojet aircraft inbound to EFD, GLS, and LBX.) From over TTT VOR/DME via TTT R-166 to ELLVR INT.

HOARY TRANSITION (JPOOL4.HOARY): (For E/F suffixed aircraft.) From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC, then via ACT R-193 to HOARY INT.

JASPA TRANSITION (JPOOL4.JASPA): (ATC assigned.) From over TTT VOR/DME via TTT R-176 to JASPA INT.

SAN ANTONIO TRANSITION (JPOOL4.SAT): (For aircraft overflying Centex and San Antonio.) From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC, then via ACT R-193 to HOARY INT, then via SAT R-024 to SAT VORTAC.

TORNN TRANSITION (JPOOL4.TORNN): (For aircraft landing at Lafayette, Lake Charles or Beaumont/Port Arthur airports.) From over TTT VOR/DME via TTT R-156 to TORNN INT.

WACO TRANSITION (JPOOL4.ACT): (For aircraft inbound to Waco or Gray terminal area airports.) From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC.

WINDU TRANSITION (JPOOL4.WINDU): (For aircraft inbound to Austin or San Antonio terminal airports, aircraft should file and/or expect the BLEWE or MARCS arrival at WINDU.) From over TTT VOR/DME via TTT R-176 to WINDU INT.

SC-2, 08 APR 2010 to 06 MAY 2010

KINGDOM SEVEN DEPARTURE

SL-6917 (FAA)

FORT WORTH SPINKS (FWS)

FORT WORTH, TEXAS

REGIONAL DEP CON
135.975 379.9
CTAF 124.625

TAKE-OFF OBSTACLE:
Rwy 17R, Tree 4909′ from DER, 1556′ left of centerline, 60′ AGL/830′ MSL.

N

WICHITA FALLS
112.7 SPS
Chan 74
N33°59.24′-W98°35.61′
L-17, H-6

R-148 (25) V568

KARYN
N33°35.82′
W98°24.42′

R-271

BOWIE
112.4 UKW
Chan 71

R-146

GUTHRIE
114.5 GTH
Chan 92
N33°46.70′
W100°20.17′
L-17, H-6

6000 326° (63) V18

4000 328° (22)

R-225

R-165

FERRA
N33° 05.47′
W97°44.00′

RANGER
115.7 FUZ
Chan 104
N32°53.37′
W97°10.77′

MUZZO
N33°15.10′
W98°14.61′

65 34

4000 (27)

2300 285° (37)

2100 274° (7)

CEOLA
N32°51.98′
W97°44.00′

2500 261° (28)

RUWLO
N32°47.28′
W99°07.77′

R-330

8000 (71)

2800 250° (36)

99

8000 265° V18

4000 261° (13)

R-081

R-265

BEKLE
N32°49.27′
W99°49.92′

93 (36)

MAVERICK
113.1 TTT
Chan 78
N32°52.15′-W97°02.43′

PODDE
N32°43.58′
W97°44.00′
L-17

R-006

R-004

R-343

BROWNWOOD
108.6 BWD
Chan 23

MILLSAP
117.7 MQP
Chan 124
N32°43.57′
W97°59.85′
L-17, H-6

GLEN ROSE
115.0 JEN
Chan 97

TAKE-OFF MINIMUMS:
Rwys 17L/35R: NA: Environmental
Rwys 17R/35L: Standard.
DEPARTURE PROCEDURES:
Rwy 17R: Climb heading 173° to 1200′ before turning right.

NOTE: Chart not to scale

NOTE: For all aircraft requesting 17,000′ and below.

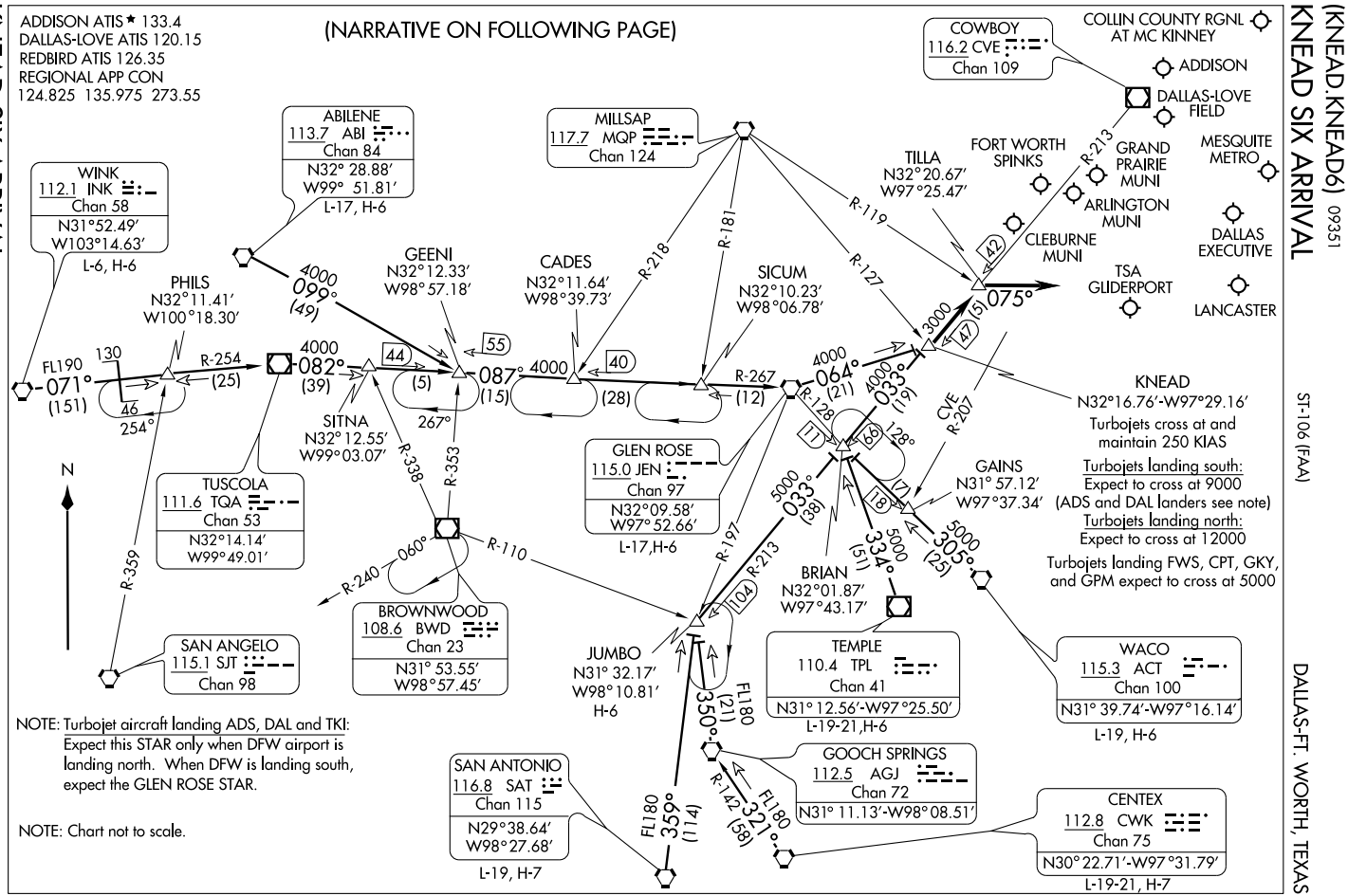
(NARRATIVE ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace fly assigned heading and altitude to appropriate route.

GUTHRIE TRANSITION (KING7.GTH): (For all aircraft landing within Lubbock terminal area or proceeding westbound via V-18 to GTH VORTAC). From over TTT VOR/DME via TTT R-274 to FUZ VORTAC, then via FUZ R-261 to RUWLO INT, then via MQP R-265 to BEKLE INT, then via GTH R-146 to GTH VORTAC.
MILLSAP TRANSITION (KING7.MQP): (For all aircraft overflying the MQP VORTAC westbound via V-18 or direct). From over TTT VOR/DME via TTT R-250 to PODDE INT, then via MQP R-081 to MQP VORTAC.
PODDE TRANSITION (KING7.PODDE): (ATC assigned.) From over TTT VOR/DME via TTT R-250 to PODDE INT.
WICHITA FALLS TRANSITION (KING7.SPS): (For all aircraft landing within the Wichita Falls terminal area or overflying the SPS VORTAC). From over TTT VOR/DME via TTT R-285 to MUZZO INT, then via SPS R-148 to SPS VORTAC.

SC-2, 08 APR 2010 to 06 MAY 2010



(KNEAD.KNEAD6) 09351

KNEAD SIX ARRIVAL

ST-106 (FAA)

DALLAS-FT. WORTH, TEXAS

ARRIVAL DESCRIPTION

ABILENE TRANSITION (ABI.KNEAD6): From over ABI VORTAC via ABI R-099 to GEENI INT, then via JEN R-267 to JEN VORTAC, then via JEN R-064 to KNEAD INT. Thence . . . .

CENTEX TRANSITION (CWK.KNEAD6): From over CWK VORTAC via CWK R-321 and AGJ R-142 to AGJ VORTAC, then via AGJ R-350 to JUMBO INT, then via CVE R-213 to KNEAD INT. Thence . . . .

GLEN ROSE TRANSITION (JEN.KNEAD6): From over JEN VORTAC via JEN R-064 to KNEAD INT. Thence . . . .

JUMBO TRANSITION (JUMBO.KNEAD6): From over JUMBO INT via CVE R-213 to KNEAD INT. Thence . . . .

SAN ANTONIO TRANSITION (SAT.KNEAD6): From over SAT VORTAC via SAT R-359 to JUMBO INT, then via CVE R-213 to KNEAD INT. Thence . . . .

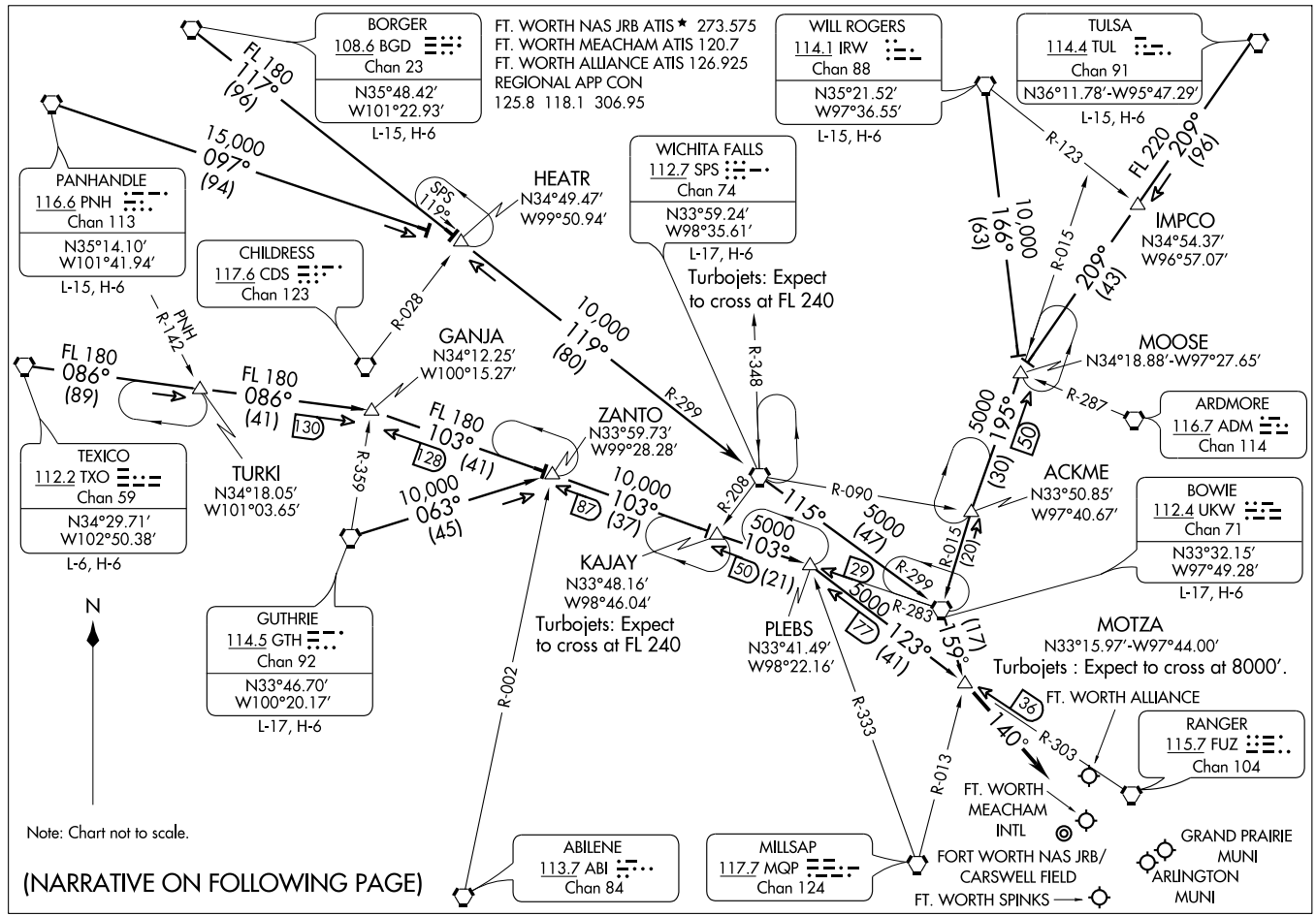
TEMPLE TRANSITION (TPL.KNEAD6): From over TPL VOR/DME via TPL R-334 to BRIAN INT, then via CVE R-213 to KNEAD INT. Thence . . . .

WACO TRANSITION (ACT.KNEAD6): From over ACT VORTAC via ACT R-305 to BRIAN INT, then via CVE R-213 to KNEAD INT. Thence . . . .

WINK TRANSITION (INK.KNEAD6): From over INK VORTAC via INK R-071 and TQA R-254 to TQA VOR/DME, then via TQA R-082 to GEENI INT, then via JEN R-267 to JEN VORTAC, then via JEN R-064 to KNEAD INT. Thence . . . .

. . . . From over KNEAD INT via CVE R-213 to TILLA INT, thence via heading 075° for vectors to final approach course.

SC-2, 08 APR 2010 to 06 MAY 2010


MOTZA SIX ARRIVAL
(MOTZA.MOTZA6) 07298
ST-6918 (FAA)
DALLAS-FT. WORTH, TEXAS
FT. WORTH NAS JRB ATIS ★ 273.575
FT. WORTH MEACHAM ATIS 120.7
FT. WORTH ALLIANCE ATIS 126.925
REGIONAL APP CON
125.8 118.1 306.95
BORGER
108.6 BGD
Chan 23
N35°48.42′
W101°22.93′
L-15, H-6
WILL ROGERS
114.1 IRW
Chan 88
N35°21.52′
W97°36.55′
L-15, H-6
TULSA
114.4 TUL
Chan 91
N36°11.78′-W95°47.29′
L-15, H-6
PANHANDLE
116.6 PNH
Chan 113
N35°14.10′
W101°41.94′
L-15, H-6
CHILDRESS
117.6 CDS
Chan 123
WICHITA FALLS
112.7 SPS
Chan 74
N33°59.24′
W98°35.61′
L-17, H-6
HEATR
N34°49.47′
W99°50.94′
IMPCO
N34°54.37′
W96°57.07′
GANJA
N34°12.25′
W100°15.27′
MOOSE
N34°18.88′-W97°27.65′
ARDMORE
116.7 ADM
Chan 114
TEXICO
112.2 TXO
Chan 59
N34°29.71′
W102°50.38′
L-6, H-6
TURKI
N34°18.05′
W101°03.65′
ZANTO
N33°59.73′
W99°28.28′
ACKME
N33°50.85′
W97°40.67′
BOWIE
112.4 UKW
Chan 71
N33°32.15′
W97°49.28′
L-17, H-6
KAJAY
N33°48.16′
W98°46.04′
PLEBS
N33°41.49′
W98°22.16′
MOTZA
N33°15.97′-W97°44.00′
GUTHRIE
114.5 GTH
Chan 92
N33°46.70′
W100°20.17′
L-17, H-6
RANGER
115.7 FUZ
Chan 104
ABILENE
113.7 ABI
Chan 84
MILLSAP
117.7 MQP
Chan 124
FORT WORTH NAS JRB/
CARSWELL FIELD
FT. WORTH SPINKS
FT. WORTH
MEACHAM
INTL
GRAND PRAIRIE
MUNI
ARLINGTON
MUNI
FT. WORTH ALLIANCE
Turbojets: Expect
to cross at FL 240
Turbojets: Expect
to cross at FL 240
Turbojets : Expect to cross at 8000′.
FL 180
117°
(96)
15,000
097°
(94)
SPS
119°
10,000
119°
(80)
FL 180
086°
(89)
FL 180
086°
(41)
FL 180
103°
(41)
10,000
063°
(45)
10,000
103°
(37)
5000
103°
(21)
5000
115°
(47)
5000
123°
(41)
5000
159°
(17)
10,000
166°
(63)
5000
195°
(30)
FL 220
209°
(96)
209°
(43)
140°
R-123
R-015
R-348
R-299
R-208
R-090
R-287
R-359
R-028
PNH
R-142
R-002
R-333
R-013
R-303
130
128
87
50
29
27
36
N
Note: Chart not to scale.
(NARRATIVE ON FOLLOWING PAGE)

MOTZA SIX ARRIVAL

ARRIVAL DESCRIPTION

BORGER TRANSITION (BGD.MOTZA6): From over BGD VORTAC via BGD R-117 to HEATR INT, then via SPS R-299 to SPS VORTAC, then via SPS R-115 and UKW R-299 to UKW VORTAC, then via UKW R-159 to MOTZA INT. Thence . . . .

BOWIE TRANSITION (UKW.MOTZA6): From over UKW VORTAC via UKW R-159 to MOTZA INT. Thence . . . .

GUTHRIE TRANSITION (GTH.MOTZA6): From over GTH VORTAC via GTH R-063 to ZANTO INT, then via UKW R-283 to PLEBS INT, then via FUZ R-303 to MOTZA INT. Thence . . . .

PANHANDLE TRANSITION (PNH.MOTZA6): From over PNH VORTAC via PNH R-097 to HEATR INT, then via SPS R-299 to SPS VORTAC, then via SPS R-115 and UKW R-299 to UKW VORTAC, then via UKW R-159 to MOTZA INT. Thence . . . .

TEXICO TRANSITION (TXO.MOTZA6): From over TXO VORTAC via TXO R-086 to GANJA INT, then via UKW R-283 to PLEBS INT, then via FUZ R-303 to MOTZA INT. Thence . . . .

TULSA TRANSITION (TUL.MOTZA6): From over TUL VORTAC via TUL R-209 to MOOSE INT, then via UKW R-015 to UKW VORTAC, then via UKW R-159 to MOTZA INT. Thence . . . .

WICHITA FALLS TRANSITION (SPS.MOTZA6): From over SPS VORTAC via SPS R-115 and UKW R-299 to UKW VORTAC, then via UKW R-159 to MOTZA INT. Thence . . . .

WILL ROGERS TRANSITION (IRW.MOTZA6): From over IRW VORTAC via IRW R-166 to MOOSE INT, then via UKW R-015 to UKW VORTAC, then via UKW R-159 to MOTZA INT. Thence . . . .

. . . . From over MOTZA INT, thence via heading 140° for vectors to final approach course.

SC-2, 08 APR 2010 to 06 MAY 2010

WAAS CH 62899 W17A	APP CRS 173°	Rwy Idg 6002 TDZE 700 Apt Elev 700

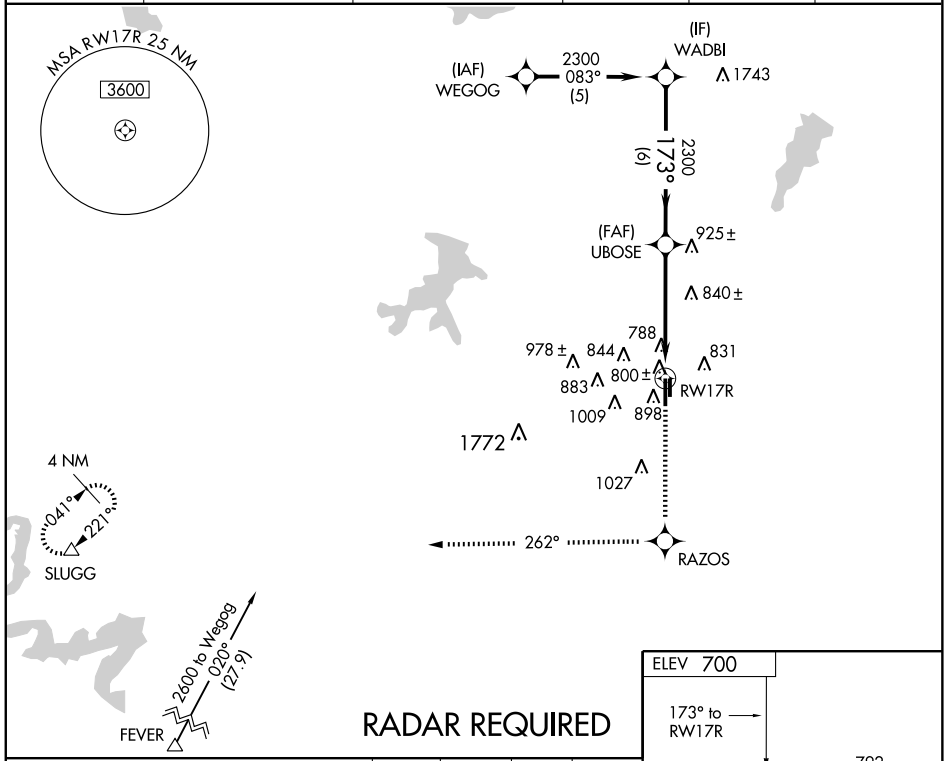
RNAV (GPS) RWY 17R

FORT WORTH SPINKS (FWS)

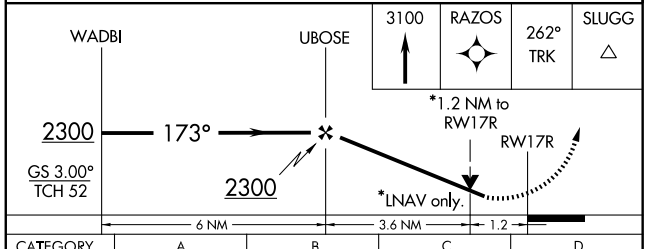
DME/DME RNP-0.3 NA. BARO-VNAV NA below -16°C (4°F). If local altimeter setting not received, use Fort Worth Meacham altimeter setting and increase all DAs/MDAs 40 feet. Circling NA west of Rwy 17R-35L. BARO/VNAV and VDP NA with Fort Worth Meacham altimeter setting.

MISSED APPROACH: Climb to 3100 direct RAZOS and via 262° track to SLUGG and hold.

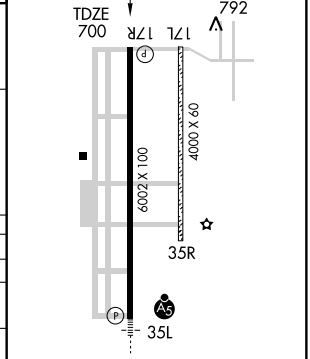
AWOS-3	REGIONAL APP CON	SPINKS TOWER ★	GND CON	GCO	UNICOM
120.025	135.975 379.9	124.625 (CTAF) (L)	119.475	121.725	122.7



RADAR REQUIRED



CATEGORY	A	B	C	D
LPV DA	987-1 287 (300-1)			
LNAV/VNAV DA	1124-1½ 424 (500-1½)			
LNAV MDA	1140-1 440 (500-1)		1140-1¼ 440 (500-1¼)	1140-1½ 440 (500-1½)
CIRCLING	1140-1½ 440 (500-1½)	1200-1½ 500 (500-1½)		1260-2 560 (600-2)



MIRL Rwy 17R-35L

SC-2, 08 APR 2010 to 06 MAY 2010

WAAS CH 57999 W35A	APP CRS 353°	Rwy Idg 6002 TDZE 697 Apt Elev 700

RNAV (GPS) RWY 35L
FORT WORTH SPINKS (FWS)

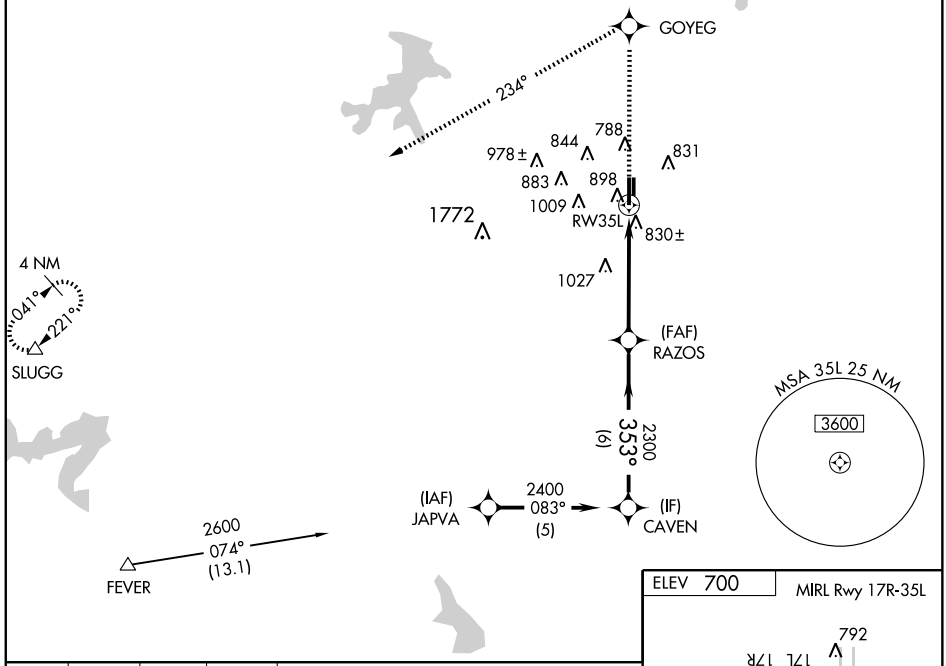
DME/DME RNP-0.3 NA. BARO-VNAV NA below -16°C (4°F). If local altimeter setting not received, use Fort Worth Meacham altimeter setting and increase all DAs/MDAs 40 feet. For inoperative MALSR increase LPV visibility all Cats to 1. Circling NA west of Rwy 17R-35L. BARO/VNAV and VDP NA with Fort Worth Meacham altimeter setting.

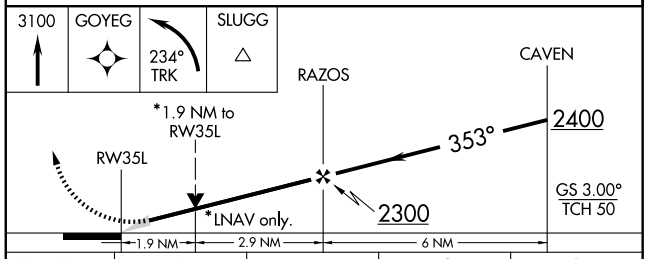
MALSR

MISSED APPROACH: Climb to 3100 direct GOYEG and left turn via 234° track to SLUGG and hold.

AWOS-3	REGIONAL APP CON	SPINKS TOWER ★	GND CON	GCO	UNICOM
120.025	135.975 379.9	124.625 (CTAF) (L)	119.475	121.725	122.7

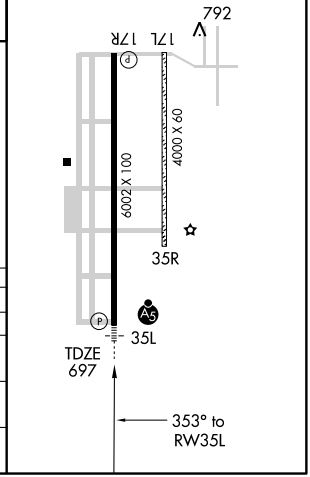
RADAR REQUIRED



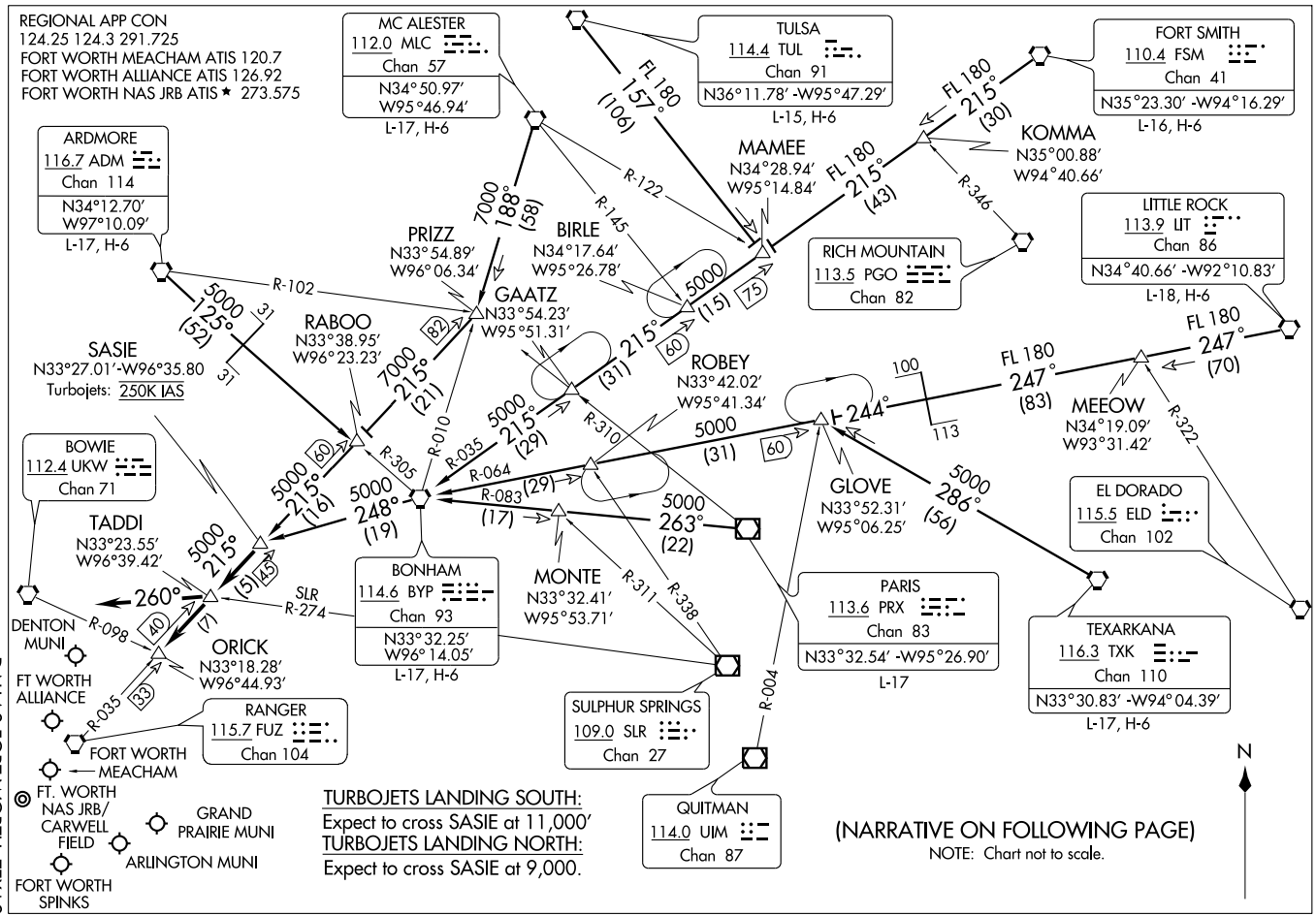


CATEGORY	A	B	C	D
LPV DA	947-½ 250 (300-½)			
LNAV/VNAV DA	1112-1 415 (500-1)			
LNAV MDA	1340-½ 643 (700-½)		1340-1¼ 643 (700-1¼)	1340-1½ 643 (700-1½)
CIRCLING	1340-1½ 640 (700-1½)		1340-1¾ 640 (700-1¾)	1340-2 640 (700-2)

ELEV 700 MIRL Rwy 17R-35L



SC-2, 08 APR 2010 to 06 MAY 2010



SASIE TWO ARRIVAL

(SASIE.SASIE2) 09351

ST-6918 (FAA)

DALLAS-FORT WORTH, TEXAS

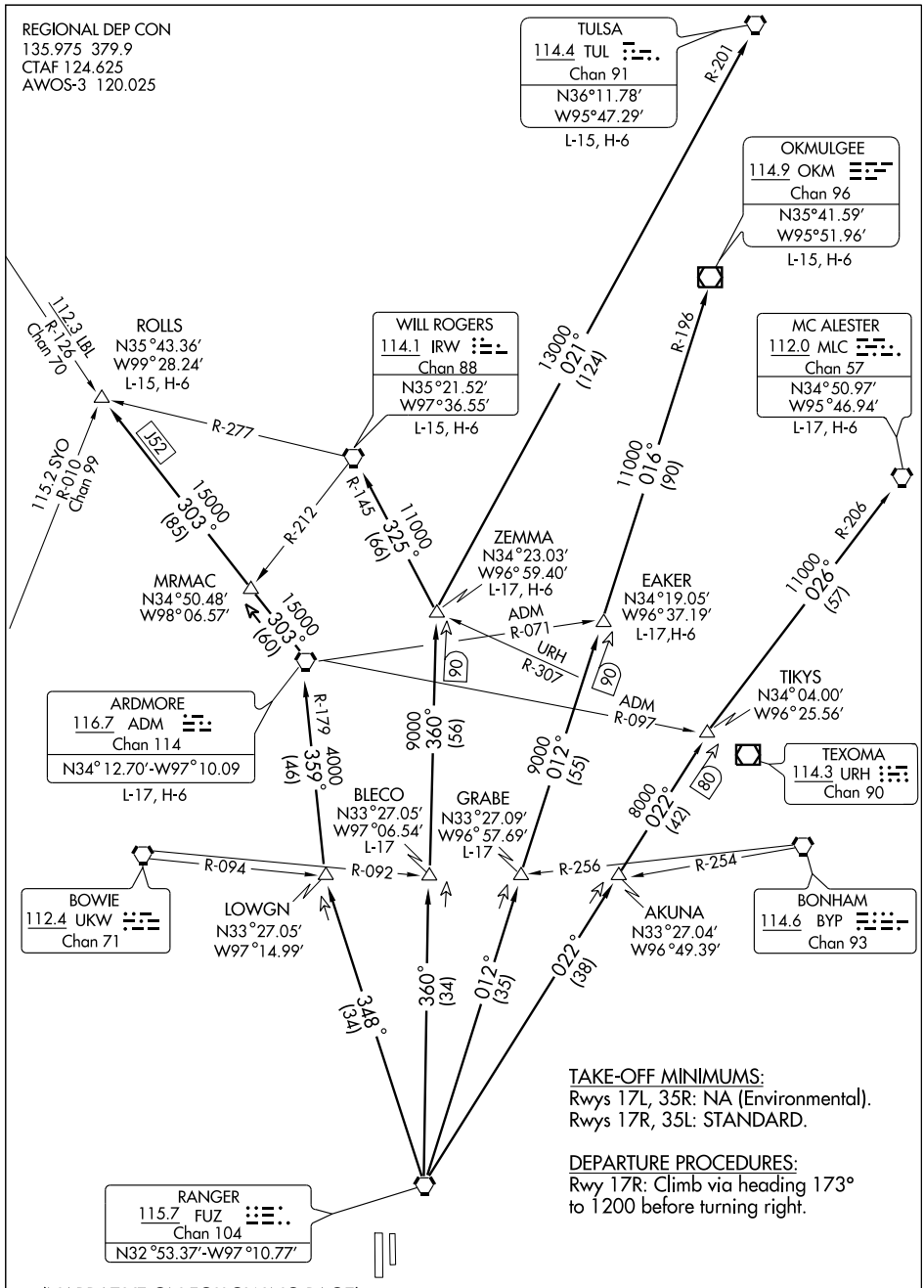
ARRIVAL DESCRIPTION

ARDMORE TRANSITION (ADM.SASIE2): From over ADM VORTAC via ADM R-125 and BYP R-305 to RABOO INT, then via FUZ R-035 to SASIE INT. Thence. . . .
BONHAM TRANSITION (BYP.SASIE2): From over BYP VORTAC via BYP R-248 to SASIE INT. Thence. . . .
FORT SMITH TRANSITION (FSM.SASIE2): From over FSM VORTAC via FSM R-215 to MAMEE INT, then via BYP R-035 to BYP VORTAC, then via BYP R-248 to SASIE INT. Thence. . . .
LITTLE ROCK TRANSITION (LIT.SASIE2): From over LIT VORTAC via LIT R-247 and BYP R-064 to GLOVE INT, then via BYP R-064 to BYP VORTAC, then via BYP R-248 to SASIE INT. Thence. . . .
MC ALESTER TRANSITION (MLC.SASIE2): From over MLC VORTAC via MLC R-188 to PRIZZ INT, then via FUZ R-035 to SASIE INT. Thence. . . .
PARIS TRANSITION (PRX.SASIE2): From over PRX VOR/DME via PRX R-263 and BYP R-083 to BYP VORTAC, then via BYP VORTAC R-248 to SASIE INT. Thence. . . .
TEXARKANA TRANSITION (TXK.SASIE2): From over TXK VORTAC via TXK R-286 to GLOVE INT, then via BYP R-064 to BYP VORTAC, then via BYP R-248 to SASIE INT. Thence. . . .
TULSA TRANSITION (TUL.SASIE2): From over TUL VORTAC via TUL R-157 to MAMEE INT, then via BYP R-035 to BYP VORTAC, the via BYP R-248 to SASIE INT. Thence. . . .
. . . . From over SASIE INT via FUZ R-035 to TADDI INT or ORICK INT (when directed by ATC). Depart TADDI INT heading 260° for vectors to final approach course.

SC-2, 08 APR 2010 to 06 MAY 2010

TEXOMA ONE DEPARTURE

SL-6917 (FAA)



TAKE-OFF MINIMUMS:
Rwys 17L, 35R: NA (Environmental).
Rwys 17R, 35L: STANDARD.

DEPARTURE PROCEDURES:
Rwy 17R: Climb via heading 173° to 1200 before turning right.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace fly assigned heading and altitude to appropriate route.

ARDMORE TRANSITION (TEX1.ADM): From over FUZ VORTAC via FUZ R-348 to LOWGN INT, then via ADM R-179 to ADM VORTAC.

BLECO TRANSITION (TEX1.BLECO): (ATC assigned.) From over FUZ VORTAC via FUZ R-360 to BLECO INT.

EAKER TRANSITION (TEX1.EAKER): (For aircraft inbound to the Tulsa terminal area.) From over FUZ VORTAC via FUZ R-012 to EAKER INT.

GRABE TRANSITION (TEX1.GRABE): (ATC assigned.) From over FUZ VORTAC via FUZ R-012 to GRABE INT.

MCALESTER TRANSITION (TEX1.MLC): (For all aircraft overflying the MLC VORTAC or intercepting J105.) From over FUZ VORTAC via FUZ R-022 to TIKYS INT, then via MLC R-206 to MLC VORTAC.

OKMULGEE TRANSITION (TEX1.OKM): (For all aircraft overflying OKM VOR/DME proceeding via J181 to BDF to destinations in the Chicago terminal area and north.) From over FUZ VORTAC via FUZ R-012 to EAKER INT, then via OKM R-196 to OKM VOR/DME.

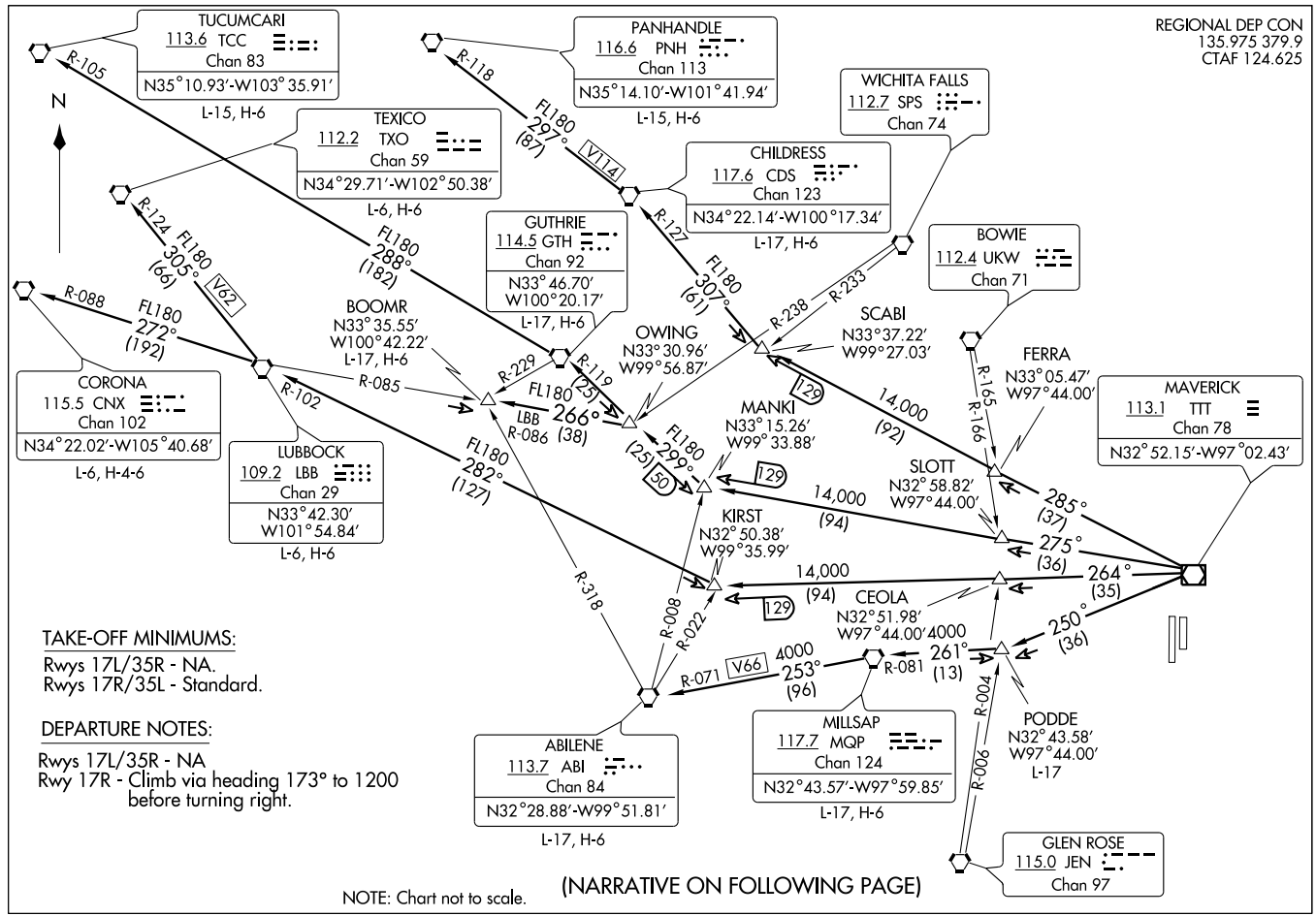
ROLLS TRANSITION (TEX1.ROLLS): (For all aircraft proceeding northwestbound via J52.) From over FUZ VORTAC via FUZ R-348 to LOWGN INT, then via ADM R-179 to ADM VORTAC, then via ADM R-303 to ROLLS INT.

TULSA TRANSITION (TEX1.TUL): (For all aircraft overflying TUL VORTAC.) From over FUZ VORTAC via FUZ R-360 to ZEMMA INT, then via TUL R-201 to TUL VORTAC.

WILL ROGERS TRANSITION (TEX1.IRW): (For all aircraft inbound to the Oklahoma City area or overflying IRW VORTAC.) From over FUZ VORTAC via FUZ R-360 to ZEMMA INT, then via IRW R-145 to IRW VORTAC.

ZEMMA TRANSITION (TEX1.ZEMMA): (ATC assigned.) From over FUZ VORTAC via FUZ R-360 to ZEMMA INT.

SC-2, 08 APR 2010 to 06 MAY 2010



(FWS)TWR(FTH).111 08269

WORTH FIVE DEPARTURE

SL-6917 (FAA)

FORT WORTH SPINKS (FWS)

FORT WORTH, TEXAS

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading and altitude to appropriate route.

ABILENE TRANSITION (WORTH5.ABI): From over TTT VOR/DME via TTT R-250 to PODDE INT, then via MQP R-081 to MQP VORTAC, then via MQP R-253 and ABI R-071 to ABI VORTAC.

BOOMR TRANSITION (WORTH5.BOOMR): From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to OWING INT, then via LBB R-086 to BOOMR INT.

CHILDRESS TRANSITION (WORTH5.CDS): From over TTT VOR/DME via TTT R-285 to SCABI INT, then via CDS R-127 to CDS VORTAC.

CORONA TRANSITION (WORTH5.CNX): From over TTT VOR/DME via TTT R-264 to KIRST INT, then via LBB R-102 to LBB VORTAC, then via LBB R-272 and CNX R-088 to CNX VORTAC.

GUTHRIE TRANSITION (WORTH5.GTH): From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to GTH VORTAC.

LUBBOCK TRANSITION (WORTH5.LBB): From over TTT VOR/DME via TTT R-264 to KIRST INT, then via LBB R-102 to LBB VORTAC.

MILLSAP TRANSITION (WORTH5.MQP): From over TTT VOR/DME via TTT R-250 to PODDE INT, then via MQP R-081 to MQP VORTAC.

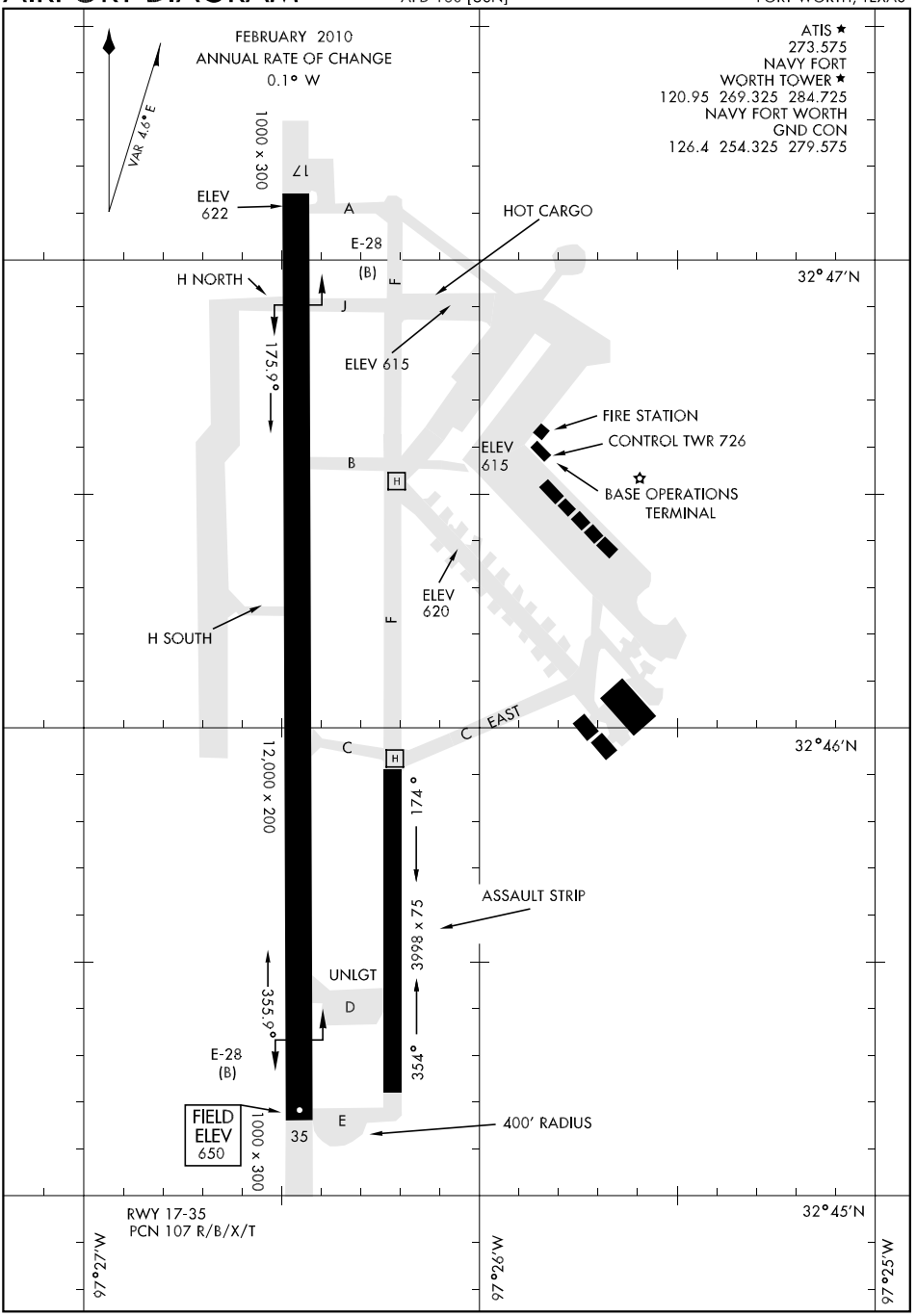
PANHANDLE TRANSITION (WORTH5.PNH): From over TTT VOR/DME via TTT R-285 to SCABI INT, then via CDS R-127 to CDS VORTAC, then via CDS R-297 and PNH R-118 to PNH VORTAC.

PODDE TRANSITION (WORTH5.PODDE): (ATC Assigned) From over TTT VOR/DME via TTT R-250 to PODDE INT.

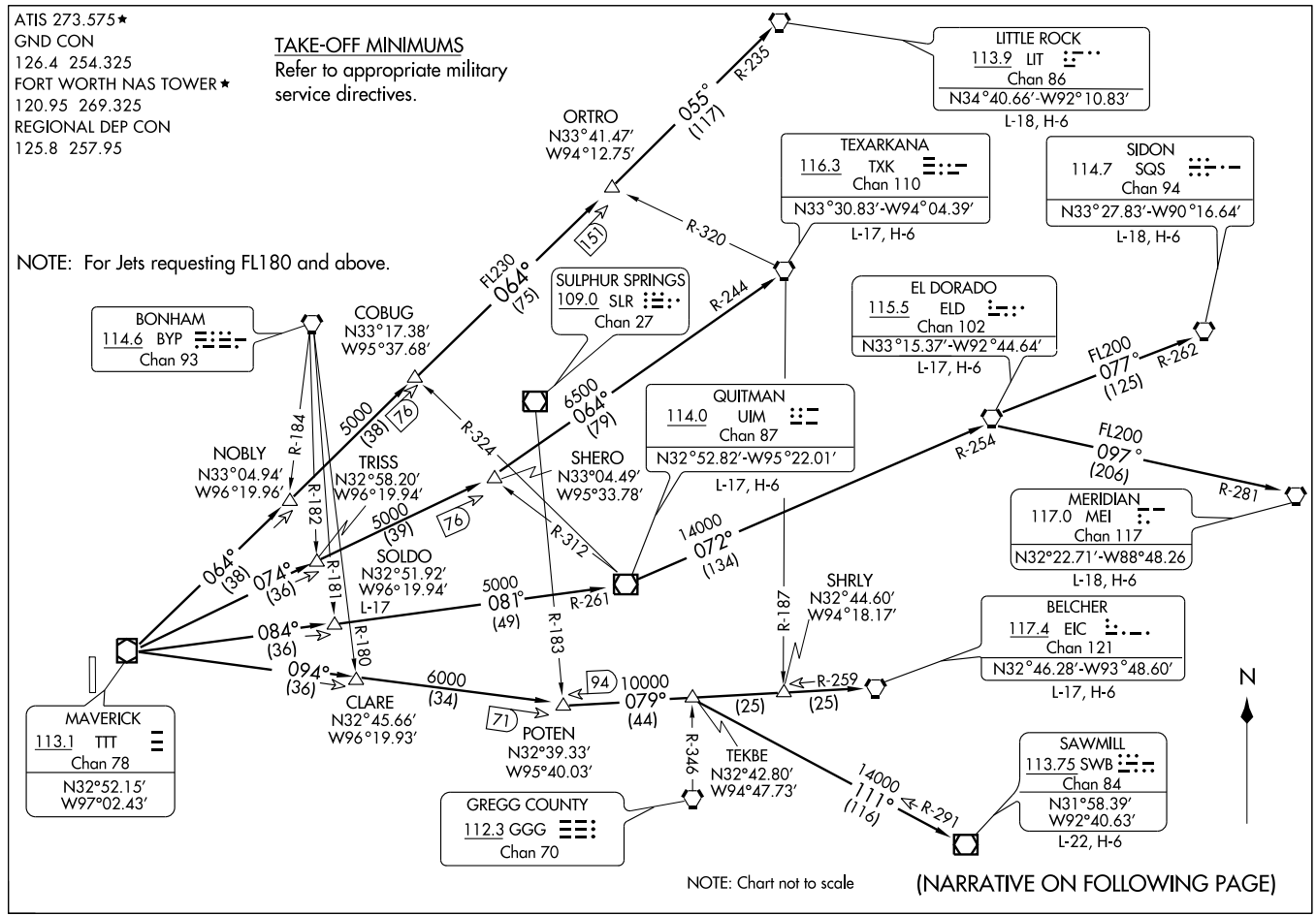
TEXICO TRANSITION (WORTH5.TXO): From over TTT VOR/DME via TTT R-264 to KIRST INT, then via LBB R-102 to LBB VORTAC, then via LBB R-305 and TXO R-124 to TXO VORTAC.

TUCUMCARI TRANSITION (WORTH5.TCC): From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to GTH VORTAC, then via GTH R-288 and TCC R-105 to TCC VORTAC.

SC-2, 08 APR 2010 to 06 MAY 2010



SC-2, 08 APR 2010 to 06 MAY 2010



(DAL9.TTT) 09351

DALLAS NINE DEPARTURE

SI-160 (FAA)

FORT WORTH NAS JRB/CARSWELL FIELD (NFW)

DALLAS, TEXAS

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading and altitude to appropriate route.

JETS

Jets requesting 17,000 and below expect GARLAND Departure.

BELCHER TRANSITION (DALL9.EIC): (For aircraft inbound to the JAN, MLU and SHV terminal areas only.) From over TTT VOR/DME via TTT R-094 to POTEN INT, then via EIC R-259 to EIC VORTAC.

EL DORADO TRANSITION (DALL9.ELD): (For aircraft inbound to the Memphis Terminal area. Aircraft should file and/or expect appropriate STAR.) From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC.

LITTLE ROCK TRANSITION (DALL9.LIT): From over TTT VOR/DME via TTT R-064 to ORTRO INT, then via LIT R-235 to LIT VORTAC.

MERIDIAN TRANSITION (DALL9.MEI): (For aircraft inbound to the Atlanta Terminal area.) From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC, then via ELD R-097 and MEI R-281 to MEI VORTAC.

QUITMAN TRANSITION (DALL9.UIM): (For aircraft inbound to Shreveport Terminal area.) From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME.

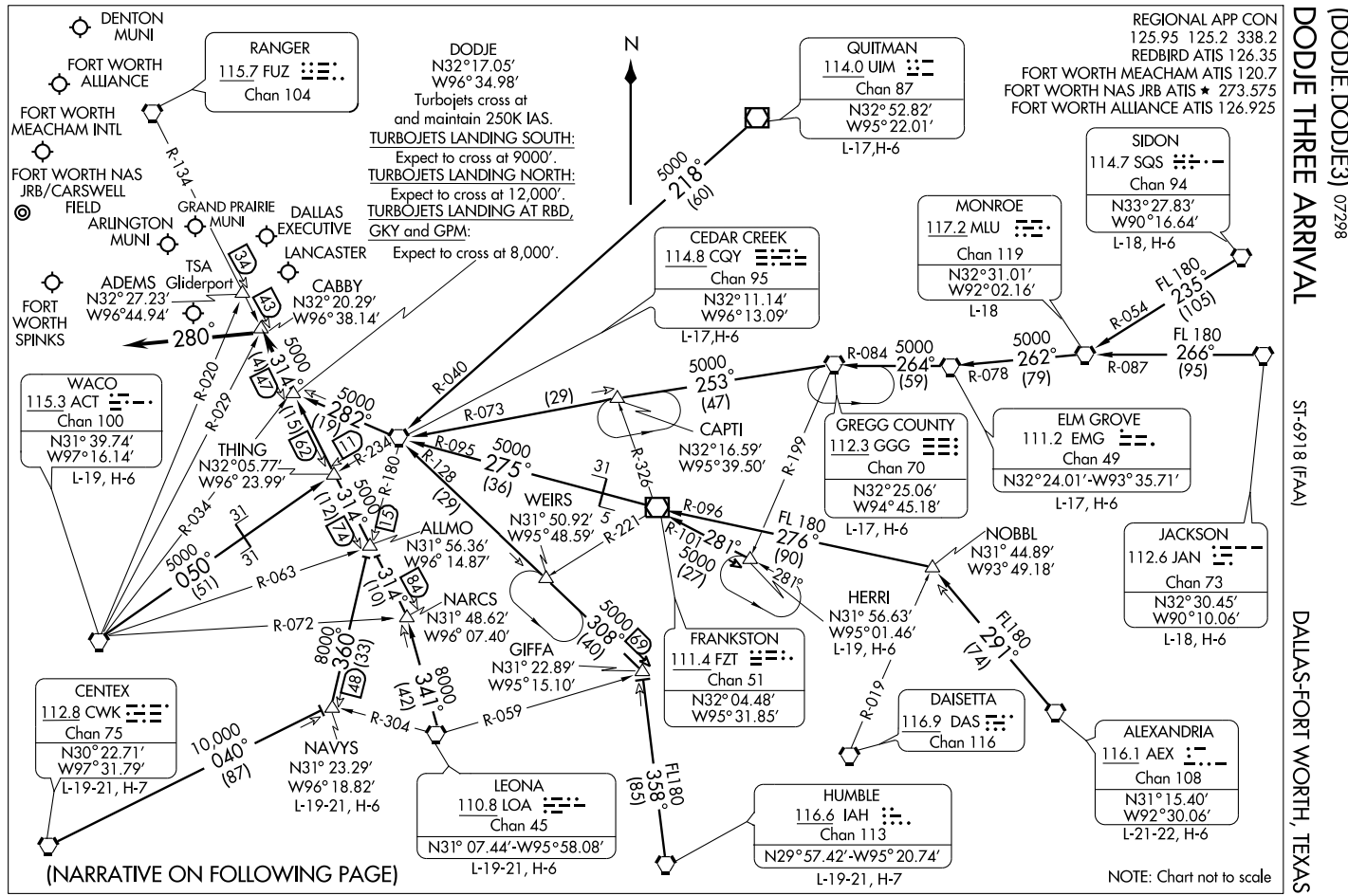
SAWMILL TRANSITION (DALL9.SWB): From over TTT VOR/DME via TTT R-094 to POTEN INT, then via EIC R-259 to TEKBE INT, then via SWB R-291 to SWB VOR/DME.

SIDON TRANSITION (DALL9.SQS): From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC, then via ELD R-077 and SQS R-262 to SQS VORTAC.

SOLDO TRANSITION (DALL9.SOLDO): From over TTT VOR/DME via TTT R-084 to SOLDO INT.

TEXARKANA TRANSITION (DALL9.TXK): From over TTT VOR/DME via TTT R-074 to SHERO INT, then via TXK R-244 to TXK VORTAC.

SC-2, 08 APR 2010 to 06 MAY 2010


DODGE THREE ARRIVAL
(DODJE.DODJE3) 07298
ST-6918 (FAA)
DALLAS-FORT WORTH, TEXAS
REGIONAL APP CON
125.95 125.2 338.2
REDBIRD ATIS 126.35
FORT WORTH MEACHAM ATIS 120.7
FORT WORTH NAS JRB ATIS ★ 273.575
FORT WORTH ALLIANCE ATIS 126.925
DENTON MUNI
FORT WORTH ALLIANCE
FORT WORTH MEACHAM INTL
FORT WORTH NAS JRB/CARSWELL FIELD
ARLINGTON MUNI
GRAND PRAIRIE MUNI
DALLAS EXECUTIVE
LANCASTER
TSA
ADEMS Gliderport
N32°27.23′
W96°44.94′
CABBY
N32°20.29′
W96°38.14′
FORT WORTH SPINKS
RANGER
115.7 FUZ
Chan 104
R-134
DODJE
N32°17.05′
W96°34.98′
Turbojets cross at and maintain 250K IAS.
TURBOJETS LANDING SOUTH:
Expect to cross at 9000′.
TURBOJETS LANDING NORTH:
Expect to cross at 12,000′.
TURBOJETS LANDING AT RBD, GKY and GPM:
Expect to cross at 8,000′.
N
QUITMAN
114.0 UIM
Chan 87
N32°52.82′
W95°22.01′
L-17,H-6
5000
218°
(60)
CEDAR CREEK
114.8 CQY
Chan 95
N32°11.14′
W96°13.09′
L-17,H-6
MONROE
117.2 MLU
Chan 119
N32°31.01′
W92°02.16′
L-18
SIDON
114.7 SQS
Chan 94
N33°27.83′
W90°16.64′
L-18, H-6
FL 180
235°
(105)
R-054
R-087
5000
262°
(79)
R-078
R-084
5000
264°
(59)
FL 180
266°
(95)
WACO
115.3 ACT
Chan 100
N31° 39.74′
W97°16.14′
L-19, H-6
THING
N32°05.77′
W96° 23.99′
CAPTI
N32°16.59′
W95°39.50′
GREGG COUNTY
112.3 GGG
Chan 70
N32°25.06′
W94°45.18′
L-17, H-6
ELM GROVE
111.2 EMG
Chan 49
N32°24.01′-W93°35.71′
L-17, H-6
JACKSON
112.6 JAN
Chan 73
N32°30.45′
W90°10.06′
L-18, H-6
WEIRS
N31° 50.92′
W95° 48.59′
ALLMO
N31° 56.36′
W96° 14.87′
NARCS
N31° 48.62′
W96° 07.40′
GIFFA
N31° 22.89′
W95° 15.10′
NOBBL
N31° 44.89′
W93° 49.18′
HERRI
N31° 56.63′
W95° 01.46′
L-19, H-6
FRANKSTON
111.4 FZT
Chan 51
N32° 04.48′
W95° 31.85′
DAISETTA
116.9 DAS
Chan 116
CENTEX
112.8 CWK
Chan 75
N30° 22.71′
W97° 31.79′
L-19-21, H-7
NAVYS
N31° 23.29′
W96° 18.82′
L-19-21, H-6
LEONA
110.8 LOA
Chan 45
N31° 07.44′-W95° 58.08′
L-19-21, H-6
HUMBLE
116.6 IAH
Chan 113
N29° 57.42′-W95° 20.74′
L-19-21, H-7
ALEXANDRIA
116.1 AEX
Chan 108
N31° 15.40′
W92° 30.06′
L-21-22, H-6
(NARRATIVE ON FOLLOWING PAGE)
NOTE: Chart not to scale

DODJE THREE ARRIVAL (DODJE.DODJE3)

ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.DODJE3): From over AEX VORTAC via AEX R-291 to NOBBL INT, then via FZT R-096 to FZT VOR/DME, then via FZT R-275 and CQY R-095 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

CEDAR CREEK TRANSITION (CQY.DODJE3): From over CQY VORTAC via CQY R-282 to DODJE INT. Thence. . . .

CENTEX TRANSITION (CWK.DODJE3): From over CWK VORTAC via CWK R-040 to NAVYS INT, then via CQY R-180 to ALLMO INT, then via FUZ R-134 to DODJE INT. Thence. . . .

ELM GROVE TRANSITION (EMG.DODJE3): From over EMG VORTAC via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

GREGG COUNTY TRANSITION (GGG.DODJE3): From over GGG VORTAC via GGG R-253 and CQY R-073 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

HERRI TRANSITION (HERRI.DODJE3): (Assigned by ATC) From over HERRI INT via FZT R-101 to FZT VOR/DME, then via FZT R-275 and CQY R-095 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

HUMBLE TRANSITION (IAH.DODJE3): From over IAH VORTAC via IAH R-355 to GIFFA INT, then via CQY R-128 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

JACKSON TRANSITION (JAN.DODJE3): From over JAN VORTAC via JAN R-266 and MLU R-087 to MLU VORTAC, then via MLU R-262 and EMG R-078 to EMG VORTAC, then via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

LEONA TRANSITION (LOA.DODJE3): From over LOA VORTAC via LOA R-341 to NARCS INT, then via FUZ R-134 to DODJE INT. Thence. . . .

MONROE TRANSITION (MLU.DODJE3): From over MLU VORTAC via MLU R-262 and EMG R-078 to EMG VORTAC, then via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

NAVYS TRANSITION (NAVYS.DODJE3): From over NAVYS INT via CQY R-180 to ALLMO INT, then via FUZ R-134 to DODJE INT. Thence. . . .

QUITMAN TRANSITION (UIM.DODJE3): From over UIM VOR/DME via UIM R-218 and CQY R-040 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

SIDON TRANSITION (SQS.DODJE3): From over SQS VORTAC via SQS R-235 and MLU R-054 to MLU VORTAC, then via MLU R-262 and EMG R-078 to EMG VORTAC, then via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

WACO TRANSITION (ACT.DODJE3): From over ACT VORTAC via ACT R-050 and CQY R-234 to THING INT, then via FUZ R-134 to DODJE INT. Thence. . . .

. . . .From over DODJE INT via FUZ R-134 to CABBY INT or ADEMS INT (when directed by ATC). Depart CABBY INT heading 280°. Expect radar vectors to final approach course.

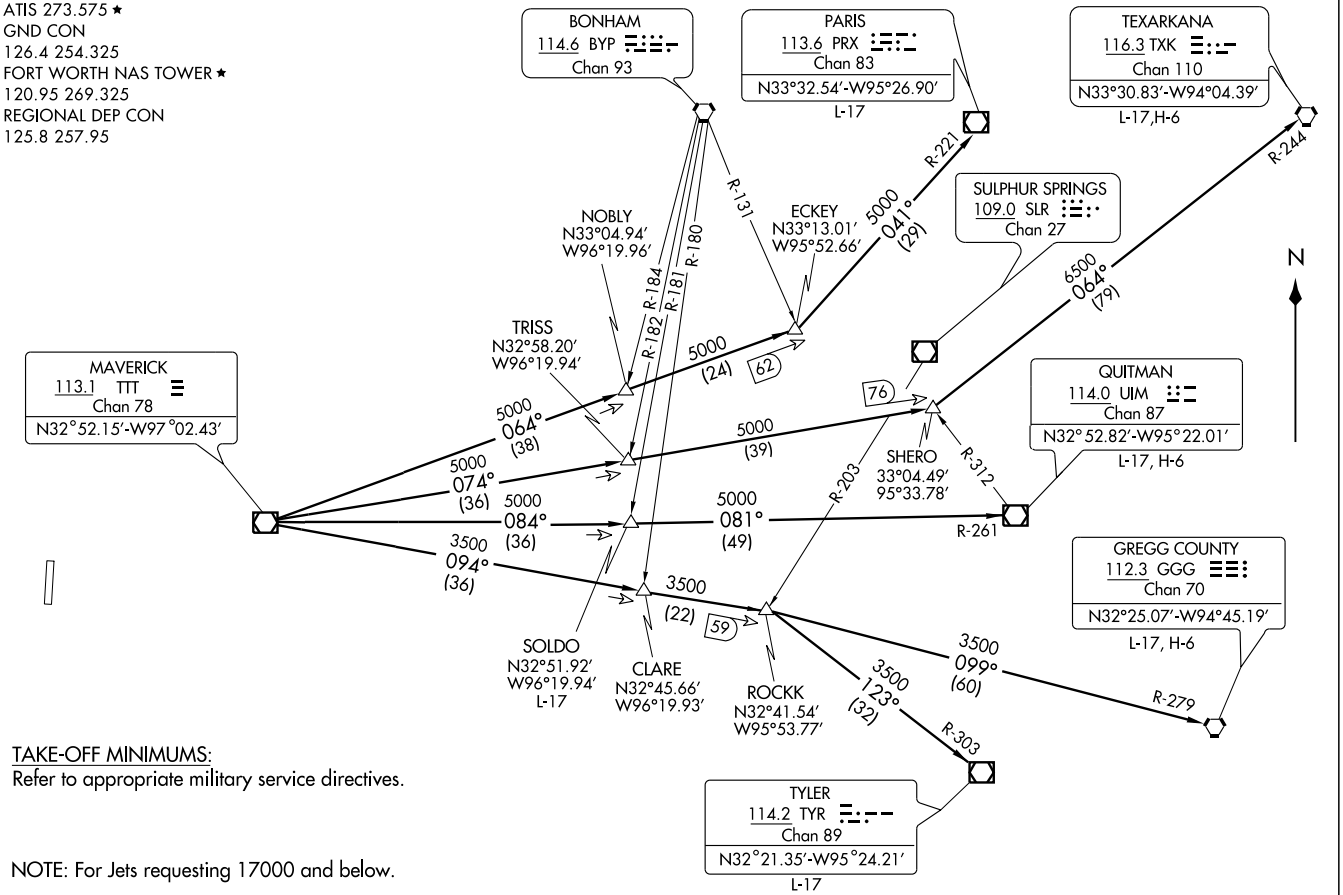
SC-2, 08 APR 2010 to 06 MAY 2010

GARLAND THREE DEPARTURE (GARL3.TTT) 09351

FORT WORTH NAS JRB/CARSWELL FIELD (NFW)

FORT WORTH, TEXAS

SI-160 (FAA)



DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading to appropriate route.

LONGVIEW TRANSITION (GARL3.GGG): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via GGG R-279 to GGG VORTAC.
PARIS TRANSITION (GARL3.PRX): From over TTT VOR/DME via TTT R-064 to ECKEY INT, then via PRX R-221 to PRX VOR/DME.
QUITMAN TRANSITION (GARL3.UIM): From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME.
SOLDO TRANSITION (GARL3.SOLDO): (ATC assigned) From over TTT VOR/DME via TTT R-084 to SOLDO INT.
TEXARKANA TRANSITION (GARL3.TXK): From over TTT VOR/DME via TTT R-074 to SHERO INT, then via TXK R-244 to TXK VORTAC.
TYLER TRANSITION (GARL3.TYR): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via TYR R-303 to TYR VOR/DME.

SC-2, 08 APR 2010 to 06 MAY 2010

HI-ILS or LOC/DME RWY 17

LOC I-NFW 108.7	APCH CRS 174°	Rwy ldg 12,000 TDZE 636 Arpt Elev 650

JAL-160 [USN] FORT WORTH NAS JRB (CARSWELL FLD) (KNFW)

▼ * Circling not authorized E of Rwy 17-35.

MISSED APPROACH: Climb to 3000 via heading 174° and FUZ VORTAC R-218 to MOLKE and hold.

ATIS ★	FORT WORTH MEACHAM INTL ATIS	REGIONAL APP CON	NAVY FORT WORTH TOWER ★	NAVY FORT WORTH GND CON	ASR/ PAR
273.575	120.7	125.8 257.95	120.95 269.325 284.725	126.4 254.325 279.575	

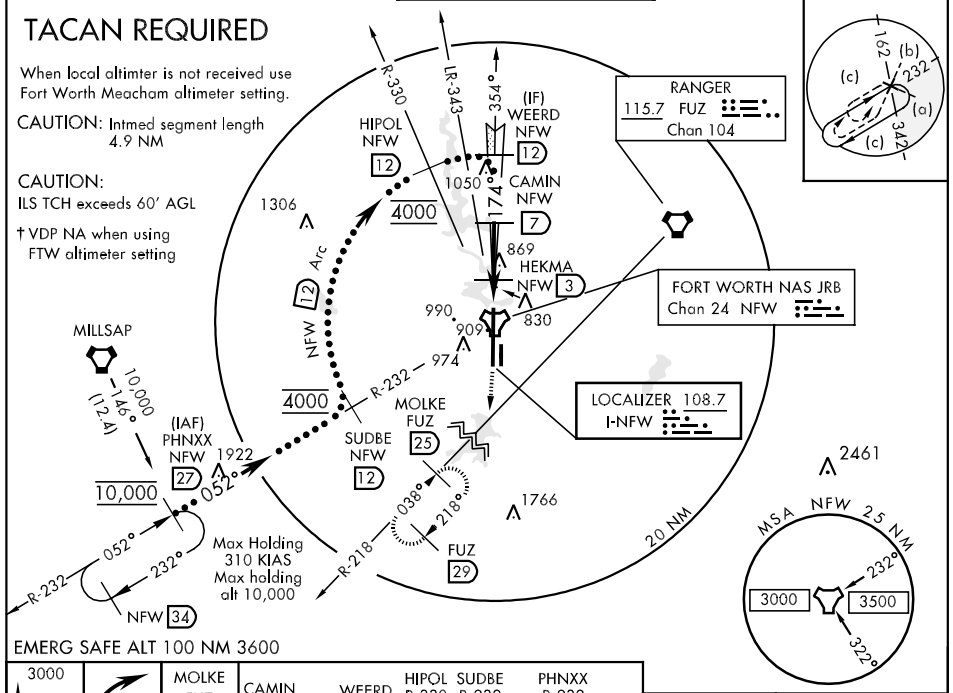
TACAN REQUIRED

When local altimter is not received use Fort Worth Meacham altimeter setting.

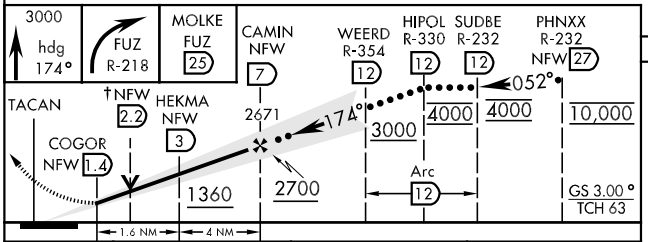
CAUTION: Intmed segment length 4.9 NM

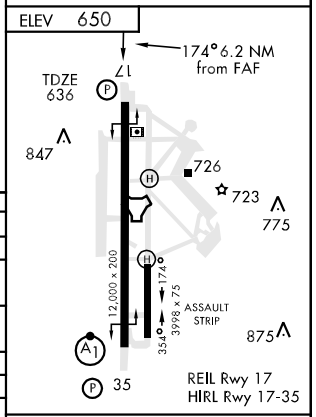
CAUTION: ILS TCH exceeds 60' AGL

† VDP NA when using FTW altimeter setting



EMERG SAFE ALT 100 NM 3600





CATEGORY	C	D	E
S-ILS 17	836-¾ 200 (200-¾)		
S-LOC 17	1080-1¼ 444 (500-1¼)	1080-1 ½ 444 (500-1½)	
CIRCLING *	1220-1½ 570 (600-1½)	1280-2 630 (700-2)	1300-2¼ 650 (700-2¼)
FORT WORTH MEACHAM ALTIMETER			
S-ILS 17	856-1 220 (300-1)		
S-LOC 17	1100-1¼ 464 (500-1¼)	1100-1½ 464 (500-1½)	1100-1¾ 464 (500-1¾)
CIRCLING *	1240-1½ 590 (600-1½)	1300-2 650 (700-2)	1320-2¼ 670 (700-2¼)

FAF to MAP 5.6 NM

Knots	120	140	160	180	200
Min:Sec	2:48	2:24	2:06	1:52	1:41

HI-ILS or LOC/DME RWY 35

LOC I-FWH	APCH CRS	Rwy ldg 12,000 TDZE 650 Arpt Elev 650
109.3	354°	JAL-160 [USN]

FORT WORTH NAS JRB (CARSWELL FLD) (KNFW)

▼ * When ALS inop, increase CAT CDE vis to ¾ mile.
** When ALS inop, increase CAT C vis to 1¼ miles, CAT D vis to 1½ miles, CAT E vis to 1¾ miles.

ALSF-1

MISSED APPROACH: Climb to 1300, then climbing left turn to 3000 via NFW TACAN R-330 to HIPOL and hold.

ATIS ★	FORT WORTH MEACHAM INTL ATIS	REGIONAL APP CON	NAVY FORT WORTH TOWER ★	NAVY FORT WORTH GND CON	ASR/ PAR
273.575	120.7	125.8 257.95	120.95 269.325 284.725	126.4 254.325 279.575	

*** When ALS inop, increase CAT CDE vis to 1 mile.
**** When ALS inop, increase CAT CD vis to 1½ miles, CAT E vis to 1¾ miles.
† Circling not authorized E of Rwy 17-35.
When local altimter is not received use Fort Worth Meacham altimeter setting.

TACAN REQUIRED

LOCALIZER 109.3 I-FWH

FORT WORTH NAS JRB Chan 24 NFW

CAUTION: Intmd seg len 5.4 NM

20 NM

MILLSAP 10,000 146° (12.4)

(IAF) PHNXX NFW 27 1922 052° 10,000

SUDBE NFW 12 4000

CIDOL NFW 12 4000

Max Holding 310 KIAS Max holding alt 10,000

R-232 232° 052° NFW 34

EMERG SAFE ALT 100 NM 3600

NFW 16 1309 R-330 150° 330° Max holding 230 KIAS

HIPOL NFW 12

990 974 909 882

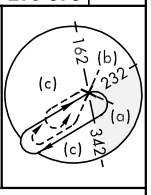
JABAB NFW 6.6

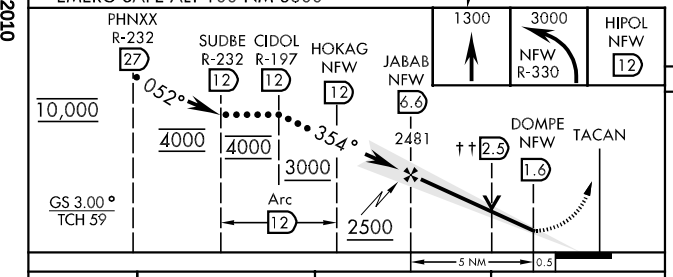
R-197 354° 1050 (IF) HOKAG NFW 12 1766

Arc 17.4 NM LR-185

†† VDP NA when using FTW altimeter setting

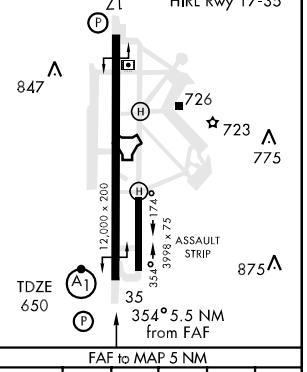
MSA NFW 25 NM 2461 232° 322° 3000 3500





ELEV 650

REIL Rwy 17
HIRL Rwy 17-35



CATEGORY	C	D	E
S-ILS 35 *	850-½	200	(200-½)
S-LOC 35 **	1140-¾ 490 (500-¾)	1140-1 490 (500-1)	1140-1¼ 490 (500-1¼)
CIRCLING †	1220-1½ 570 (600-1½)	1280-2 630 (700-2)	1300-2¼ 650 (700-2¼)
FORT WORTH MEACHAM ALTIMETER			
S-ILS 35 ***	870-½	220	(300-½)
S-LOC 35 ****	1160-1 510 (600-1)		1160-1¼ 510 (600-1¼)
CIRCLING †	1240-1½ 590 (600-1½)	1300-2 650 (700-2)	1320-2¼ 670 (700-2¼)

FAF to MAP 5 NM

Knots	120	140	160	180	200
Min:Sec	2:30	2:09	1:52	1:40	1:30

HI-TACAN RWY 17

TACAN	APCH CRS	Rwy ldg / TDZE / Arpt Elev
NFW Chan 24	172°	12,000 / 636 / 650

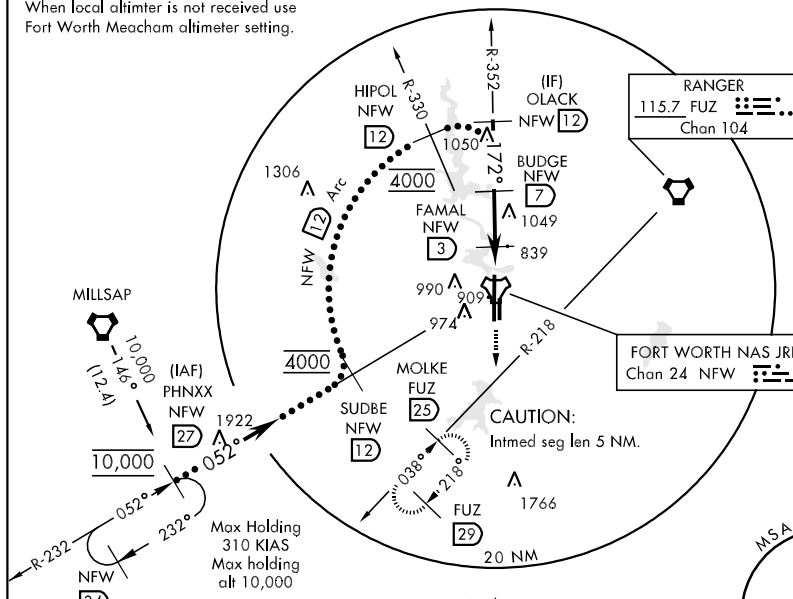
JAL-160 [USN] FORT WORTH NAS JRB (CARSWELL FLD) (KNFW)

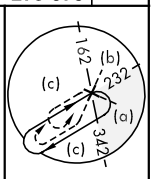
▼ * Circling not authorized E of Rwy 17-35.

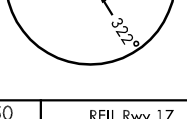
MISSED APPROACH: Climb to 3000 via heading 174° and FUZ VORTAC R-218 to MOLKE and hold.

ATIS ★	FORT WORTH MEACHAM INTL ATIS	REGIONAL APP CON	NAVY FORT WORTH TOWER ★	NAVY FORT WORTH GND CON	ASR/ PAR
273.575	120.7	125.8 257.95	120.95 269.325 284.725	126.4 254.325 279.575	

When local altimter is not received use Fort Worth Meacham altimeter setting.

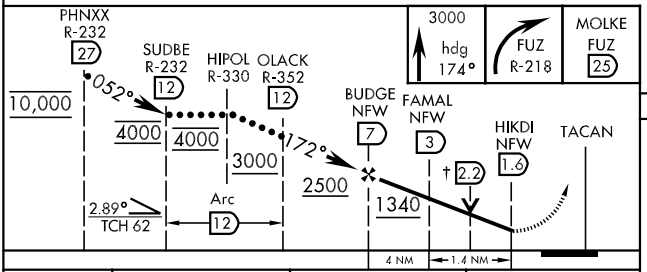


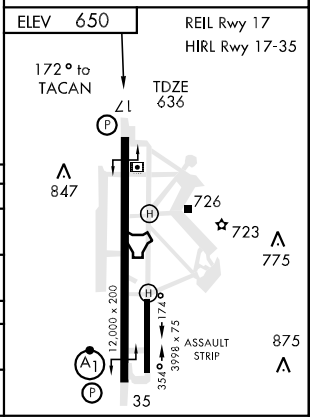




† VDP NA when using FTW altimeter setting.

EMERG SAFE ALT 100 NM 3600





CATEGORY	C	D	E
S-17	1100-1¼ 464 (500-1¼)	1100-1½ 464 (500-1½)	1100-1¾ 464 (500-1¾)
CIRCLING *	1220-1½ 570 (600-1½)	1280-2 630 (700-2)	1300-2¼ 650 (700-2¼)
FORT WORTH MEACHAM ALTIMETER			
S-17	1120-1¼ 484 (500-1¼)	1120-1½ 484 (500-1½)	1120-1¾ 484 (500-1¾)
CIRCLING *	1240-1½ 590 (600-1½)	1300-2 650 (700-2)	1320-2¼ 670 (700-2¼)

HI-TACAN RWY 35

TACAN	APCH CRS	Rwy ldg / TDZE / Arpt Elev	JAL-160 [USN]
NFW Chan 24	355°	12,000 / 650 / 650	FORT WORTH NAS JRB (CARSWELL FLD) (KNFW)

▼ * When ALS inop, increase CAT C vis to 1½ miles, CAT DE to 1¾ miles.
** When ALS inop, increase CAT C vis to 1½ miles, CAT D vis to 1¾ miles, CAT E to 2 miles.

ALSF-1

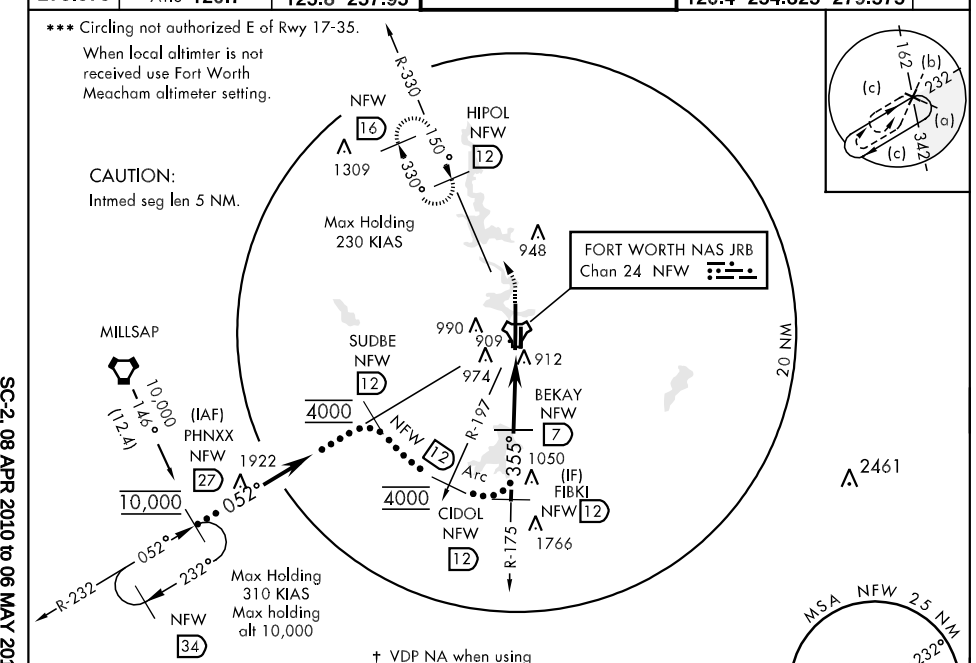
MISSED APPROACH: Climb direct NFW TACAN, then climbing left to 3000 via NFW R-330 to HIPOL and hold.

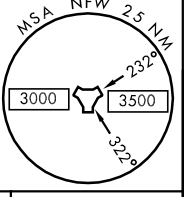
ATIS ★	FORT WORTH MEACHAM INTL ATIS	REGIONAL APP CON	NAVY FORT WORTH TOWER ★	NAVY FORT WORTH GND CON	ASR/ PAR
273.575	120.7	125.8 257.95	120.95 269.325 284.725	126.4 254.325 279.575	

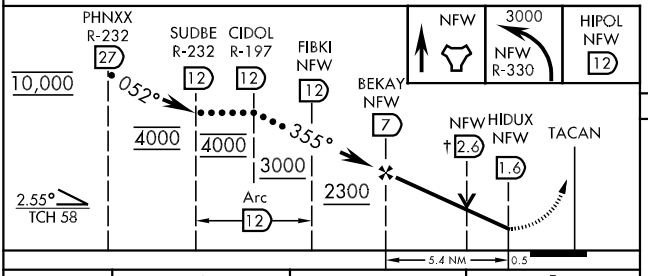
*** Circling not authorized E of Rwy 17-35.

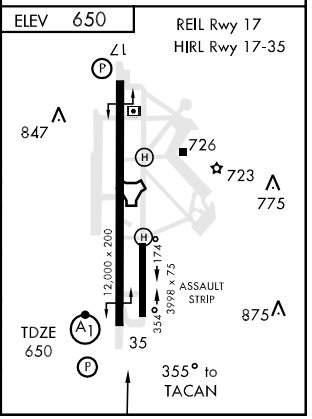
When local altimter is not received use Fort Worth Meacham altimeter setting.

CAUTION:
Intmed seg len 5 NM.







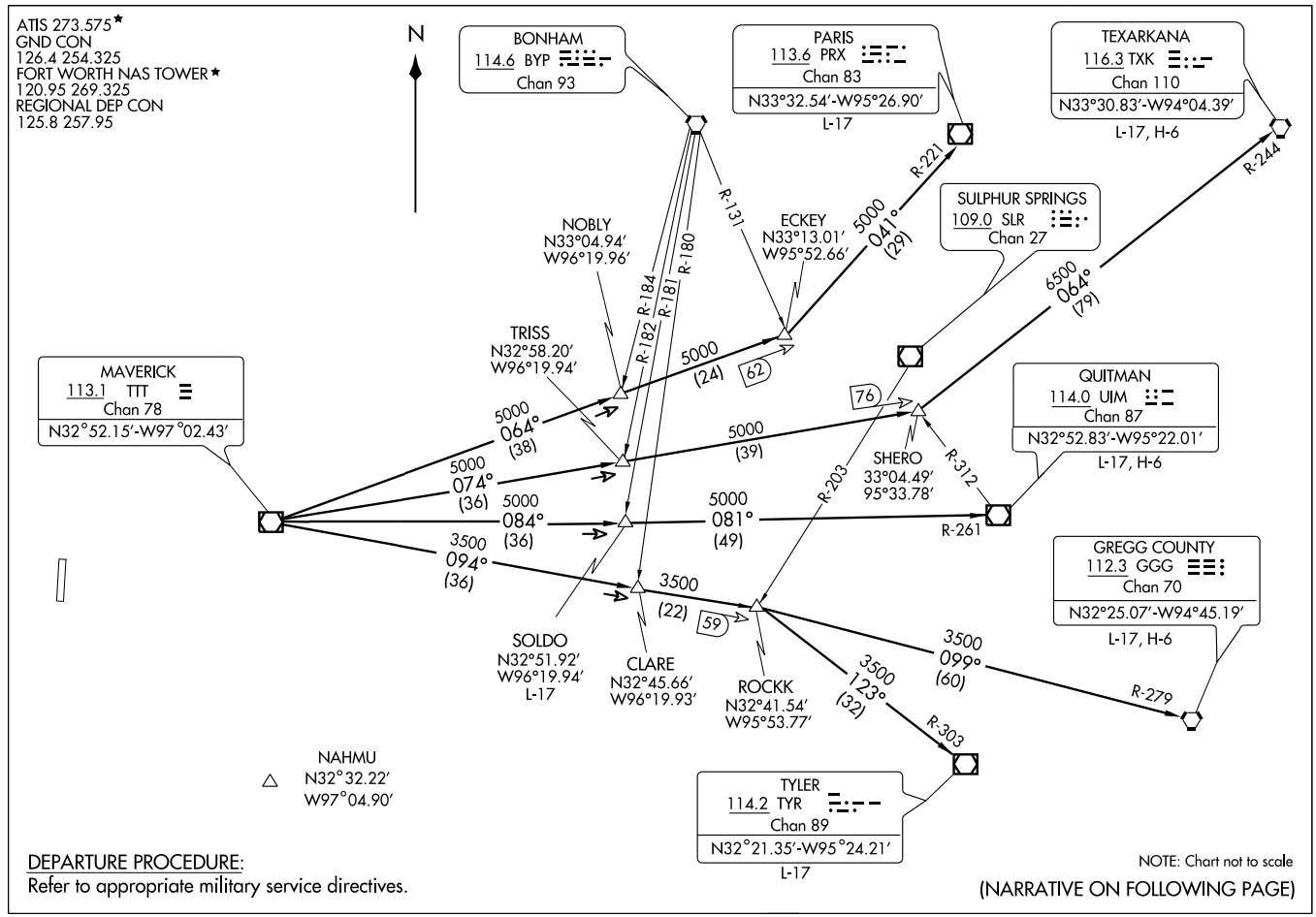


CATEGORY	C	D	E
S-35 *	1180-1 530 (600-1)	1180-1¼ 530 (600-1¼)	
*** CIRCLING	1220-1½ 570 (600-1½)	1280-2 630 (700-2)	1300-2¼ 650 (700-2¼)
FORT WORTH MEACHAM ALTIMETER			
S-35 **	1200-1 550 (600-1)	1200-1¼ 550 (600-1¼)	1200-1½ 550 (600-1½)
*** CIRCLING	1240-1½ 590 (600-1½)	1300-2 650 (700-2)	1320-2¼ 670 (700-2¼)

HUBBARD SIX DEPARTURE

FORT WORTH NAS JRB/CARSWELL FIELD (NFW)

FORT WORTH, TEXAS



DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading and altitude to appropriate route.

LONGVIEW TRANSITION (HUBB6.GGG): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via GGG R-279 to GGG VORTAC.
PARIS TRANSITION (HUBB6.PRX): From over TTT VOR/DME via TTT R-064 to ECKEY INT, then via PRX R-221 to PRX VOR/DME.
QUITMAN TRANSITION (HUBB6.UIM): From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME.
SOLDO TRANSITION (HUBB6.SOLDO): (ATC assigned.) From over TTT VOR/DME via TTT R-084 to SOLDO INT.
TEXARKANA TRANSITION (HUBB6.TXK): From over TTT VOR/DME via TTT R-074 to SHERO INT, then via TXK R-244 to TXK VORTAC.
TYLER TRANSITION (HUBB6.TYR): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via TYR R-303 to TYR VOR/DME.

SC-2, 08 APR 2010 to 06 MAY 2010

ILS or LOC RWY 17

LOC I-NFW	APCH CRS	Rwy ldg 12,000 TDZE 636 Arpt Elev 650
108.7	174°	

AL-160 [USN] FORT WORTH NAS JRB (CARSWELL FLD) (KNFW)

*Circling not authorized E of Rwy 17-35.

MISSED APPROACH: Climb to 3000 via heading 174° and FUZ VORTAC R-218 to MOLKE and hold.

ATIS ★	FORT WORTH MEACHAM INTL	REGIONAL APP CON	NAVY FORT WORTH TOWER ★	NAVY FORT WORTH GND CON	ASR/ PAR
273.575	ATIS 120.7	125.8 257.95	120.95 269.325 284.725	126.4 254.325 279.575	

CAUTION: ILS TCH exceeds 60' AGL.

** VDP NA when using FTW altimeter setting

When local altimter is not received, use Fort Worth Meacham altimeter setting.

(IAF) MOTZA FUZ 35.9

123° (19.2)

1487

EMUKE 17.6 NFW 16.8 FUZ

354°

1349

(IF) WEERD NFW 12

174°

R-303

RANGER 115.7 FUZ Chan 104

R-285

1050

CAMIN NFW 7

R-264

HEKMA NFW 3

869

R-247

R-241

830

990

909

974

MILLSAP 117.7 MQP Chan 124

R-013

LOCALIZER 108.7 I-NFW

R-218

MOLKE FUZ 25

R-100

FORT WORTH NAS JRB Chan 24 NFW

MSA NFW 25 NM

232°

322°

3000

3500

1922

Max holding 230 KIAS

038°

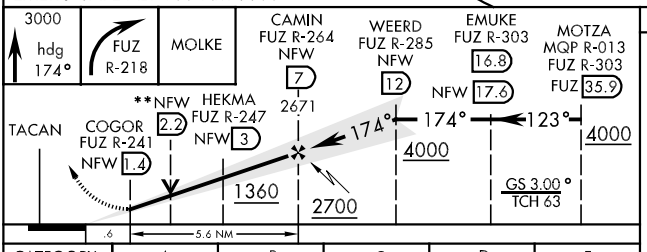
218°

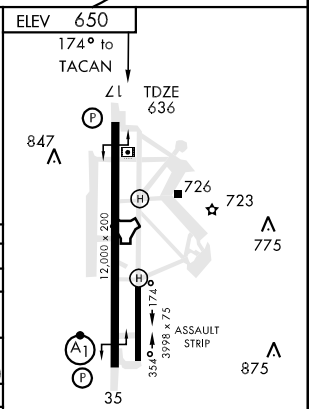
1766

2461

20 NM

EMERG SAFE ALT 100 NM 3600





HIRL Rwy 17-35
REIL Rwy 17

CATEGORY	A	B	C	D	E
S-ILS 17	836-¾		200	(200-¾)	
S-LOC 17	1080-1 444 (500-1)		1080-1¼ 444 (500-1¼)	1080-1½ 444 (500-1½)	
CIRCLING *	1220-1 570 (600-1)		1220-1½ 570 (600-1½)	1280-2 630 (700-2)	1300-2¼ 650 (700-2¼)
FORT WORTH MEACHAM ALTIMETER					
S-ILS 17	856-¾ 220 (300-¾)		856-1 220 (300-1)		
S-LOC 17	1100-1 464 (500-1)		1100-1¼ 464 (500-1¼)	1100-1½ 464 (500-1½)	1100-1¾ 464 (500-1¾)
CIRCLING *	1240-1 590 (600-1)		1240-1½ 590 (600-1½)	1300-2 650 (700-2)	1320-2¼ 670 (700-2¼)

LOC FAF to MAP 5.6 NM

Knots	60	90	120	150	180
Min:Sec	5:35	3:43	2:47	2:14	1:51

ILS or LOC RWY 35

LOC I-FWH	APCH CRS	Rwy ldg 12,000 / TDZE 650 / Arpt Elev 650
109.3	354°	

AL-160 [USN] FORT WORTH NAS JRB (CARSWELL FLD) (KNFW)

* When ALS inop, increase vis to ¾ mile.
** When ALS inop, increase CAT AB vis to ¾ mile, CAT CDE vis to 1 mile.

ALSF-1

MISSED APPROACH: Climb to 2000, then climbing left turn to 3000 via heading 330° and FUZ VORTAC R-277 to HIPOL and hold.

ATIS ★	FORT WORTH MEACHAM INTL ATIS	REGIONAL APP CON	NAVY FORT WORTH TOWER ★	NAVY FORT WORTH GND CON	ASR/ PAR
273.575	120.7	125.8 257.95	120.95 269.325 284.725	126.4 254.325 279.575	

*** When ALS inop, increase CAT AB vis to 1 mile, CAT C vis to 1¼ miles, CAT D vis to 1½ miles, CAT E vis to 1¾ miles.
**** When ALS inop, increase CAT AB vis to 1 mile, CAT CD vis to 1½ miles, CAT E vis to 1¾ miles.
***** Circling not authorized E of Rwy 17-35.

HIPOL FUZ 18.3
097°
277°
R-277
R-051
Max holding 230 KIAS

RANGER 115.7 FUZ Chan 104

LOCALIZER 109.3 I-FWH

FORT WORTH NAS JRB Chan 24 NFW

990
974
909
882
R-089
JABAB NFW 6.6
20 NM

MILLSAP 117.7 MQP Chan 124

(IF) LUCCK NFW 14.7 JEN 31.1
354°
1766
039°
1220
R-113

ENROUTE FACILITIES

GLEN ROSE 115.0 JEN Chan 97

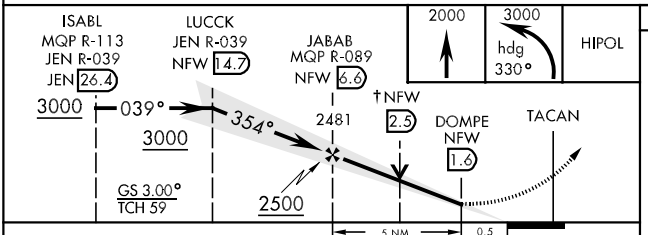
R-039
(IAF) ISABL JEN 26.4
174°

MSA NFW 25 NM
232°
3000
3500
322°

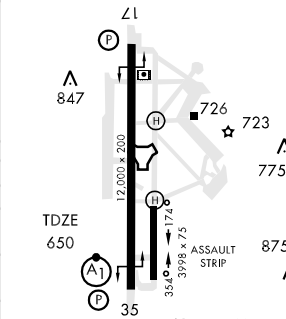
† VDP NA when using FTW altimeter setting

When local altimter is not received use Fort Worth Meacham altimeter setting.

EMERG SAFE ALT 100 NM 3600



ELEV 650



CATEGORY	A	B	C	D	E
S-ILS 35 *	850-½		200	(200-½)	
*** S-LOC 35	1140-½	490 (500-½)	1140-¾ 490 (500-¾)	1140-1 490 (500-1)	1140-1¼ 490 (500-1¼)
***** CIRCLING	1220-1	570 (600-1)	1220-1½ 570 (600-1½)	1280-2 630 (700-2)	1300-2¼ 650 (700-2¼)
FORT WORTH MEACHAM ALTIMETER					
S-ILS 35 **	870-½		220	(300-½)	
**** S-LOC 35	1160-½	510 (600-½)	1160-1	510 (600-1)	1160-1¼ 510 (600-1¼)
***** CIRCLING	1240-1	590 (600-1)	1240-1½ 590 (600-1½)	1300-2 650 (700-2)	1320-2¼ 670 (700-2¼)

LOC FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

JOE POOL FOUR DEPARTURE

SL-160 (FAA)

ATIS 273.575*
NAVY FORT WORTH GND CON
126.4 254.325 279.575
NAVY FORT WORTH TOWER*
120.95 269.325 284.725
REGIONAL DEP CON
125.8 257.95

MAVERICK
113.1 TTT
Chan 78
N32°52.15'-W97°02.43'

TAKE-OFF MINIMUMS:
Refer to appropriate military service directives.

186° (36)
156° (37)
166° (35)
176° (35)

TSA Gliderport

NELYN
N32°17.10'
W97°11.15'

DARTZ
N32°17.07'
W96°48.93'

CEDAR CREEK
114.8 CQY
Chan 95

R-072
R-074
R-273
R-275

JASPA
N32°17.10'
W97°03.54'
L-17

ARDIA
N32°17.10'
W96°56.27'
L-17

156° (25)
62

BRDEN
N31°53.06'
W96°39.80'

GLEN ROSE
115.0 JEN
Chan 97

4000
177° (38)
7000 (35)
8000 (45)
6000 (23)

R-357
70
80
85

ELLVR
N31°42.49'
W96°50.27'
L-19, H-6

TNV
R-334

TORNN
N31°31.22'
W96°30.88'
H-6

WACO
115.3 ACT
Chan 100
N31°39.74'-W97°16.14'
L-19, H-6

R-074
R-093
11 NM
154°

LEONA
110.8 LOA
Chan 45

R-120

WINDU
N31°31.83'
W97°04.95'
L-19, H-6

6000
156° (22)
187

R-268

12000
193° (70)
7000
154° (69)

BILEE
N31°09.75'
W96°23.31'
L-19-21, H-6

R-334

COLLEGE STATION
113.3 CLL
Chan 80
N30°36.30'-W96°25.24'
L-19-21,H-7

HOARY
N30°34.63'
W97°46.52'
L-19-21, H-7

R-012

R-307

NAVASOTA
115.9 TNV
Chan 106

CENTEX
112.8 CWK
Chan 75

12000
204° (66)

SAN ANTONIO
116.8 SAT
Chan 115
N29°38.64'
W98°27.68'
L-19,H-7

R-024

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale

SC-2, 08 APR 2010 to 06 MAY 2010

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading and altitude, expect vector to appropriate route.

ARDIA TRANSITION (JPOOL4.ARDIA): (ATC assigned.) From over TTT VOR/DME via TTT R-166 to ARDIA INT.

BILEE TRANSITION (JPOOL4.BILEE): (For aircraft overflying the BILEE intersection, thence via the appropriate STAR to George Bush Intercontinental or East Houston terminal area airports, or via J-87 to overfly the TNV VORTAC.) From over TTT VOR/DME via TTT R-156 to BILEE INT.

BRDEN TRANSITION (JPOOL4.BRDEN): From over TTT VOR/DME via TTT R-156 to BRDEN INT.

COLLEGE STATION TRANSITION (JPOOL4.CLL): (For piston aircraft inbound to Houston Hobby and all aircraft inbound to West Houston terminal area airports.) From over TTT VOR/DME via TTT R-166 to ELLVR INT, then via CLL R-334 to CLL VORTAC.

ELLVR TRANSITION (JPOOL4.ELLVR): (For turboprop and turbojet aircraft inbound to Houston Hobby and turbojet aircraft inbound to EFD, GLS, and LBX.) From over TTT VOR/DME via TTT R-166 to ELLVR INT.

HOARY TRANSITION (JPOOL4.HOARY): (For E/F suffixed aircraft.) From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC, then via ACT R-193 to HOARY INT.

JASPA TRANSITION (JPOOL4.JASPA): (ATC assigned.) From over TTT VOR/DME via TTT R-176 to JASPA INT.

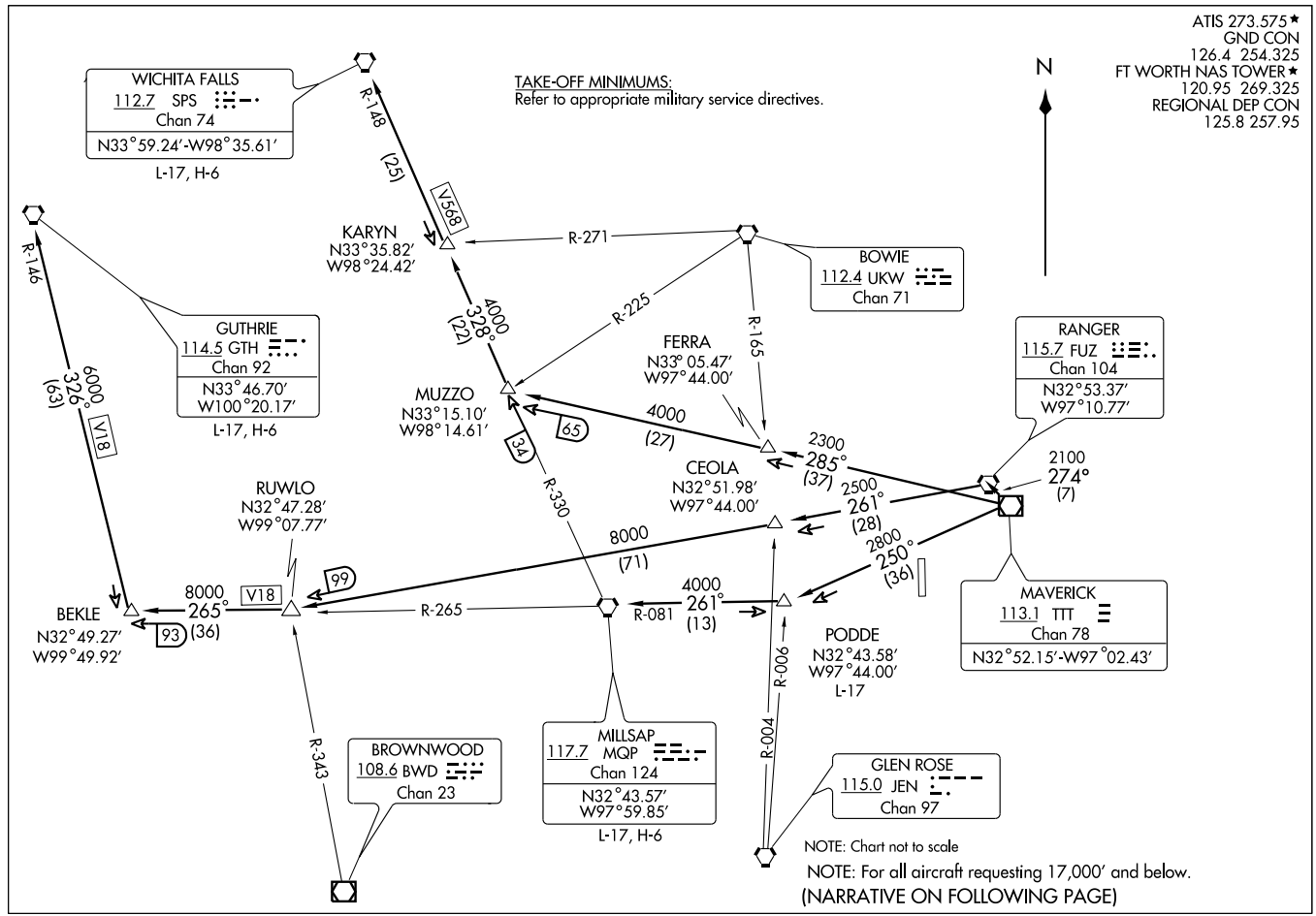
SAN ANTONIO TRANSITION (JPOOL4.SAT): (For aircraft overflying Centex and San Antonio.) From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC, then via ACT R-193 to HOARY INT, then via SAT R-024 to SAT VORTAC.

TORNN TRANSITION (JPOOL4.TORNN): (For aircraft landing at Lafayette, Lake Charles or Beaumont/Port Arthur airports.) From over TTT VOR/DME via TTT R-156 to TORNN INT.

WACO TRANSITION (JPOOL4.ACT): (For aircraft inbound to Waco or Gray terminal area airports.) From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC.

WINDU TRANSITION (JPOOL4.WINDU): (For aircraft inbound to Austin or San Antonio terminal airports, aircraft should file and/or expect the BLEWE or MARCS arrival at WINDU.) From over TTT VOR/DME via TTT R-176 to WINDU INT.

SC-2, 08 APR 2010 to 06 MAY 2010



(KING7.111) 08213

KINGDOM SEVEN DEPARTURE SL-160 (FAA)

FORT WORTH NAS JRB/CARSWELL FIELD (NFW)

FORT WORTH, TEXAS

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace fly assigned heading and altitude to appropriate route.

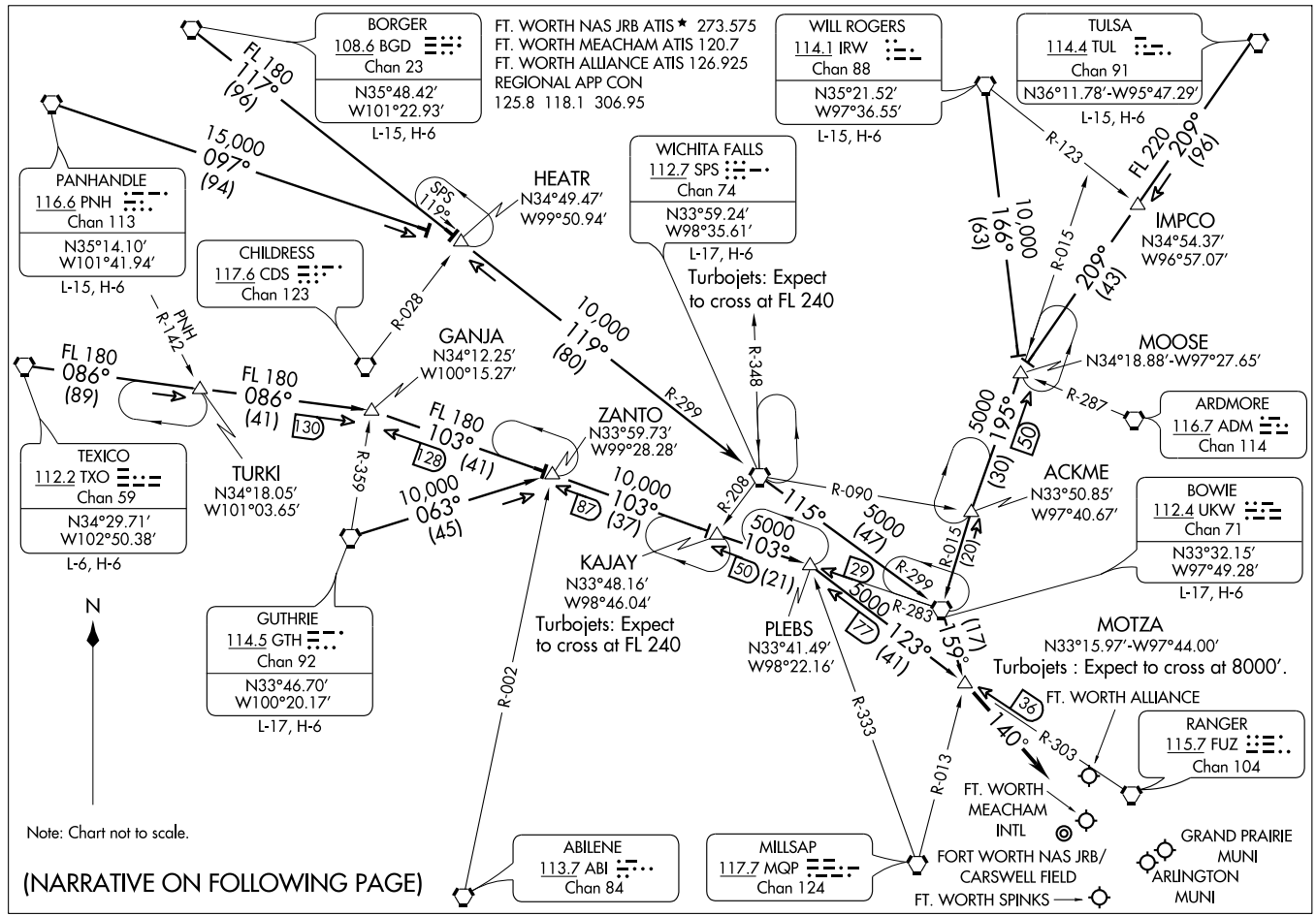
GUTHRIE TRANSITION (KING7.GTH): (For all aircraft landing within Lubbock terminal area or proceeding westbound via V-18 to GTH VORTAC). From over TTT VOR/DME via TTT R-274 to FUZ VORTAC, then via FUZ R-261 to RUWLO INT, then via MQP R-265 to BEKLE INT, then via GTH R-146 to GTH VORTAC.

MILLSAP TRANSITION (KING7.MQP): (For all aircraft overflying the MQP VORTAC westbound via V-18 or direct). From over TTT VOR/DME via TTT R-250 to PODDE INT, then via MQP R-081 to MQP VORTAC.

PODDE TRANSITION (KING7.PODDE): (ATC assigned.) From over TTT VOR/DME via TTT R-250 to PODDE INT.

WICHITA FALLS TRANSITION (KING7.SPS): (For all aircraft landing within the Wichita Falls terminal area or overflying the SPS VORTAC). From over TTT VOR/DME via TTT R-285 to MUZZO INT, then via SPS R-148 to SPS VORTAC.

SC-2, 08 APR 2010 to 06 MAY 2010


MOTZA SIX ARRIVAL
(MOTZA.MOTZA6) 07298
ST-6918 (FAA)
DALLAS-FT. WORTH, TEXAS
FT. WORTH NAS JRB ATIS ★ 273.575
FT. WORTH MEACHAM ATIS 120.7
FT. WORTH ALLIANCE ATIS 126.925
REGIONAL APP CON
125.8 118.1 306.95
BORGER
108.6 BGD
Chan 23
N35°48.42′
W101°22.93′
L-15, H-6
WILL ROGERS
114.1 IRW
Chan 88
N35°21.52′
W97°36.55′
L-15, H-6
TULSA
114.4 TUL
Chan 91
N36°11.78′-W95°47.29′
L-15, H-6
PANHANDLE
116.6 PNH
Chan 113
N35°14.10′
W101°41.94′
L-15, H-6
CHILDRESS
117.6 CDS
Chan 123
WICHITA FALLS
112.7 SPS
Chan 74
N33°59.24′
W98°35.61′
L-17, H-6
HEATR
N34°49.47′
W99°50.94′
IMPCO
N34°54.37′
W96°57.07′
GANJA
N34°12.25′
W100°15.27′
MOOSE
N34°18.88′-W97°27.65′
ARDMORE
116.7 ADM
Chan 114
TEXICO
112.2 TXO
Chan 59
N34°29.71′
W102°50.38′
L-6, H-6
TURKI
N34°18.05′
W101°03.65′
ZANTO
N33°59.73′
W99°28.28′
ACKME
N33°50.85′
W97°40.67′
BOWIE
112.4 UKW
Chan 71
N33°32.15′
W97°49.28′
L-17, H-6
KAJAY
N33°48.16′
W98°46.04′
PLEBS
N33°41.49′
W98°22.16′
MOTZA
N33°15.97′-W97°44.00′
GUTHRIE
114.5 GTH
Chan 92
N33°46.70′
W100°20.17′
L-17, H-6
RANGER
115.7 FUZ
Chan 104
ABILENE
113.7 ABI
Chan 84
MILLSAP
117.7 MQP
Chan 124
FORT WORTH NAS JRB/
CARSWELL FIELD
FT. WORTH SPINKS
FT. WORTH
MEACHAM
INTL
GRAND PRAIRIE
MUNI
ARLINGTON
MUNI
FT. WORTH ALLIANCE
Turbojets: Expect
to cross at FL 240
Turbojets: Expect
to cross at FL 240
Turbojets : Expect to cross at 8000′.
FL 180
117°
(96)
15,000
097°
(94)
SPS
119°
10,000
119°
(80)
FL 180
086°
(89)
FL 180
086°
(41)
FL 180
103°
(41)
10,000
063°
(45)
10,000
103°
(37)
5000
103°
(21)
5000
115°
(47)
5000
123°
(41)
5000
159°
(17)
10,000
166°
(63)
5000
195°
(30)
FL 220
209°
(96)
209°
(43)
140°
R-123
R-015
R-348
R-299
R-208
R-090
R-287
R-359
R-028
PNH
R-142
R-002
R-333
R-013
R-303
130
128
87
50
29
27
36
N
Note: Chart not to scale.
(NARRATIVE ON FOLLOWING PAGE)

MOTZA SIX ARRIVAL

ARRIVAL DESCRIPTION

BORGER TRANSITION (BGD.MOTZA6): From over BGD VORTAC via BGD R-117 to HEATR INT, then via SPS R-299 to SPS VORTAC, then via SPS R-115 and UKW R-299 to UKW VORTAC, then via UKW R-159 to MOTZA INT. Thence . . . .

BOWIE TRANSITION (UKW.MOTZA6): From over UKW VORTAC via UKW R-159 to MOTZA INT. Thence . . . .

GUTHRIE TRANSITION (GTH.MOTZA6): From over GTH VORTAC via GTH R-063 to ZANTO INT, then via UKW R-283 to PLEBS INT, then via FUZ R-303 to MOTZA INT. Thence . . . .

PANHANDLE TRANSITION (PNH.MOTZA6): From over PNH VORTAC via PNH R-097 to HEATR INT, then via SPS R-299 to SPS VORTAC, then via SPS R-115 and UKW R-299 to UKW VORTAC, then via UKW R-159 to MOTZA INT. Thence . . . .

TEXICO TRANSITION (TXO.MOTZA6): From over TXO VORTAC via TXO R-086 to GANJA INT, then via UKW R-283 to PLEBS INT, then via FUZ R-303 to MOTZA INT. Thence . . . .

TULSA TRANSITION (TUL.MOTZA6): From over TUL VORTAC via TUL R-209 to MOOSE INT, then via UKW R-015 to UKW VORTAC, then via UKW R-159 to MOTZA INT. Thence . . . .

WICHITA FALLS TRANSITION (SPS.MOTZA6): From over SPS VORTAC via SPS R-115 and UKW R-299 to UKW VORTAC, then via UKW R-159 to MOTZA INT. Thence . . . .

WILL ROGERS TRANSITION (IRW.MOTZA6): From over IRW VORTAC via IRW R-166 to MOOSE INT, then via UKW R-015 to UKW VORTAC, then via UKW R-159 to MOTZA INT. Thence . . . .

. . . . From over MOTZA INT, thence via heading 140° for vectors to final approach course.

SC-2, 08 APR 2010 to 06 MAY 2010

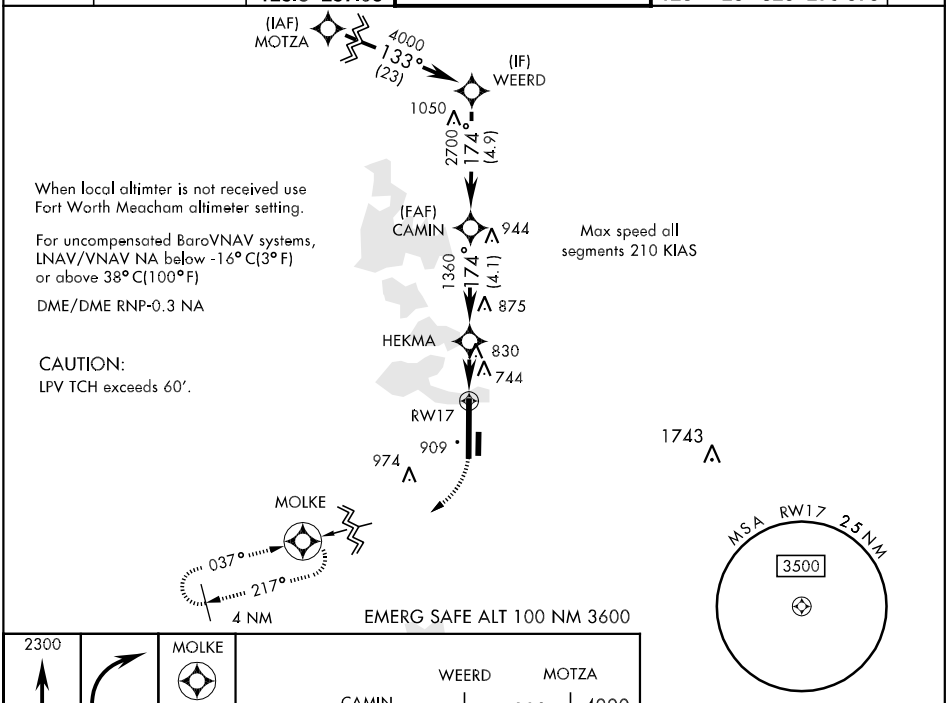
RNAV (GPS) RWY 17

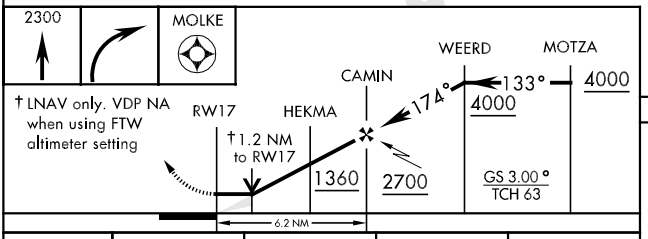
WAAS CH 71215 W17A	APCH CRS 174°	Rwy ldg 12,000 TDZE 636 Arpt Elev 650	AL-160 [USN]	FORT WORTH NAS JRB (CARSWELL FLD) (KNFW)

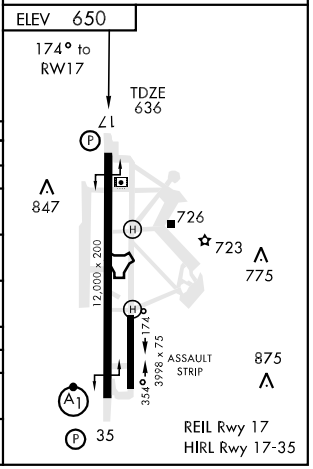
* Circling not authorized E of Rwy 17-35.
** Baro VNAV NA when local altimeter not received.

MISSED APPROACH: Climb to 2300, then climbing right turn to 3000 direct MOLKE and hold.

ATIS ★	FORT WORTH MEACHAM INTL ATIS	REGIONAL APP CON	NAVY FORT WORTH TOWER ★	NAVY FORT WORTH GND CON	ASR/ PAR
273.575	120.7	125.8 257.95	120.95 269.325 284.725	126.4 254.325 279.575	







CATEGORY	A	B	C	D
LPV DA	836-¾ 200 (200-¾)			
LNAV/VNAV DA **	1040-1½ 404 (500-1½)			
LNAV MDA	1080-1 444 (500-1)		1080-1¼ 444 (500-1¼)	1080-1½ 444 (500-1½)
CIRCLING *	1220-1½ 570 (600-1½)			1280-2 630 (700-2)
FORT WORTH MEACHAM ALTIMETER				
LPV DA	856-¾ 220 (300-¾)		856-1 220 (300-1)	
LNAV MDA	1100-1 464 (500-1)		1100-1¼ 464 (500-1¼)	1100-1½ 464 (500-1½)
CIRCLING *	1240-1 590 (600-1)		1240-1½ 590 (600-1½)	1300-2 650 (700-2)

RNAV (GPS) RWY 35

FORT WORTH NAS JRB (CARSWELL FLD) (KNFW)

WAAS CH 80949 W35A	APCH CRS 354°	Rwy ldg 12,000 TDZE 650 Arpt Elev 650	AL-160 [USN]

* When ALS inop, increase CAT AB vis to 1 mile, CAT C vis to 1¼ miles, CAT D vis to 1½ miles.
** When ALS inop, increase CAT ABCD vis to ¾ mile.

ALSF-1

MISSED APPROACH: Climb to 1300, then climbing left turn to 3000 direct HIPOL and hold.

ATIS ★	FORT WORTH MEACHAM INTL ATIS	REGIONAL APP CON	NAVY FORT WORTH TOWER ★	NAVY FORT WORTH GND CON	ASR/ PAR
273.575	120.7	125.8 257.95	120.95 269.325 284.725	126.4 254.325 279.575	

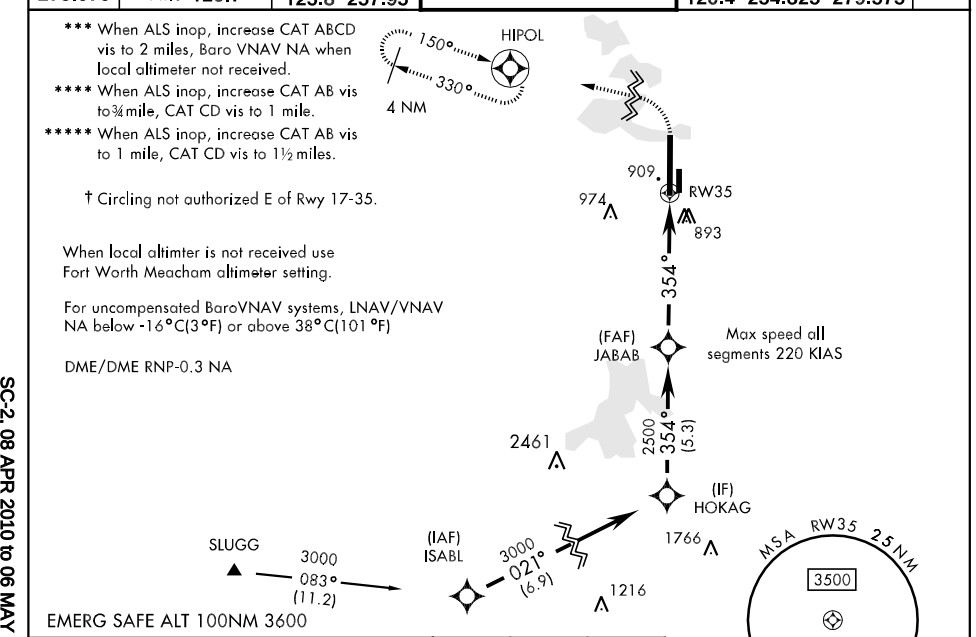
*** When ALS inop, increase CAT ABCD vis to 2 miles, Baro VNAV NA when local altimeter not received.
**** When ALS inop, increase CAT AB vis to¾ mile, CAT CD vis to 1 mile.
***** When ALS inop, increase CAT AB vis to 1 mile, CAT CD vis to 1½ miles.

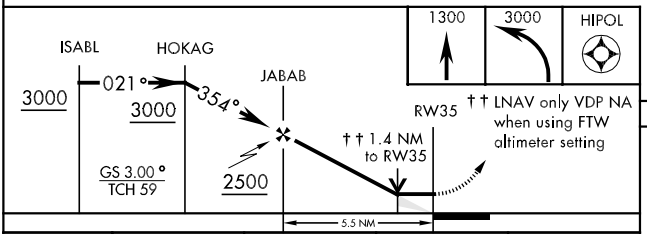
† Circling not authorized E of Rwy 17-35.

When local altimter is not received use Fort Worth Meacham altimeter setting.

For uncompensated BaroVNAV systems, LNAV/VNAV NA below -16°C(3°F) or above 38°C(101°F)

DME/DME RNP-0.3 NA

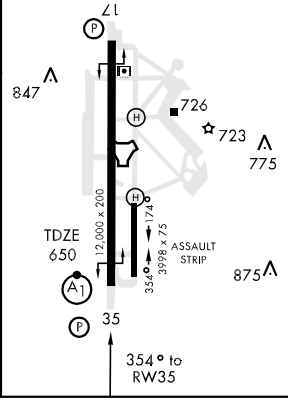


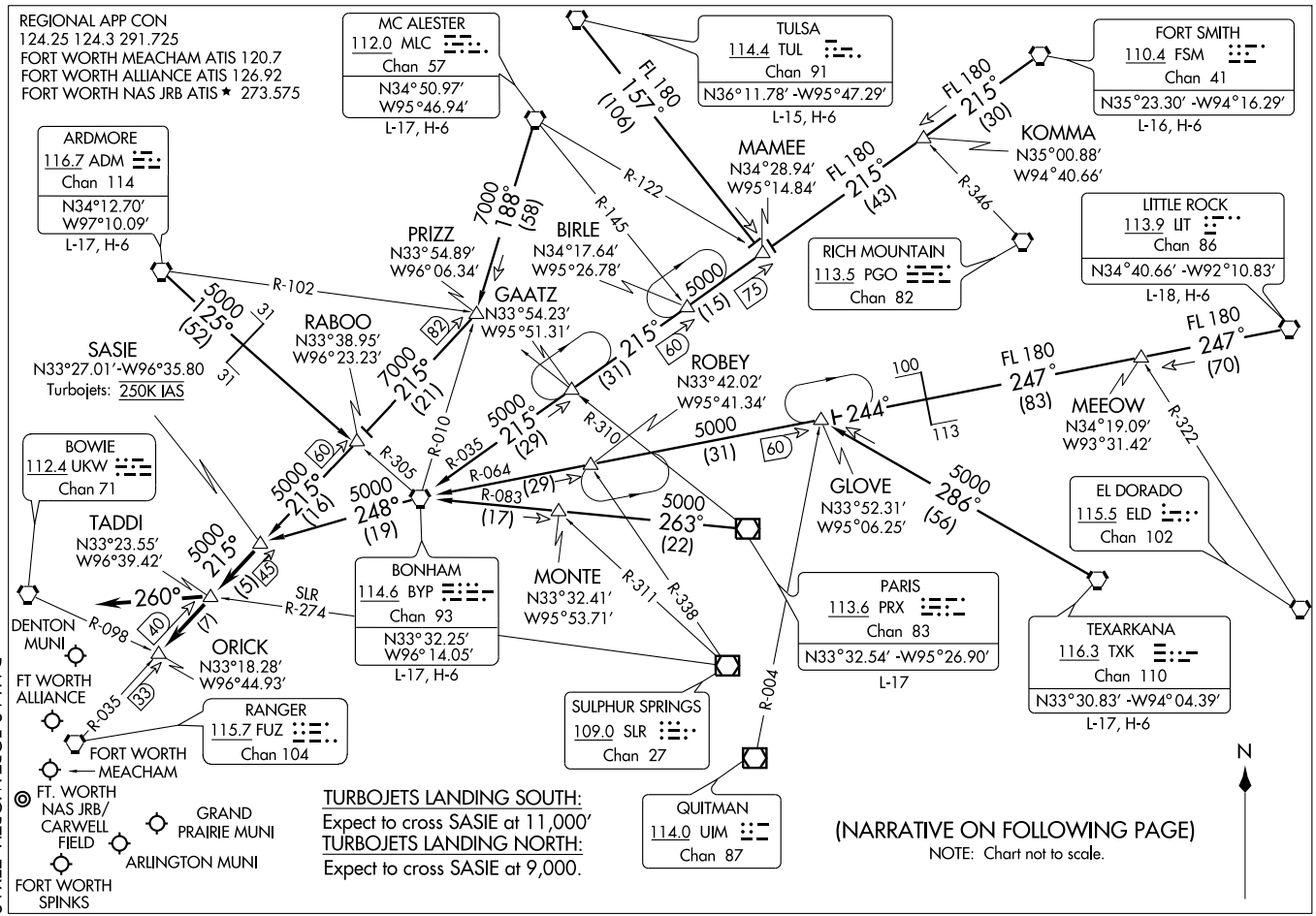


CATEGORY	A	B	C	D
LPV DA *	850-½ 200 (200-½)			
LNAV MDA **	1140-½ 490 (500-½)		1140-¾ 490 (500-¾)	1140-1 490 (500-1)
LNAV/VNAV DA ***	1220-1½ 570 (600-1½)			
CIRCLING †	1220-2 570 (600-2)			1280-2 630 (700-2)
FORT WORTH MEACHAM ALTIMETER				
LPV DA ****	870-½ 220 (300-½)			
LNAV MDA *****	1160-½ 510 (600-½)		1160-1 510 (600-1)	
CIRCLING †	1240-1 590 (600-1)		1240-1½ 590 (600-1½)	1300-2 650 (700-2)

ELEV 650

REIL Rwy 17
HIRL Rwy 17-35





SASIE TWO ARRIVAL

(SASIE.SASIE2) 09351

ST-6918 (FAA)

DALLAS-FORT WORTH, TEXAS

ARRIVAL DESCRIPTION

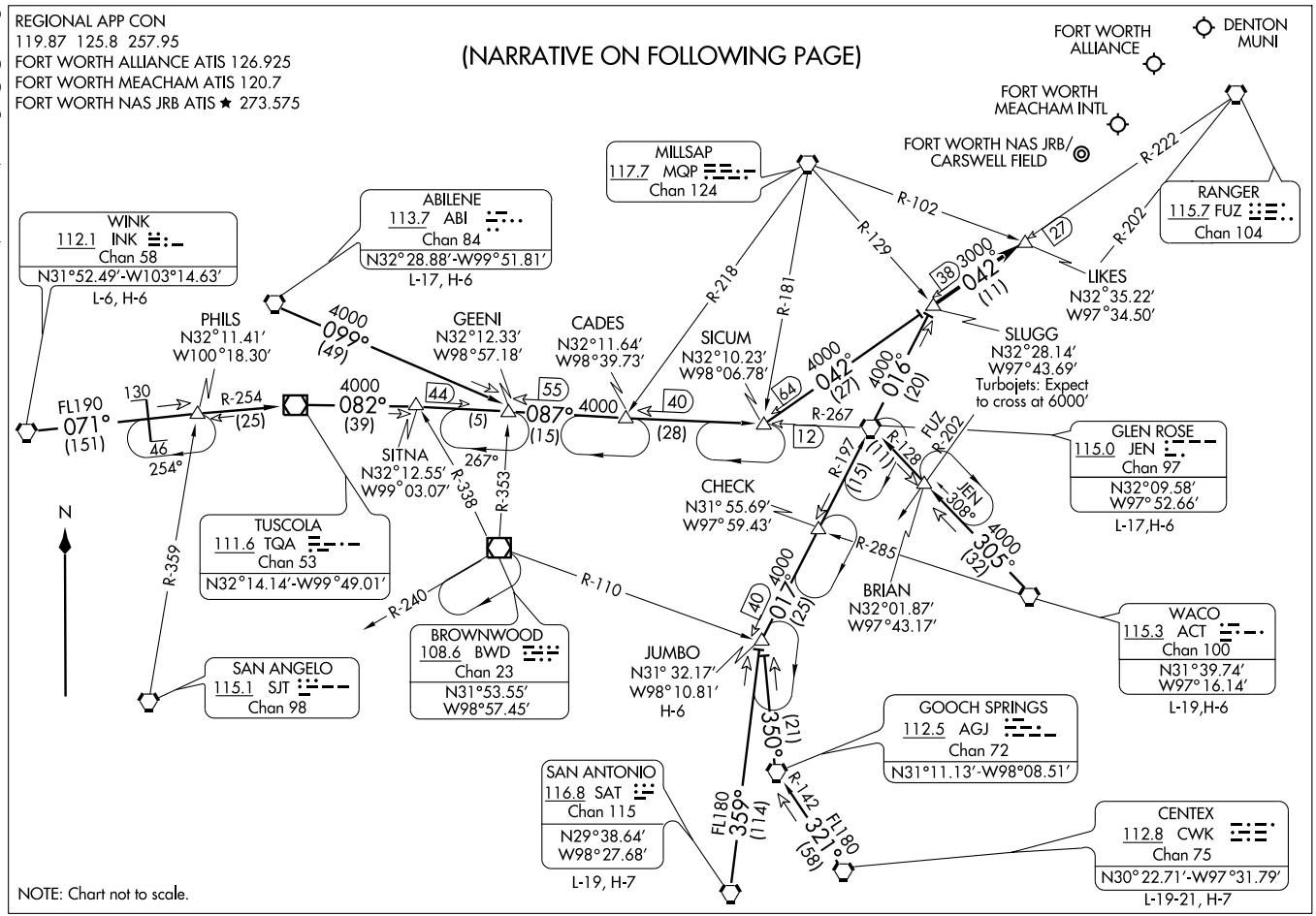
ARDMORE TRANSITION (ADM.SASIE2): From over ADM VORTAC via ADM R-125 and BYP R-305 to RABOO INT, then via FUZ R-035 to SASIE INT. Thence. . . .
BONHAM TRANSITION (BYP.SASIE2): From over BYP VORTAC via BYP R-248 to SASIE INT. Thence. . . .
FORT SMITH TRANSITION (FSM.SASIE2): From over FSM VORTAC via FSM R-215 to MAMEE INT, then via BYP R-035 to BYP VORTAC, then via BYP R-248 to SASIE INT. Thence. . . .
LITTLE ROCK TRANSITION (LIT.SASIE2): From over LIT VORTAC via LIT R-247 and BYP R-064 to GLOVE INT, then via BYP R-064 to BYP VORTAC, then via BYP R-248 to SASIE INT. Thence. . . .
MC ALESTER TRANSITION (MLC.SASIE2): From over MLC VORTAC via MLC R-188 to PRIZZ INT, then via FUZ R-035 to SASIE INT. Thence. . . .
PARIS TRANSITION (PRX.SASIE2): From over PRX VOR/DME via PRX R-263 and BYP R-083 to BYP VORTAC, then via BYP VORTAC R-248 to SASIE INT. Thence. . . .
TEXARKANA TRANSITION (TXK.SASIE2): From over TXK VORTAC via TXK R-286 to GLOVE INT, then via BYP R-064 to BYP VORTAC, then via BYP R-248 to SASIE INT. Thence. . . .
TULSA TRANSITION (TUL.SASIE2): From over TUL VORTAC via TUL R-157 to MAMEE INT, then via BYP R-035 to BYP VORTAC, the via BYP R-248 to SASIE INT. Thence. . . .
. . . . From over SASIE INT via FUZ R-035 to TADDI INT or ORICK INT (when directed by ATC). Depart TADDI INT heading 260° for vectors to final approach course.

SC-2, 08 APR 2010 to 06 MAY 2010

SLUGG SIX ARRIVAL

REGIONAL APP CON
119.87 125.8 257.95
FORT WORTH ALLIANCE ATIS 126.925
FORT WORTH MEACHAM ATIS 120.7
FORT WORTH NAS JRB ATIS ★ 273.575

(NARRATIVE ON FOLLOWING PAGE)



ARRIVAL ROUTE DESCRIPTION

ABILENE TRANSITION (ABI.SLUGG6): From over ABI VORTAC via ABI R-099 to GEENI INT, then via JEN R-267 to SICUM INT, then via FUZ R-222 to SLUGG INT. Thence . . . .

CENTEX TRANSITION (CWK.SLUGG6): From over CWK VORTAC via CWK R-321 and AGJ R-142 to AGJ VORTAC, then via AGJ R-350 to JUMBO INT, then via JEN R-197 to JEN VORTAC, then via JEN R-016 to SLUGG INT. Thence . . . .

GLEN ROSE TRANSITION (JEN.SLUGG6): From over JEN VORTAC via JEN R-016 to SLUGG INT. Thence . . . .

JUMBO TRANSITION (JUMBO.SLUGG6): From over JUMBO INT via JEN R-197 to JEN VORTAC, then via JEN R-016 to SLUGG INT. Thence . . . .

SAN ANTONIO TRANSITION (SAT.SLUGG6): From over SAT VORTAC via SAT R-359 to JUMBO INT, then via JEN R-197 to JEN VORTAC, then via JEN R-016 to SLUGG INT. Thence . . . .

WACO TRANSITION (ACT.SLUGG6): From over ACT VORTAC via ACT R-305 and JEN R-128 to JEN VORTAC, then via JEN R-016 to SLUGG INT. Thence . . . .

WINK TRANSITION (INK.SLUGG6): From over INK VORTAC via INK R-071 and TQA R-254 to TQA VOR/DME, then via TQA R-082 to GEENI INT, then via JEN R-267 to SICUM INT, then via FUZ R-222 to SLUGG INT. Thence . . . .

. . . . From over SLUGG INT, via FUZ R-222 to LIKES INT. Expect vectors to final approach course.

SC-2, 08 APR 2010 to 06 MAY 2010

TACAN RWY 17

TACAN NFW Chan 24	APCH CRS 172°	Rwy ldg 12,000 TDZE 636 Arpt Elev 650	AL-160 [USN]	FORT WORTH NAS JRB (CARSWELL FLD) (KNFW)

*Circling not authorized E of Rwy 17-35.

MISSED APPROACH: Climb to 3000, via heading 174° and FUZ VORTAC R-218 to MOLKE and hold.

ATIS ★	FORT WORTH MEACHAM INTL ATIS	REGIONAL APP CON	NAVY FORT WORTH TOWER ★	NAVY FORT WORTH GND CON	ASR/ PAR
273.575	120.7	125.8 257.95	120.95 269.325 284.725	126.4 254.325 279.575	

When local altimter is not received use Fort Worth Meacham altimeter setting.

† VDP NA when using FTW altimeter setting

(IAF) MOTZA FUZ 35.9

123°

1487

R-352

NOKEE FUZ 17.3 NFW 17.9

(IF) OLACK NFW 12

172°

R-303

RANGER 115.7 FUZ Chan 104

1050

BUDGE NFW 7

1049

FAMAL NFW 3

839

MILLSAP 117.7 MQP Chan 124

R-013

CAUTION: Intmed seg len 5 NM.

990 909 974

MOLKE FUZ 25

R-218

R-100

FORT WORTH NAS JRB Chan 24 NFW

MSA NFW 25 NM

232°

322°

3000

3500

1922

Max holding 230 KIAS

038°

218°

1766

2461

20 NM

FUZ 29

EMERG SAFE ALT 100 NM 3600

3000 hdg 174°

FUZ R-218

MOLKE

MOTZA MQP R-013 FUZ R-303 FUZ 35.9

NOKEE FUZ R-303 FUZ 17.3 NFW 17.9

OLACK NFW 12

BUDGE NFW 7

†NFW 2.2

FAMAL NFW 3

HIKDI NFW 1.6

TACAN

172°

172°

123°

4000

4000

1340

2500

2.89°

TCH 62

.6

1.4 NM

4 NM

ELEV 650

172° to TACAN

TDZE 636

847

726

723

775

875

12,000 x 200

3998 x 75

174°

354°

ASSAULT STRIP

35

REIL Rwy 17

HIRL Rwy 17-35

CATEGORY	A	B	C	D	E
S-17	1100-1 464 (500-1)		1100-1¼ 464(500-1¼)	1100-1½ 464(500-1½)	1100-1¾ 464(500-1¾)
CIRCLING *	1220-1 570 (600-1)		1220-1½ 570 (600-1½)	1280-2 630 (700-2)	1300-2¼ 650 (700-2¼)
FORT WORTH MEACHAM ALTIMETER					
S-17	1120-1 484 (500-1)		1120-1¼ 484 (500-1¼)	1120-1½ 484 (500-1½)	1120-1¾ 484 (500-1¾)
CIRCLING *	1240-1 590 (600-1)		1240-1½ 590 (600-1½)	1300-2 650 (700-2)	1320-2¼ 670 (700-2¼)

TACAN RWY 35

TACAN FWH	APCH CRS	Rwy Idg 12,000 TDZE 650 Arpt Elev 650
Chan 24	355°	

AL-160 [USN]

FORT WORTH NAS JRB (CARSWELL FLD) (KNFW)

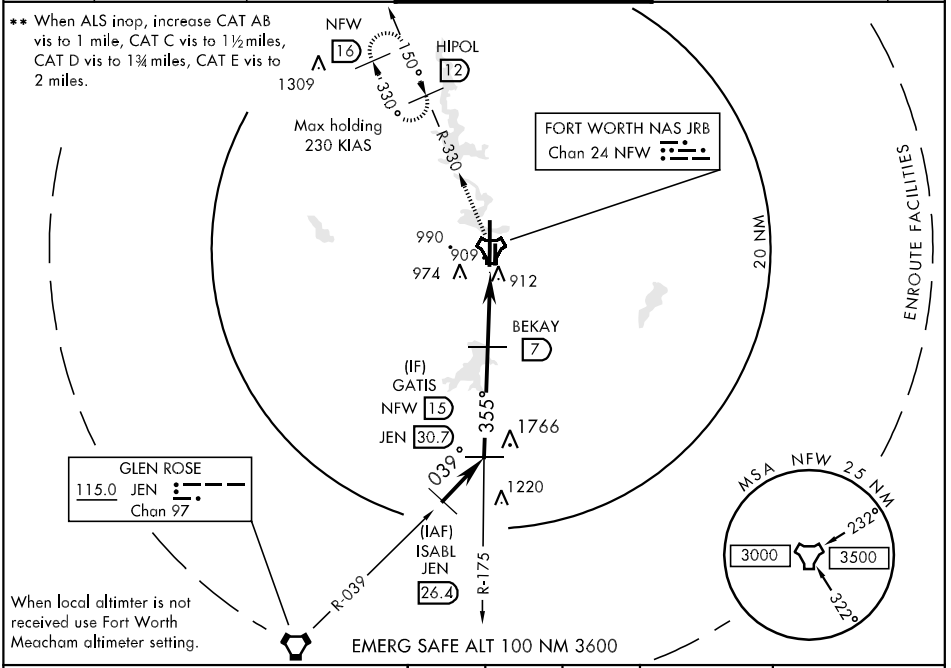
* When ALS inop, increase CAT AB vis to 1 mile, CAT C vis to 1½ miles, CAT DE vis to 1¾ miles.
*** Circling not authorized E of Rwy 17-35.

ALSF-1

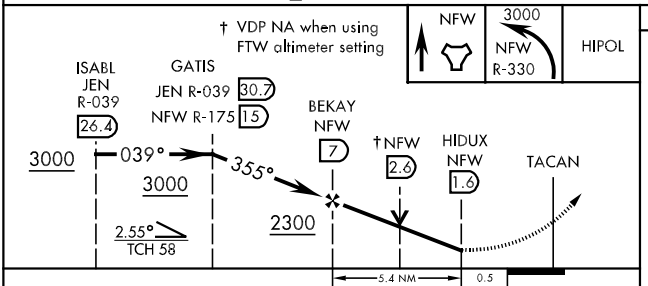
MISSED APPROACH: Climb direct NFW TACAN, then climbing left to 3000 via NFW R-330 to HIPOL and hold.

ATIS ★	FORT WORTH MEACHAM INTL ATIS	REGIONAL APP CON	NAVY FORT WORTH TOWER ★	NAVY FORT WORTH GND CON	ASR/ PAR
273.575	120.7	125.8 257.95	120.95 269.325 284.725	126.4 254.325 279.575	

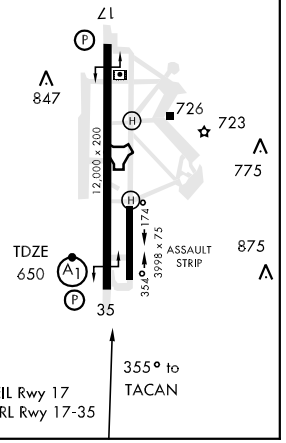
** When ALS inop, increase CAT AB vis to 1 mile, CAT C vis to 1½ miles, CAT D vis to 1¾ miles, CAT E vis to 2 miles.



† VDP NA when using FTW altimeter setting



ELEV 650



CATEGORY	A	B	C	D	E
S-35 *	1180-½	530 (600-½)	1180-1 530 (600-1)	1180-1¼	530 (600-1¼)
CIRCLING ***	1220-1	570 (600-1)	1220-1½ 570 (600-1½)	1280-2 630 (700-2)	1300-2¼ 650 (700-2¼)
FORT WORTH MEACHAM ALTIMETER					
S-35**	1200-½	550 (600-½)	1200-1 550 (600-1)	1200-1¼ 550 (600-1¼)	1200-1½ 550 (600-1½)
CIRCLING ***	1240-1	590 (600-1)	1240-1½ 590 (600-1½)	1300-2 650 (700-2)	1320-2¼ 670 (700-2¼)

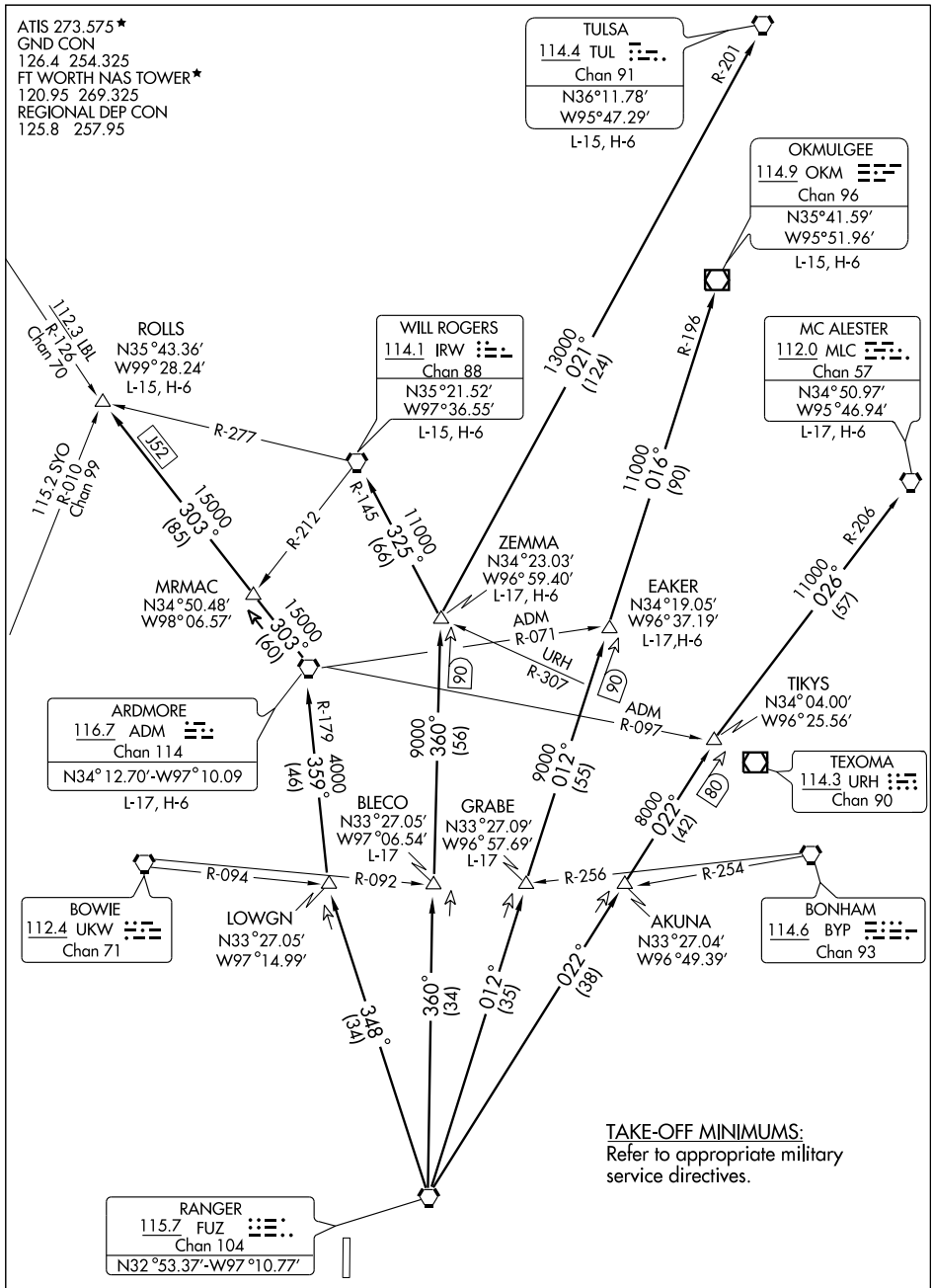
(TEX1.FUZ) 09351

TEXOMA ONE DEPARTURE

FORT WORTH NAS JRB/CARSWELL FIELD (NFW)

SL-160 (FAA)

FORT WORTH, TEXAS



(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale

SC-2, 08 APR 2010 to 06 MAY 2010

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace fly assigned heading and altitude to appropriate route.

ARDMORE TRANSITION (TEX1.ADM): From over FUZ VORTAC via FUZ R-348 to LOWGN INT, then via ADM R-179 to ADM VORTAC.

BLECO TRANSITION (TEX1.BLECO): (ATC assigned.) From over FUZ VORTAC via FUZ R-360 to BLECO INT.

EAKER TRANSITION (TEX1.EAKER): (For aircraft inbound to the Tulsa terminal area.) From over FUZ VORTAC via FUZ R-012 to EAKER INT.

GRABE TRANSITION (TEX1.GRABE): (ATC assigned.) From over FUZ VORTAC via FUZ R-012 to GRABE INT.

MCALESTER TRANSITION (TEX1.MLC): (For all aircraft overflying the MLC VORTAC or intercepting J105.) From over FUZ VORTAC via FUZ R-022 to TIKYS INT, then via MLC R-206 to MLC VORTAC.

OKMULGEE TRANSITION (TEX1.OKM): (For all aircraft overflying OKM VOR/DME proceeding via J181 to BDF to destinations in the Chicago terminal area and north.) From over FUZ VORTAC via FUZ R-012 to EAKER INT, then via OKM R-196 to OKM VOR/DME.

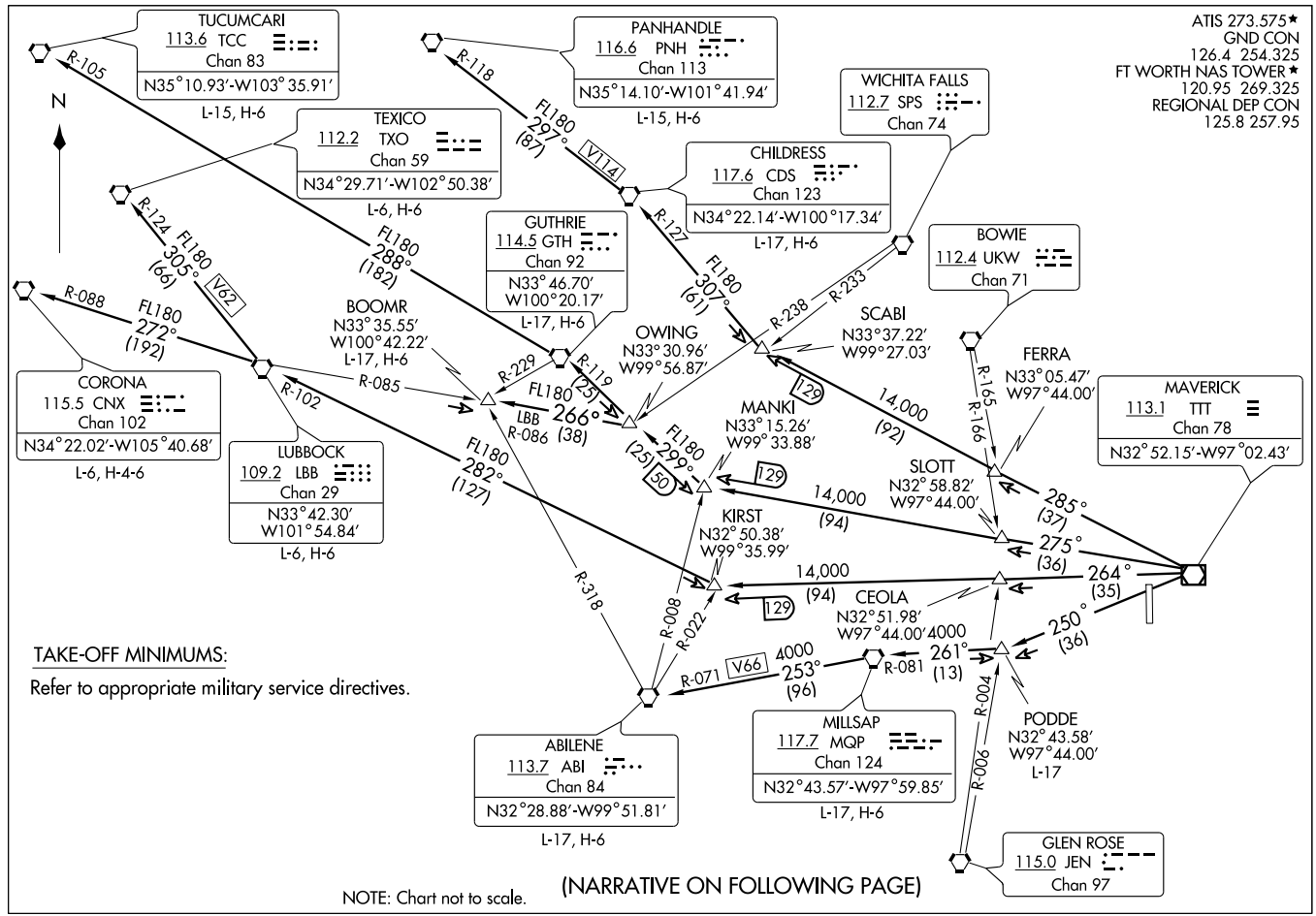
ROLLS TRANSITION (TEX1.ROLLS): (For all aircraft proceeding northwestbound via J52.) From over FUZ VORTAC via FUZ R-348 to LOWGN INT, then via ADM R-179 to ADM VORTAC, then via ADM R-303 to ROLLS INT.

TULSA TRANSITION (TEX1.TUL): (For all aircraft overflying TUL VORTAC.) From over FUZ VORTAC via FUZ R-360 to ZEMMA INT, then via TUL R-201 to TUL VORTAC.

WILL ROGERS TRANSITION (TEX1.IRW): (For all aircraft inbound to the Oklahoma City area or overflying IRW VORTAC.) From over FUZ VORTAC via FUZ R-360 to ZEMMA INT, then via IRW R-145 to IRW VORTAC.

ZEMMA TRANSITION (TEX1.ZEMMA): (ATC assigned.) From over FUZ VORTAC via FUZ R-360 to ZEMMA INT.

SC-2, 08 APR 2010 to 06 MAY 2010



(FWORTH5.1111) 08269

WORTH FIVE DEPARTURE

SL-160 (FAA)

FORT WORTH NAS JRB/CARSWELL FIELD (NFW)

FORT WORTH, TEXAS

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading and altitude to appropriate route.

ABILENE TRANSITION (WORTH5.ABI): From over TTT VOR/DME via TTT R-250 to PODDE INT, then via MQP R-081 to MQP VORTAC, then via MQP R-253 and ABI R-071 to ABI VORTAC.

BOOMR TRANSITION (WORTH5.BOOMR): From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to OWING INT, then via LBB R-086 to BOOMR INT.

CHILDRESS TRANSITION (WORTH5.CDS): From over TTT VOR/DME via TTT R-285 to SCABI INT, then via CDS R-127 to CDS VORTAC.

CORONA TRANSITION (WORTH5.CNX): From over TTT VOR/DME via TTT R-264 to KIRST INT, then via LBB R-102 to LBB VORTAC, then via LBB R-272 and CNX R-088 to CNX VORTAC.

GUTHRIE TRANSITION (WORTH5.GTH): From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to GTH VORTAC.

LUBBOCK TRANSITION (WORTH5.LBB): From over TTT VOR/DME via TTT R-264 to KIRST INT, then via LBB R-102 to LBB VORTAC.

MILLSAP TRANSITION (WORTH5.MQP): From over TTT VOR/DME via TTT R-250 to PODDE INT, then via MQP R-081 to MQP VORTAC.

PANHANDLE TRANSITION (WORTH5.PNH): From over TTT VOR/DME via TTT R-285 to SCABI INT, then via CDS R-127 to CDS VORTAC, then via CDS R-297 and PNH R-118 to PNH VORTAC.

PODDE TRANSITION (WORTH5.PODDE): (ATC Assigned) From over TTT VOR/DME via TTT R-250 to PODDE INT.

TEXICO TRANSITION (WORTH5.TXO): From over TTT VOR/DME via TTT R-264 to KIRST INT, then via LBB R-102 to LBB VORTAC, then via LBB R-305 and TXO R-124 to TXO VORTAC.

TUCUMCARI TRANSITION (WORTH5.TCC): From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to GTH VORTAC, then via GTH R-288 and TCC R-105 to TCC VORTAC.

SC-2, 08 APR 2010 to 06 MAY 2010

FREDERICKSBURG, TX

AL-6428 (FAA)

APP CRS	Rwy Idg	5001
141°	TDZE	1695
	Apt Elev	1695

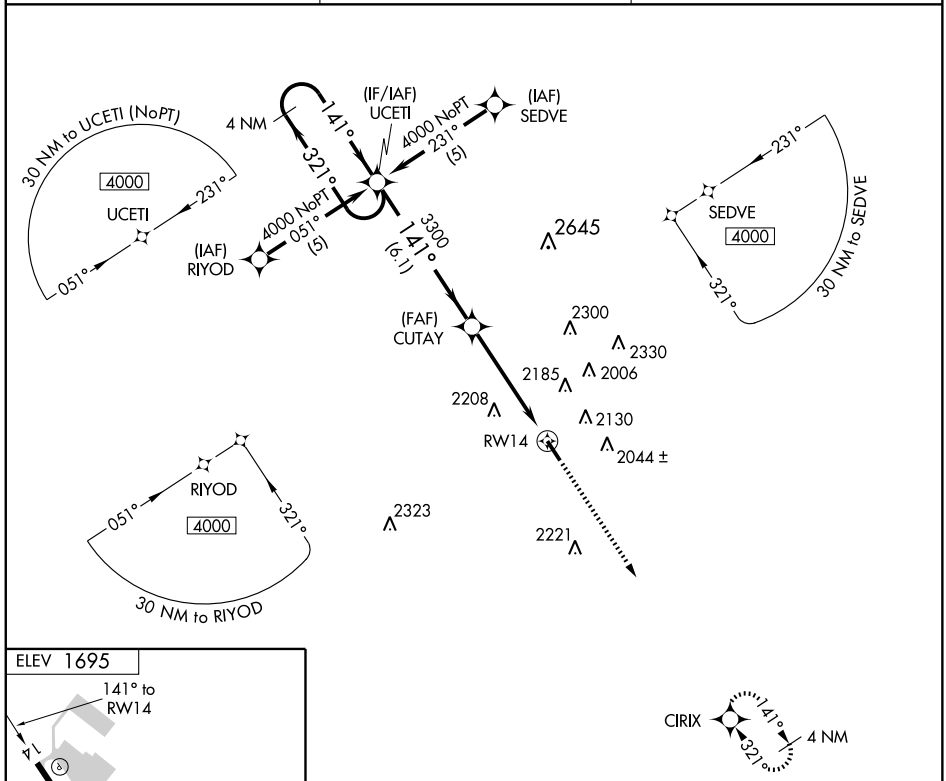
RNAV (GPS) RWY 14

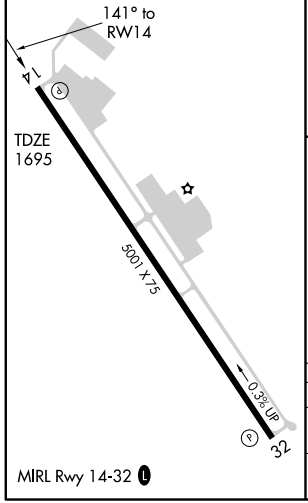
FREDERICKSBURG/GILLESPIE COUNTY (T82)

DME/DME RNP-0.3 NA.

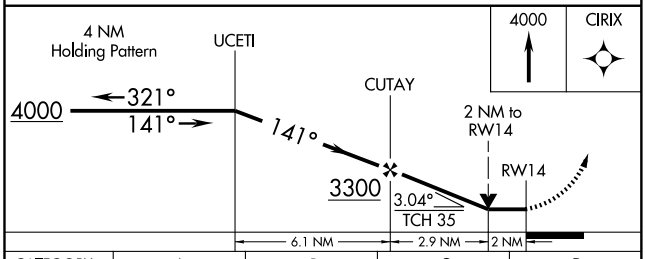
MISSED APPROACH: Climb to 4000 direct CIRIX and hold.

AWOS-3	HOUSTON CENTER	UNICOM
120.00	134.2 307.3	122.7 (CTAF) L





MIRL Rwy 14-32 L



CATEGORY	A	B	C	D
LNAV MDA	2380-1	685 (700-1)	2380-2 685 (700-2)	NA
CIRCLING	2380-1	685 (700-1)	2480-2¼ 785 (800-2¼)	NA

SC-3, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	5001
321°	TDZE	1682
	Apt Elev	1695

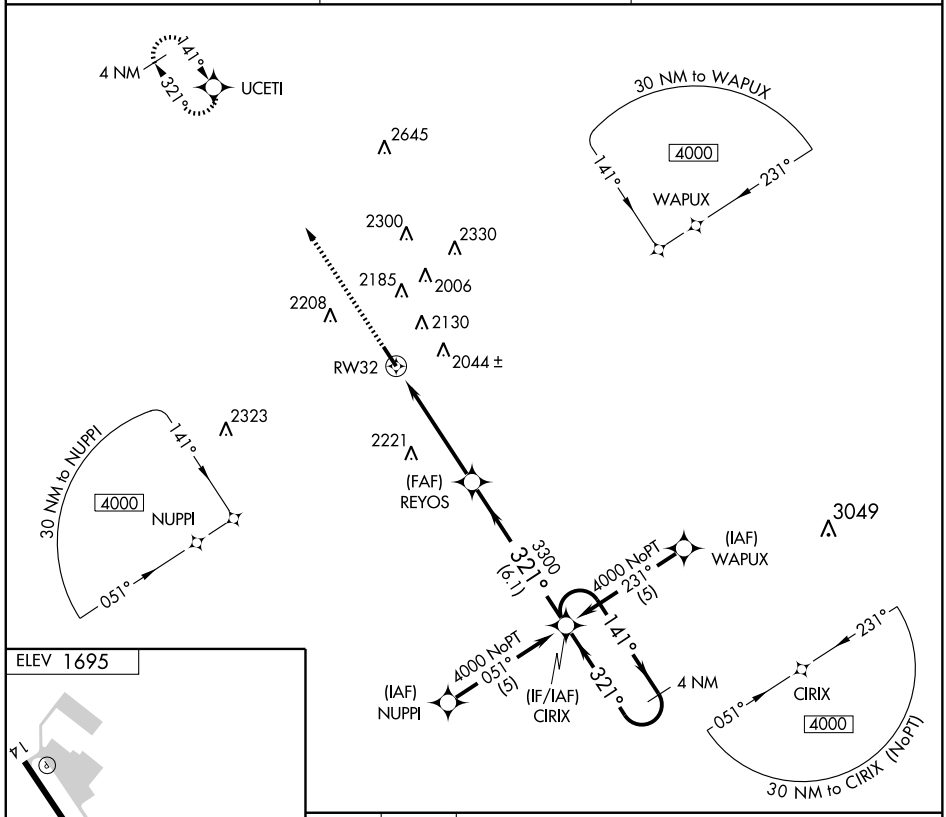
RNAV (GPS) RWY 32

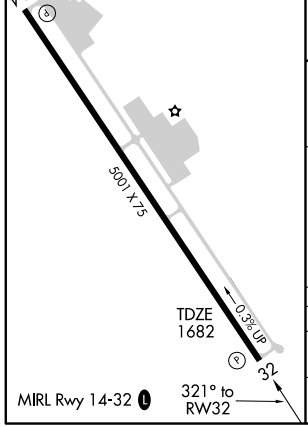
FREDERICKSBURG/GILLESPIE COUNTY (T82)

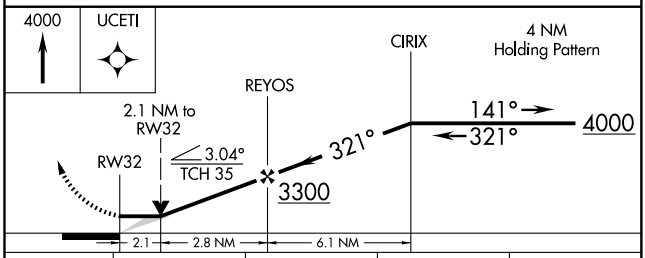
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 4000 direct UCETI and hold.

AWOS-3	HOUSTON CENTER	UNICOM
120.00	134.2 307.3	122.7 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	2380-1	698 (700-1)	2380-2 698 (700-2)	NA
CIRCLING	2380-1	685 (700-1)	2480-2¼ 785 (800-2¼)	NA

SC-3, 08 APR 2010 to 06 MAY 2010

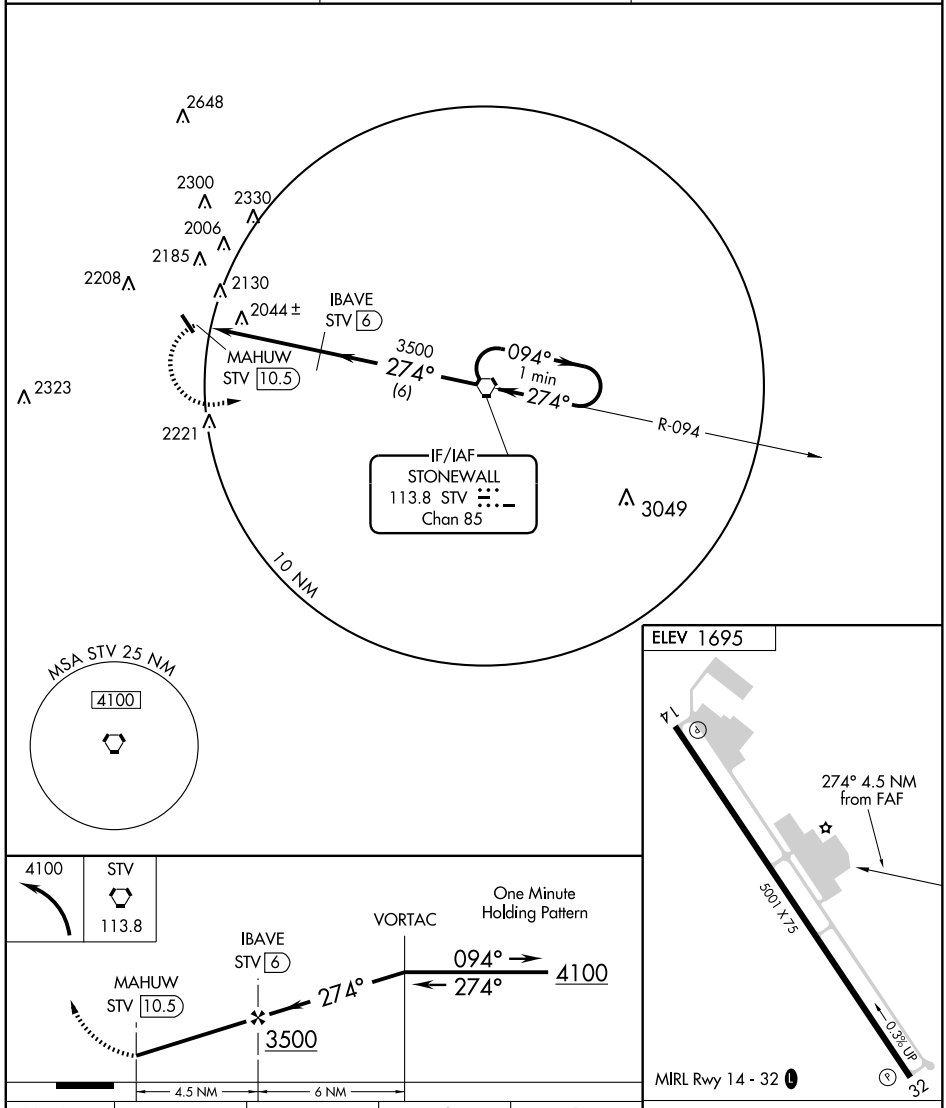
VORTAC STV 113.8 Chan 85	APP CRS 274°	Rwy Idg N/A TDZE N/A Apt Elev 1695

VOR/DME-A

FREDERICKSBURG/GILLESPIE COUNTY (T82)

MISSED APPROACH: Climbing left turn to 4100 direct STV VORTAC and hold.

AWOS-3	HOUSTON CENTER	UNICOM
120.00	134.2 307.3	122.7 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	2440-1 745 (800-1)	2440-1¼ 745 (800-1¼)	2480-2¼ 785 (800-2¼)	NA

Knots	60	90	120	150	180
Min:Sec					

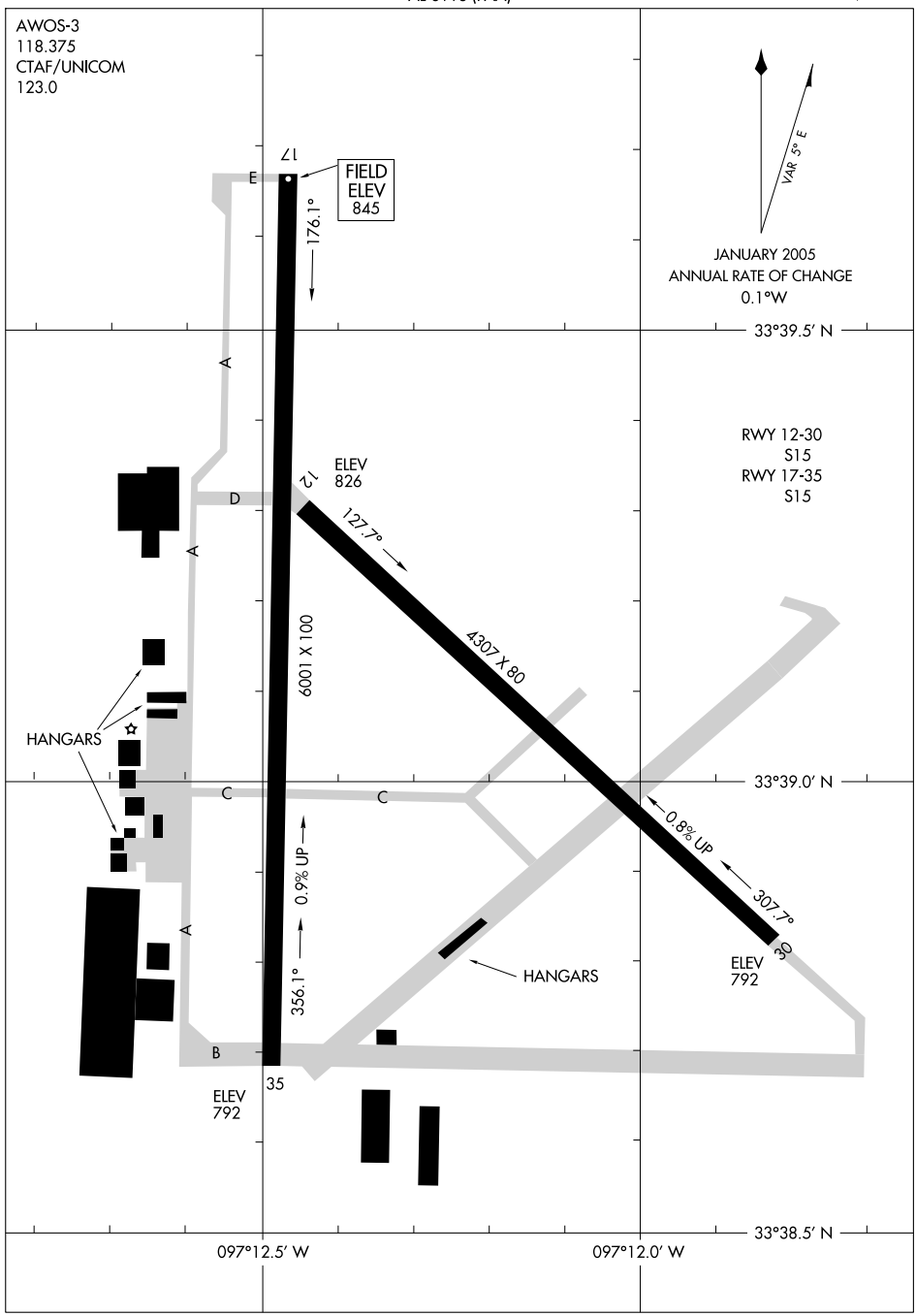
SC-3. 08 APR 2010 to 06 MAY 2010

09127

AIRPORT DIAGRAM

AL-6113 (FAA)

GAINESVILLE MUNI (GLE)
GAINESVILLE, TEXAS



SC-2, 08 APR 2010 to 06 MAY 2010

NDB GLE	APP CRS	Rwy Idg	6001
330	175°	TDZE	845
		Apt Elev	845

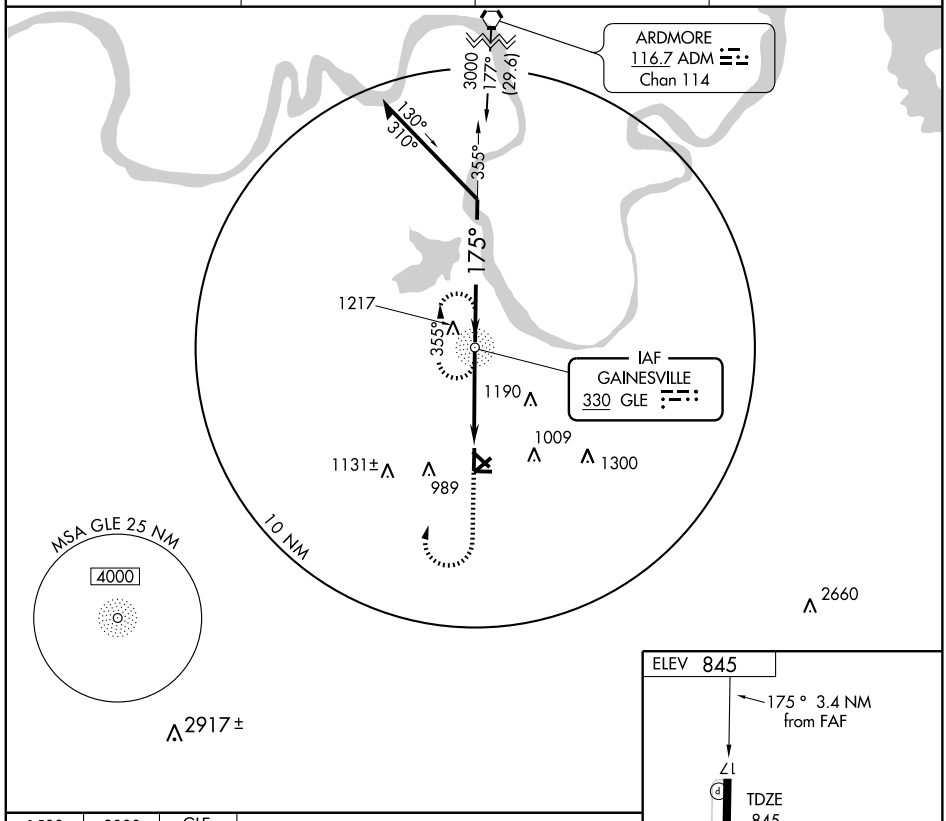
NDB RWY 17

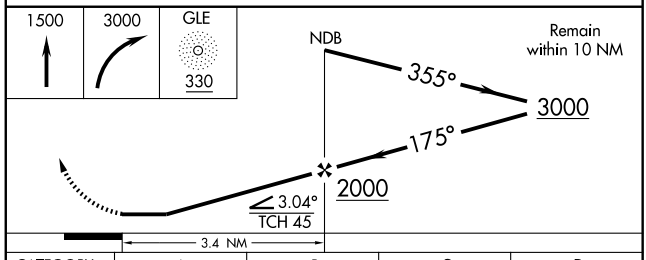
GAINESVILLE MUNI (GLE)

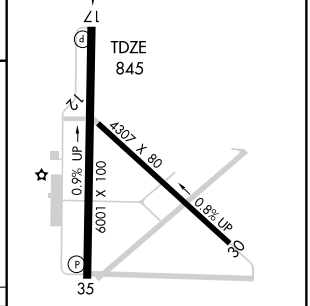
NA

MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 direct GLE NDB and hold.

AWOS-3	FORT WORTH CENTER	UNICOM	GCO
118.375	124.75 377.1	123.0 (CTAF) L	121.725







MIRL Rwy 17-35 L
REIL Rwy 17-35

CATEGORY	A	B	C	D
S-17	1340-1 495 (500-1)		1340-1¼ 495 (500-1¼)	1340-1½ 495 (500-1½)
CIRCLING	1340-1 495 (500-1)		1340-1½ 495 (500-1½)	1460-2 615 (700-2)

FAF to MAP 3.4 NM

Knots	60	90	120	150	180
Min:Sec	3:24	2:16	1:42	1:22	1:08

SC-2, 08 APR 2010 to 06 MAY 2010

GAINESVILLE, TEXAS

AL-6113 (FAA)

WAAS	APP CRS	Rwy Idg	6001
CH 58111	175°	TDZE	845
W17A		Apt Elev	845

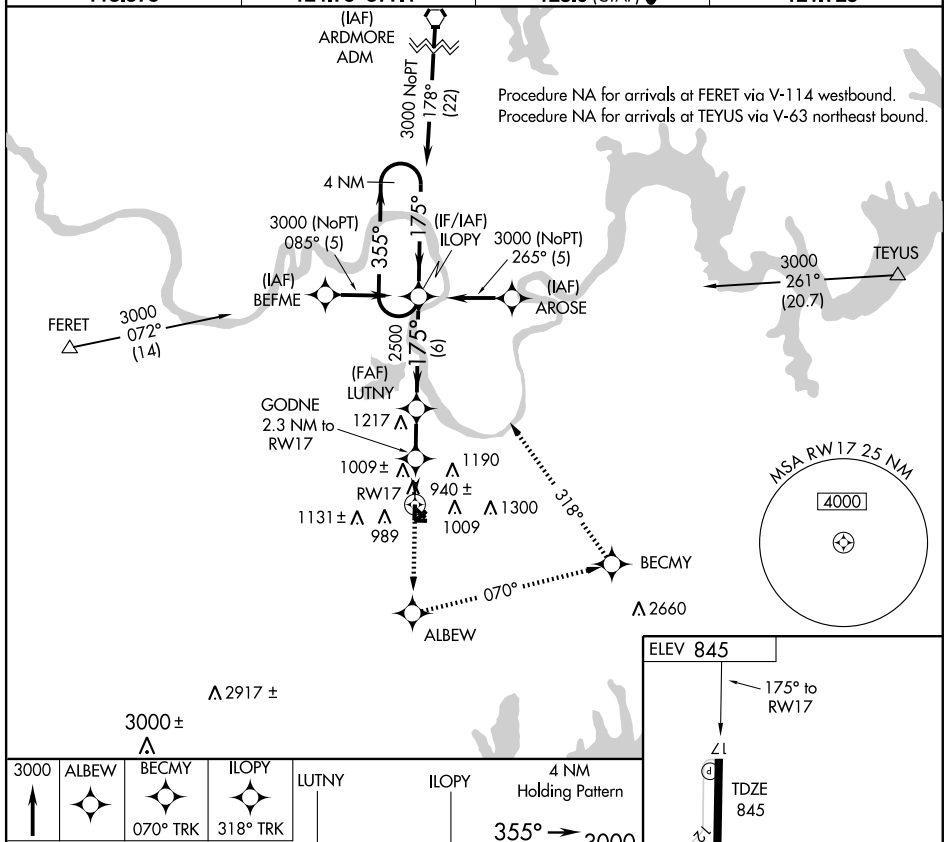
RNAV (GPS) RWY 17

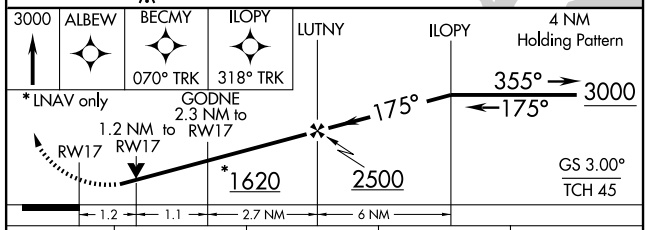
GAINESVILLE MUNI (GLE)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Denton altimeter setting and increase all DA 91 feet and all MDA 100 feet. Increase LPV visibility all Cats ¼ mile, increase LNAV/VNAV visibility ½ all Cats, increase LNAV visibility Cat C ¼ and Cat D ½ and increase circling Cat C/D ¼ mile. Baro-VNAV and VDP NA when using Denton altimeter setting.

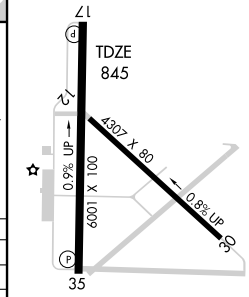
MISSED APPROACH: Climb to 3000 direct ALBEW and via 070° track to BECMY and via 318° track to ILOPY and hold.

AWOS-3	FORT WORTH CENTER	UNICOM	GCO
118.375	124.75 377.1	123.0 (CTAF) L	121.725





CATEGORY	A	B	C	D
LPV DA	1194-1¼ 349 (400-1¼)			
LNAV/VNAV DA	1358-1¾ 513 (600-1¾)			
LNAV MDA	1260-1 415 (500-1)		1260-1¼ 415 (500-1¼)	
CIRCLING	1320-1 475 (500-1)		1360-1½ 515 (600-1½)	1460-2 615 (700-2)

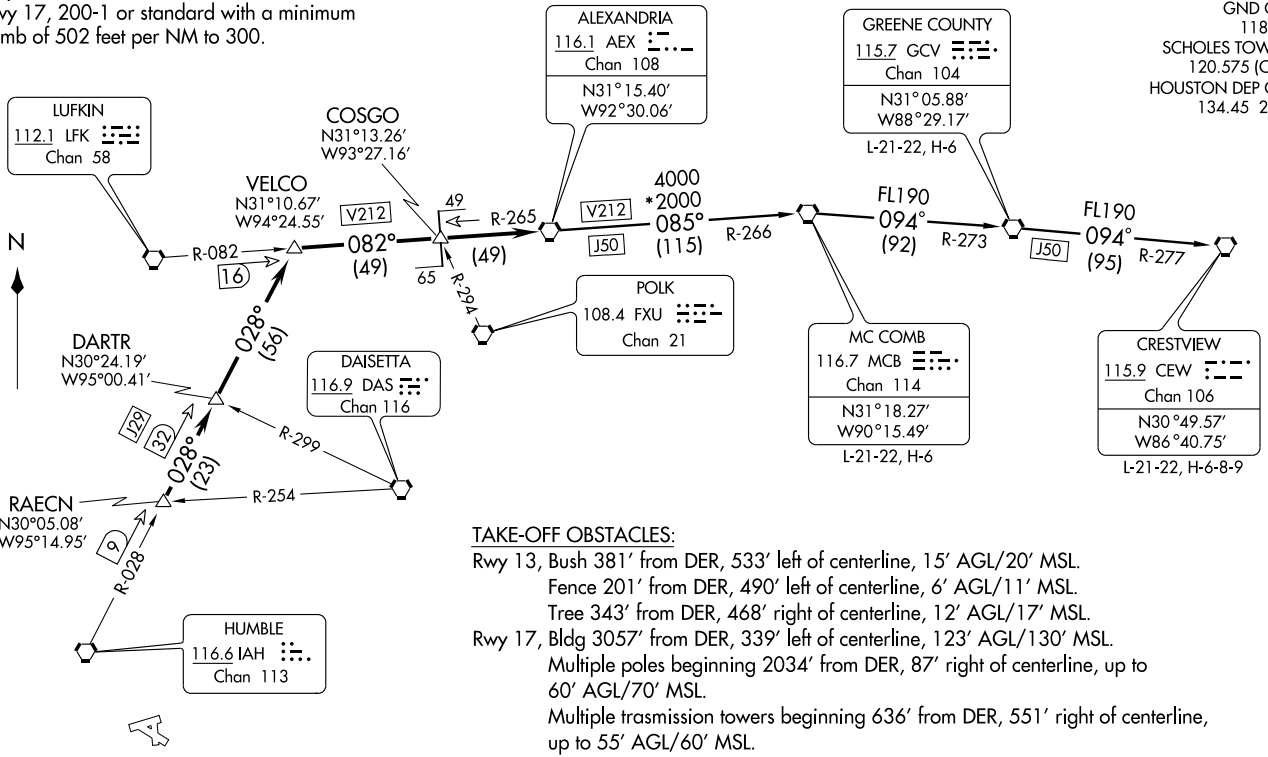


MIRL Rwy 17-35 L
REIL Rwy 17-35

SC-2, 08 APR 2010 to 06 MAY 2010

ASOS 119.275
CLNC DEL
135.35 (When tower closed)
GND CON
118.625
SCHOLES TOWER★
120.575 (CTAF)
HOUSTON DEP CON
134.45 284.0

TAKE OFF MINIMUMS:
Rwys 13, 31, 35 standard.
Rwy 17, 200-1 or standard with a minimum climb of 502 feet per NM to 300.



TAKE-OFF OBSTACLES:
Rwy 13, Bush 381′ from DER, 533′ left of centerline, 15′ AGL/20′ MSL.
Fence 201′ from DER, 490′ left of centerline, 6′ AGL/11′ MSL.
Tree 343′ from DER, 468′ right of centerline, 12′ AGL/17′ MSL.
Rwy 17, Bldg 3057′ from DER, 339′ left of centerline, 123′ AGL/130′ MSL.
Multiple poles beginning 2034′ from DER, 87′ right of centerline, up to 60′ AGL/70′ MSL.
Multiple trasmission towers beginning 636′ from DER, 551′ right of centerline, up to 55′ AGL/60′ MSL.
Tree 460′ from DER, 316′ right of centerline, 22′ AGL/29′ MSL.
Rwy 31, Multiple cranes beginning 4341′ from DER, 1017′ left of centerline, up to 131′ AGL/131′ MSL.
Rwy 35, Tree 730′ from DER, 501′ right of centerline, 27′ AGL/32′ MSL.

NOTE: Radar Required.
NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to RAECN INT, maintain 4000', expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-028 to VELCO INT, then right turn via LFK R-082 and AEX R-265 to AEX VORTAC.

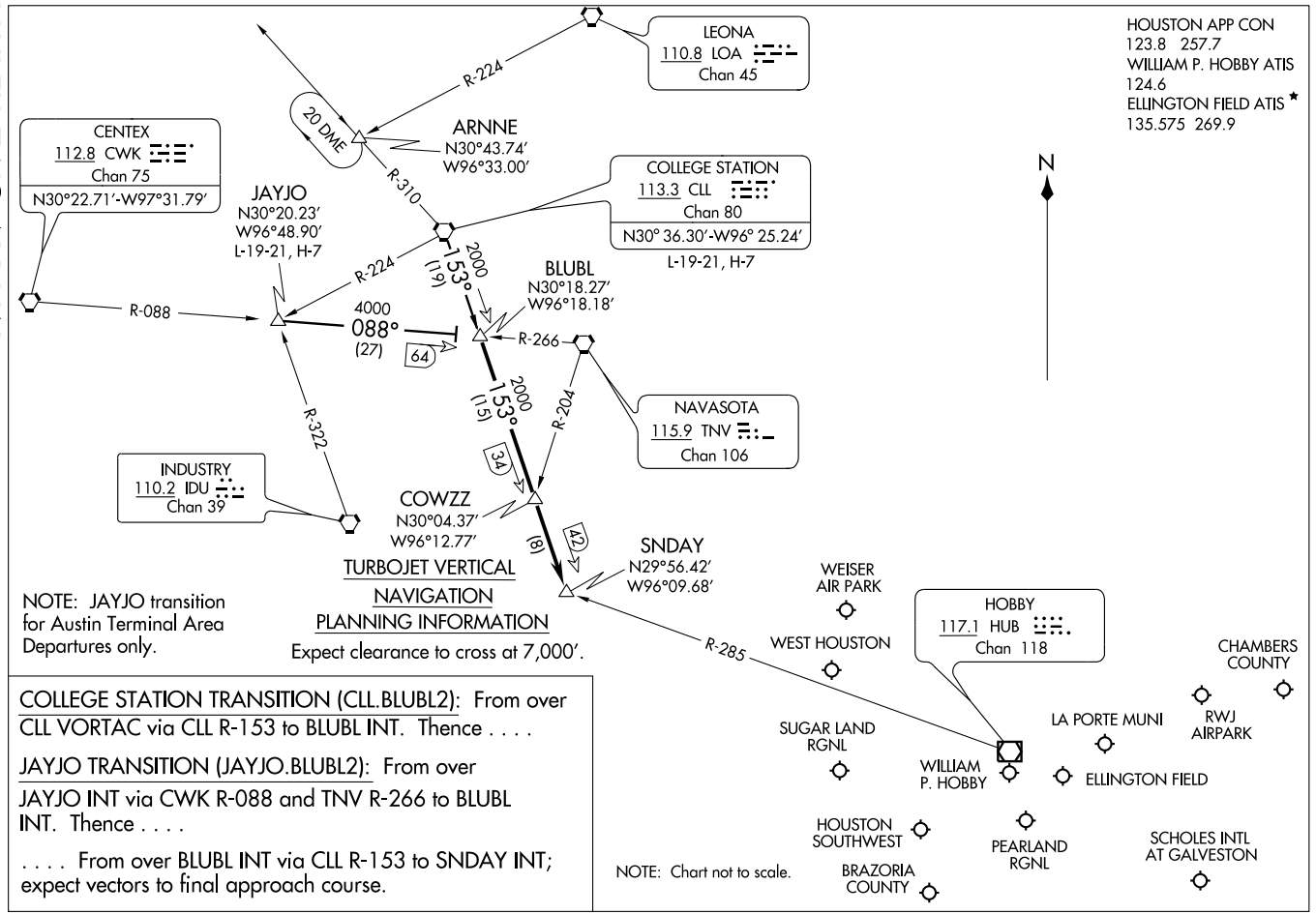
THE FOLLOWING TRANSITIONS ARE ATC ASSIGNED ONLY DO NOT FILE:

CRESTVIEW TRANSITION (AEX4.CEW): (For aircraft being weather rerouted to join a jet route off CEW VORTAC or overflying CEW VORTAC to join a direct route). From over AEX VORTAC via AEX R-085 and MCB R-266 to MCB VORTAC, then via MCB R-094 and GCV R-273 to GCV VORTAC, then via GCV R-094 and CEW R-277 to CEW VORTAC.

GREENE COUNTY TRANSITION (AEX4.GCV): (For aircraft being weather rerouted to join a jet route off GCV VORTAC or overflying GCV VORTAC to join a direct route). From over AEX VORTAC via AEX R-085 and MCB R-266 to MCB VORTAC, then via MCB R-094 and GCV R-273 to GCV VORTAC.

MC COMB TRANSITION (AEX4.MCB): (For aircraft being weather rerouted to join a jet route off MCB VORTAC or overflying MCB VORTAC to join a direct route). From over AEX VORTAC via AEX R-085 and MCB R-266 to MCB VORTAC.

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COLLEGE STATION TRANSITION (CLL.BLUBL2): From over CLL VORTAC via CLL R-153 to BLUBL INT. Thence . . . .

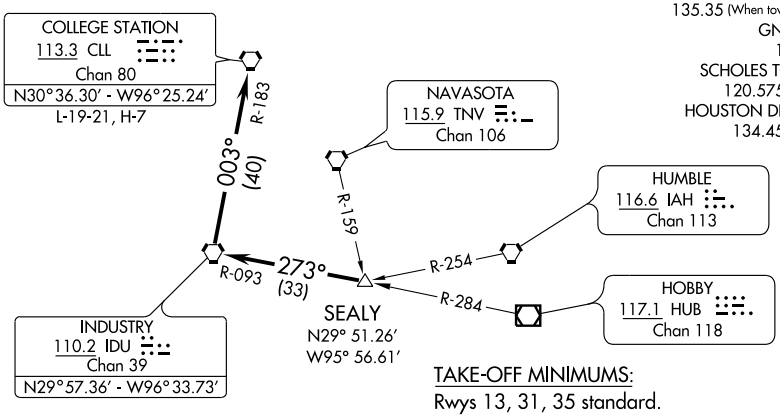
JAYJO TRANSITION (JAYJO.BLUBL2): From over JAYJO INT via CWK R-088 and TNV R-266 to BLUBL INT. Thence . . . .

. . . . From over BLUBL INT via CLL R-153 to SNDAY INT; expect vectors to final approach course.

COLLEGE TWO DEPARTURE

GALVESTON/SCHOLES INTL AT GALVESTON (GLS)
GALVESTON, TEXAS

ASOS
119.275
CLNC DEL
135.35 (When tower closed)
GND CON
118.625
SCHOLES TOWER★
120.575 (CTAF)
HOUSTON DEP CON
134.45 284.0



TAKE-OFF MINIMUMS:
Rwys 13, 31, 35 standard.
Rwy 17, 200-1 or standard with a minimum climb of 502' per NM to 300'.

TAKE-OFF OBSTACLES:
Rwy 13, Bush 381' from DER, 533' left of centerline, 15' AGL/20 MSL. Fence 201' from DER, 490' left of centerline, 6' AGL/11 MSL. Tree 343' from DER, 468' right of centerline, 12' AGL/17' MSL.
Rwy 17, Bldg 3057' from DER, 339' left of centerline, 123' AGL/130' MSL. Multiple poles beginning 2034' from DER, 87' right of centerline, up to 60' AGL/70' MSL. Multiple transmission towers beginning 636' from DER, 551' right of centerline, up to 55' AGL/60 MSL. Tree 460' from DER, 316' right of centerline, 22' AGL/29' MSL.
Rwy 31, Multiple cranes beginning 4341' from DER, 1017' left of centerline, up to 131' AGL/131' MSL.
Rwy 35, Tree 730' from DER, 501' right of centerline, 27' AGL/32' MSL.

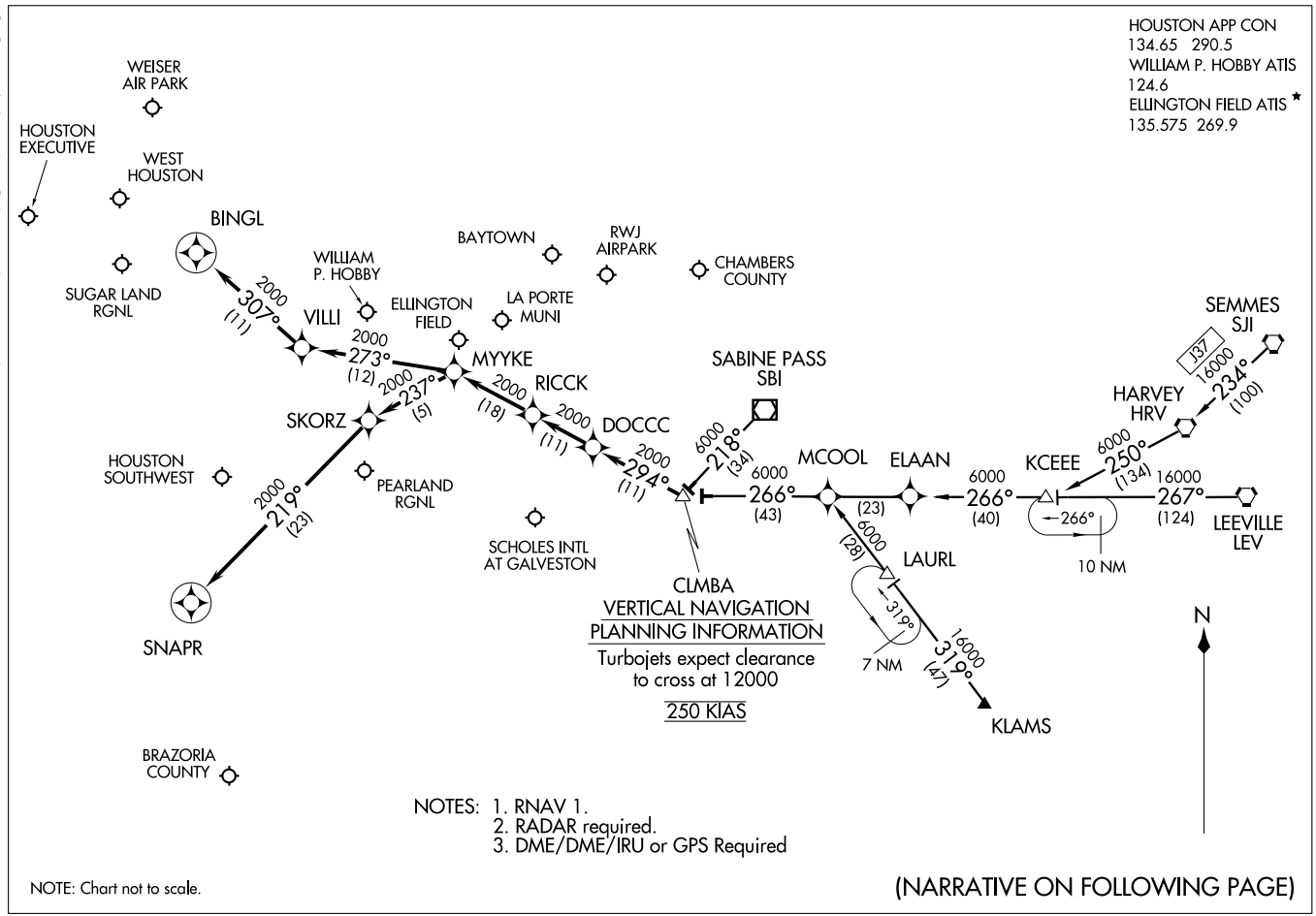
NOTE: Radar Required.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to SEALY INT, maintain 4000, expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IDU R-093 to IDU VORTAC, then right turn via IDU R-003 and CLL R-183 to CLL VORTAC.



COLUMBIA ONE ARRIVAL (RNAV)

(CLMBA.CLMBA1) 09239

ST-198 (FAA)

HOUSTON, TEXAS

ARRIVAL DESCRIPTION

HARVEY TRANSITION (HRV.CLMBA1): (For non-GPS equipped aircraft LEV, HRV, RQR, LLA, LCH, and DAS must be operational.)
KCEEE TRANSITION (KCEEE.CLMBA1): (For non-GPS equipped aircraft LLA, LCH, and DAS must be operational.)
KLAMS TRANSITION (KLAMS.CLMBA1): (For non-GPS equipped aircraft DAS, LCH, MHF, and VUH must be operational.)
LEEVILLE TRANSITION (LEV.CLMBA1): (For non-GPS equipped aircraft LCH, LLA, and DAS must be operational.)
SABINE PASS TRANSITION (SBI.CLMBA1):
SEMMES TRANSITION (SJI.CLMBA1): (For non-GPS equipped aircraft LEV, HRV, RQR, LLA, LCH, and DAS must be operational.)

From CLMBA WP via 294° track to DOCCC, thence as depicted to RICCK . . . .

WILLIAM P. HOBBY/HOUSTON (HOU):

LANDING RUNWAY 4: . . . . From RICCK via 294° track to MYYKE, thence as depicted to SNAPR. Expect vectors to final approach course prior to SNAPR, if not received by SNAPR fly present heading.

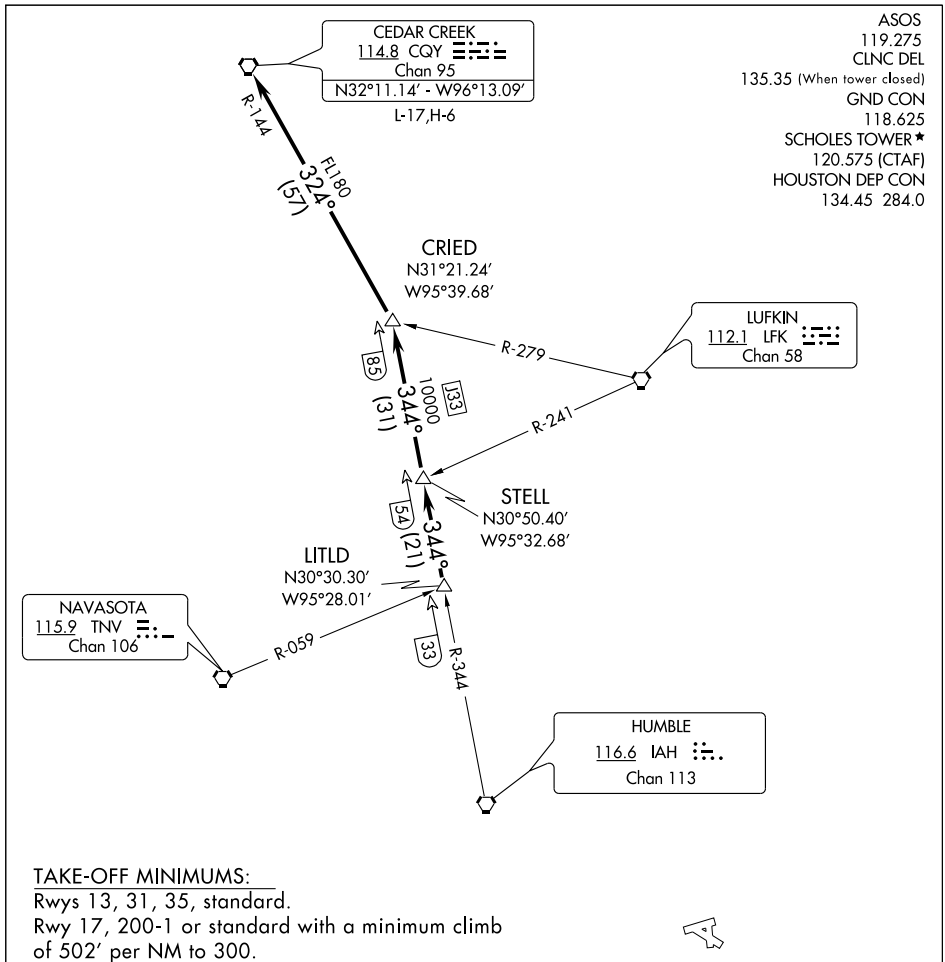
LANDING RUNWAY 12R: . . . . From RICCK via 294° track to MYYKE, thence as depicted to BINGL. Expect vectors to final approach course prior to BINGL, if not received by BINGL fly present heading.

FOR ALL OTHER RUNWAYS: From RICCK via 294° track to MYYKE. Expect vectors to final approach course prior to MYYKE.

FOR ALL OTHER AIRPORTS: From RICCK via 294° track to MYYKE. Expect vectors to final approach course prior to MYYKE.

SC-5, 08 APR 2010 to 06 MAY 2010

CRIED THREE DEPARTURE



TAKE-OFF MINIMUMS:
Rwys 13, 31, 35, standard.
Rwy 17, 200-1 or standard with a minimum climb of 502′ per NM to 300.

NOTE: Radar Required. (NOTES CONTINUED ON FOLLOWING PAGE) NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to LITLD INT, maintain 4000. Expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-344 to STELL INT, then via IAH R-344 to CRIED INT, then left turn via CQY R-144 to CQY VORTAC.

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TAKE-OFF OBSTACLES:

Rwy 13, Bush, 381′ from DER, 533′ left of centerline, 15′ AGL/20′ MSL.
Fence, 201′ from DER, 490′ left of centerline, 6′ AGL/11′MSL.
Tree, 343′ from DER, 468′ right of centerline, 12′ AGL/17′ MSL.
Rwy 17, Multiple transmission towers beginning 636′ from DER, 551 right of centerline, up to 55′ AGL/60′ MSL. Tree 460′ from DER, 316′ right of centerline, 22′ AGL/29′ MSL. Building 3057′ from DER, 339′ left of centerline, 123′ AGL/130′ MSL. Multiple poles beginning 2034′ from DER, 87′ right of centerline, up to 60′ AGL/70′ MSL.
Rwy 31, Multiple cranes beginning 4341′ from DER, 1017′ left of centerline, up to 131′ AGL/131′ MSL.
Rwy 35, Tree 730′ from DER, 501′ right of centerline, 27′ AGL/32′ MSL.

DAISETTA EIGHT ARRIVAL (DAS.DAS8)

HOUSTON APP CON
120.05 379.1
GEORGE BUSH INTERCONTINENTAL/
HOUSTON ATIS 124.05
WILLIAM P. HOBBY ATIS
124.6
ELLINGTON FIELD ATIS *
135.575 269.9

NOTE: For all conventional navigation aircraft landing in the Houston terminal area. For all turboprops/pistons landing IAH. ATC assigned only for all others.

NOTE: For RNAV equipped aircraft landing IAH runways 8L/R and 9 from over DAETN INT direct JOESZ INT, expect vectors to final approach course prior to JOESZ INT, if not received by JOESZ INT fly present heading.

ELM GROVE
111.2 EMG
Chan 49
N32°24.01'-W93°35.71'
L-17, H-6

QUESO
N30°46.86'
W94°06.54'

BROWW
N30°54.22'
W93°52.20'

SAWMILL
113.75 SWB
Chan 84(Y)
N31°58.39' - W92°40.63'
L-22, H-6

LUFKIN
112.1 LFK
Chan 58
N31°09.74'
W94°43.02'
L-19-21, H-6

VIERA
N30°44.51'
W94°02.83'

TQELA
N30°32.39'
W93°46.23'

ALEXANDRIA
116.1 AEX
Chan 108
N31°15.40' -W92°30.06'
L-21-22, H-6

INDUSTRY
110.2 IDU
Chan 39

JOESZ
N30°06.40'
W95°46.72'

INNIS
N30°02.07'
W95°06.83'

REHAB
N29°59.59'
W95°14.25'

COMBS
N30°23.32'
W94°25.84'

DAETN
N30°06.31'
W94°54.07'

YAAOW
N29°53.12'
W95°10.69'

DRXLR
N29°45.59'
W95°13.92'

GEORGE BUSH
INTERCONTINENTAL/
HOUSTON

HUMBLE
116.6 IAH
Chan 113

HOBBY
117.1 HUB
Chan 118

DAISETTA
116.9 DAS
Chan 116
N30°11.38' -W94°38.70'

LAKE CHARLES
113.4 LCH
Chan 81
N30°08.49' -W93°06.33'
L-21-22, H-7

BEAUMONT
114.5 BPT
Chan 92
N29°56.76' -W94°00.97'

VERTICAL NAVIGATION
PLANNING INFORMATION
Turbojets: 280K IAS
Expect clearance
to cross at 13,000'

RADAR REQUIRED

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

WEISER AIRPARK
WEST HOUSTON
HOUSTON EXECUTIVE
SUGAR LAND RGNL
LA PORTE MUNI
CHAMBERS COUNTY
WILLIAM P. HOBBY
BAYTOWN
RWJ AIRPARK
PEARLAND RGNL
ELLINGTON FIELD
HOUSTON-SOUTHWEST
SCHOLES INTL AT GALVESTON
BRAZORIA COUNTY

DAISETTA EIGHT ARRIVAL (DAS.DAS8)

ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.DAS8): From over AEX VORTAC via AEX R-246 to VIERA INT, then via DAS R-038 to DAS VORTAC. Thence . . . .

ELM GROVE TRANSITION (EMG.DAS8): From over EMG VORTAC via EMG R-182 to BROWW INT, then via DAS R-038 to DAS VORTAC. Thence . . . .

LAKE CHARLES TRANSITION (LCH.DAS8): From over LCH VORTAC via LCH R-275 to COMBS INT, then via DAS R-038 to DAS VORTAC. Thence . . . .

LUFKIN TRANSITION (LFK.DAS8): From over LFK VORTAC via LFK R-157 to COMBS INT, then via DAS R-038 to DAS VORTAC Thence . . . .

SAWMILL TRANSITION (SWB.DAS8): From over SWB VOR/DME via SWB R-222 and DAS R-038 to BROWW INT, then via DAS R-038 to DAS VORTAC. Thence . . . .

GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):

. . . . From over DAS VORTAC via DAS R-244 to DAETN INT.

LANDING RUNWAYS 8L/R and 9:

. . . . From DAETN INT fly heading 265° for vectors to final approach course.

FOR ALL OTHER RUNWAYS: Expect vectors to final approach course at or prior to REHAB INT.

FOR ALL OTHER AIRPORTS:

. . . . From over DAS VORTAC via DAS R-244 to INNIS INT, thence via HUB R-015 to HUB VOR/DME, expect vectors to final approach course at or prior to HUB VOR/DME.

SC-5, 08 APR 2010 to 06 MAY 2010

EL DORADO ONE DEPARTURE

ASOS
119.275
CLNC DEL
135.35 (When tower closed)
GND CON
118.625
SCHOLES TOWER ★
120.575 (CTAF)
HOUSTON DEP CON
134.45 284.0

EL DORADO
115.5 ELD
Chan 102
N33°15.37′ - W92°44.64′
L-17, H-6

R-208

028° (143)

NOTE: Radar required.
NOTE: For aircraft destined MEM, or filed via Q32 or J42.

LUFKIN
112.1 LFK
Chan 58

R-066
R-082

ENJOY
N31°16.73′
W94°19.82′

028° (7)
9

VELCO
N31°10.67′
W94°24.55′

028° (56)

DARTR
N30°24.19′
W95°00.41′

RAECN
N30°05.08′
W95°14.95′

028° (23)
32

R-299

DAISETTA
116.9 DAS
Chan 116

R-254

9

R-028

HUMBLE
116.6 IAH
Chan 113

TAKE-OFF MINIMUMS:
Rwy 13, 31, 35, standard.
Rwy 17, 200-1 or standard with a minimum climb of 502 feet per NM to 300.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SC-5, 08 APR 2010 to 06 MAY 2010

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to RAECN INT, maintain 4000, expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-028 and the ELD R-208 to ELD VORTAC.

TAKE-OFF OBSTACLES

Rwy 13, Bush 381′ from DER, 533′ left of centerline, 15′ AGL/20′ MSL. Fence 201′ from DER, 490′ left of centerline, 6′ AGL/11′ MSL. Tree 343′ from DER, 468′ right of centerline, 12′ AGL/17′ MSL.

Rwy 17, Building 3057′ from DER, 339′ left of centerline, 123′ AGL/130′ MSL. Multiple poles beginning 2034′ from DER, 87′ right of centerline, up to 60′ AGL/70′ MSL. Multiple TRMSN towers beginning 636′ from DER, 551′ right of centerline, up to 55′ AGL/60′ MSL. Tree 460′ from DER, 316′ right of centerline, 22′ AGL/29′ MSL.

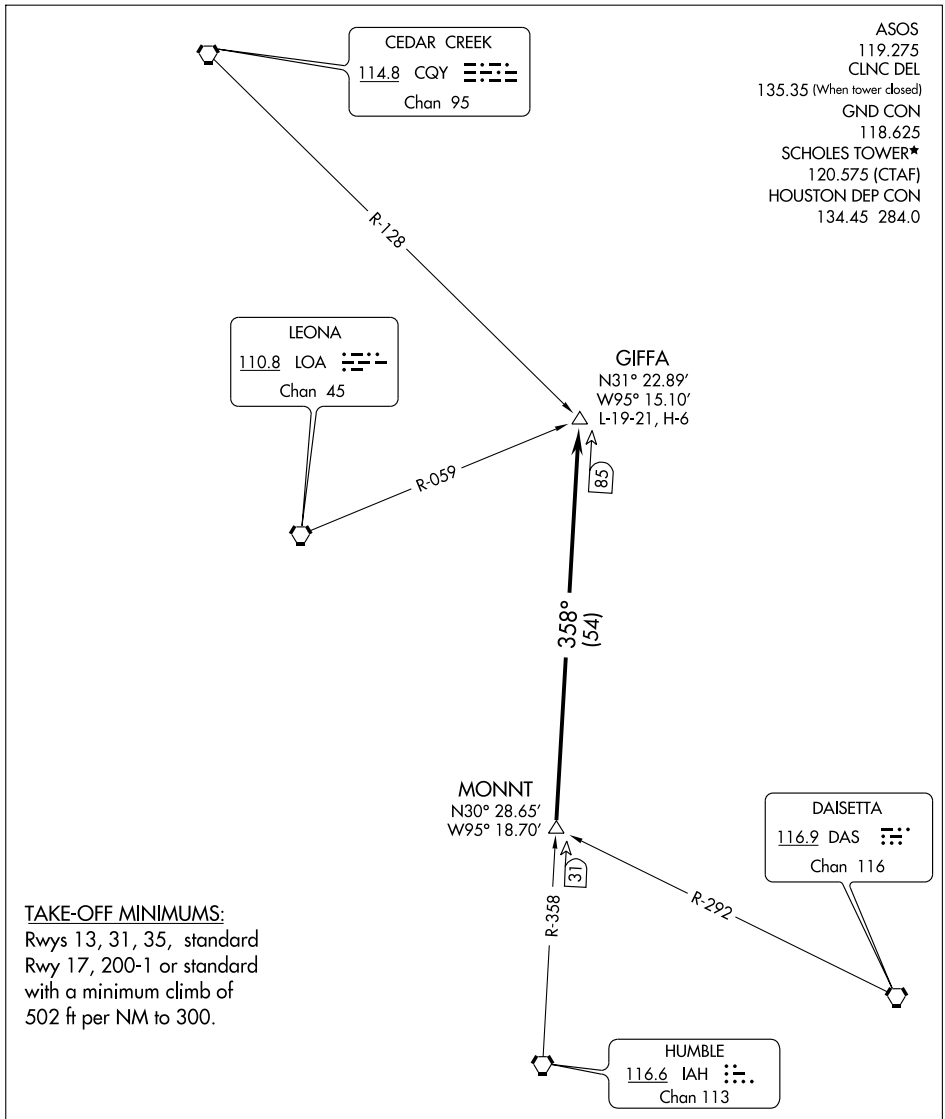
Rwy 31, Multiple cranes beginning 4341′ from DER, 1017′ left of centerline, up to 131′ AGL/131′ MSL.

Rwy 35, Tree 730′ from DER, 501′ right of centerline, 27′ AGL/32′ MSL.

SC-5, 08 APR 2010 to 06 MAY 2010

GIFFA THREE DEPARTURE

GALVESTON/ SCHOLES INTL AT GALVESTON (GLS)
SL-164 (FAA)
GALVESTON, TEXAS



TAKE-OFF MINIMUMS:
Rwys 13, 31, 35, standard
Rwy 17, 200-1 or standard
with a minimum climb of
502 ft per NM to 300.

NOTE: Radar Required.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SC-5, 08 APR 2010 to 06 MAY 2010

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to MONNT INT, maintain 4000, expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-358 to GIFFA INT.

TAKE-OFF OBSTACLES:

Rwy 13, Bush 381′ from DER, 533′ left of centerline, 15′ AGL/20′ MSL
Fence 201′ from DER, 490′ left of centerline, 6′ AGL/11′ MSL..
Tree 343′ from DER, 468′ right of centerline, 12′ AGL/17′ MSL.
Rwy 17, Building 3057′ from DER, 339′ left of centerline, 123′ AGL/130′ MSL.
Multiple poles beginning 2034′ from DER, 87′ right of centerline, up to 60′ AGL/70′ MSL.
Multiple transmission towers beginning 636′ from DER, 551′ right of centerline, up to 55′ AGL/60′ MSL. Tree 460′ from DER, 316′ right of centerline, 22′ AGL/29′ MSL.
Rwy 31, Multiple cranes beginning 4341′ from DER, 1017′ left of centerline, up to 131′ AGL/131′ MSL.
Rwy 35, Tree 730′ from DER, 501′ right of centerline, 27′ AGL/32′ MSL.

SC-5, 08 APR 2010 to 06 MAY 2010

LOC I-GLS	APP CRS	Rwy Idg	6000
111.7	134°	TDZE	5
		Apt Elev	6

ILS or LOC RWY 13

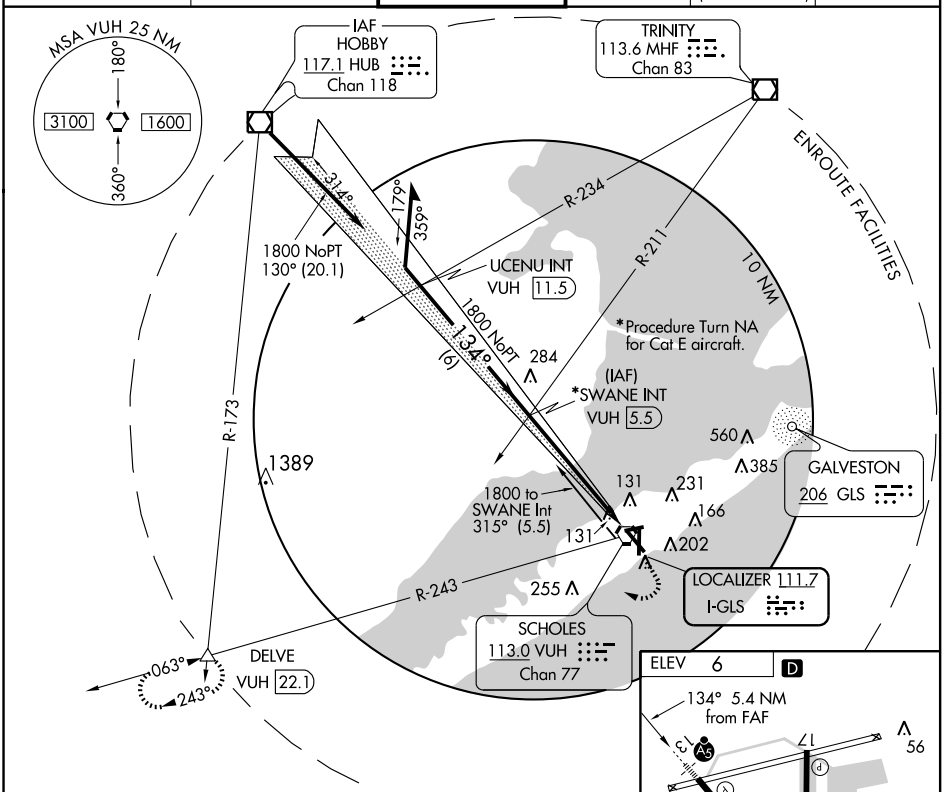
GALVESTON/ SCHOLES INTL AT GALVESTON (GLS)

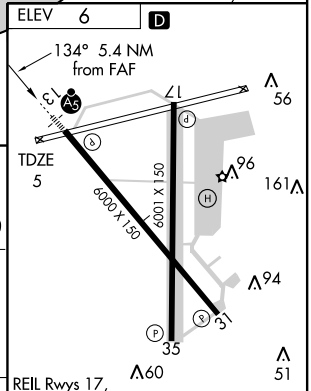
Circling not authorized east of Rwy 17 and northeast of Rwy 31. For inoperative MALSR, increase S-ILS 13 Cat E visibility to ¾, and S-LOC 13 Cat E to 1¾.

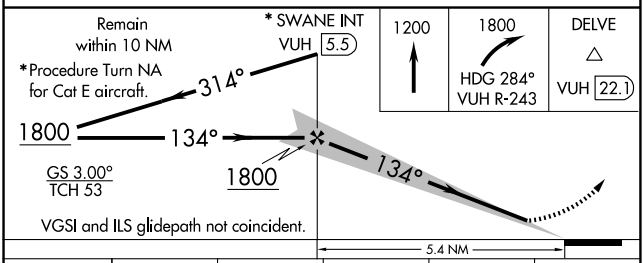
MALSR

MISSED APPROACH: Climb to 1200 then climbing right turn to 1800 via heading 284° and VUH R-243 to DELVE Int/VUH 22.1 DME and hold.

ASOS	HOUSTON APP CON	SCHOLES TOWER ★	GND CON	CLNC DEL	UNICOM
119.275	134.45 284.0	120.575 (CTAF) L	118.625	135.35 (When tower closed)	123.05



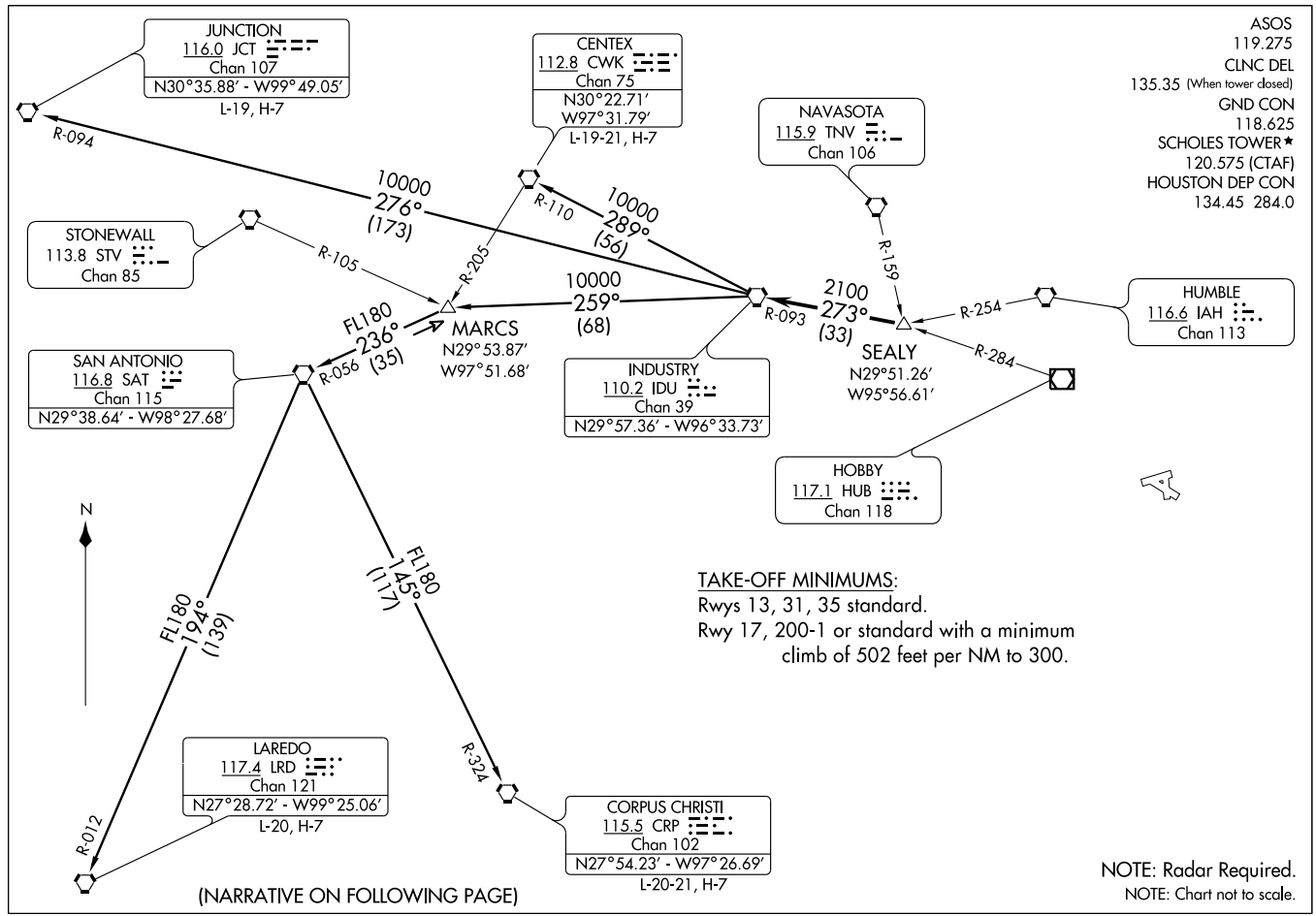




CATEGORY	A	B	C	D	E
S-ILS 13	205-½ 200 (200-½)				
S-LOC 13	480-½ 475 (500-½)		480-¾ 475 (500-¾)	480-1 475 (500-1)	480-1¼ 475 (500-1¼)
CIRCLING	500-1 494 (500-1)		500-1½ 494 (500-1½)	560-2 554 (600-2)	620-2¼ 614 (700-2¼)

FAF to MAP 5.4 NM					
Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

SC-5, 08 APR 2010 to 06 MAY 2010



(IDU3.IDU) 08157

INDUSTRY THREE DEPARTURE

GALVESTON/SCHOLES INTL AT GALVESTON (GLS)

SL-164 (FAA)

GALVESTON, TEXAS

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to SEALY INT. Maintain 4000'. Expect filed altitude 10 minutes after departure. Thence . . . .

. . . . VIA IDU R-093 to IDU VORTAC.

CENTEX TRANSITION (IDU3.CWK): (ATC assigned only. For aircraft inbound to the DFW Metroplex area that are being rerouted due to bad weather.) From over IDU VORTAC via IDU R-289 and CWK R-110 to CWK VORTAC.

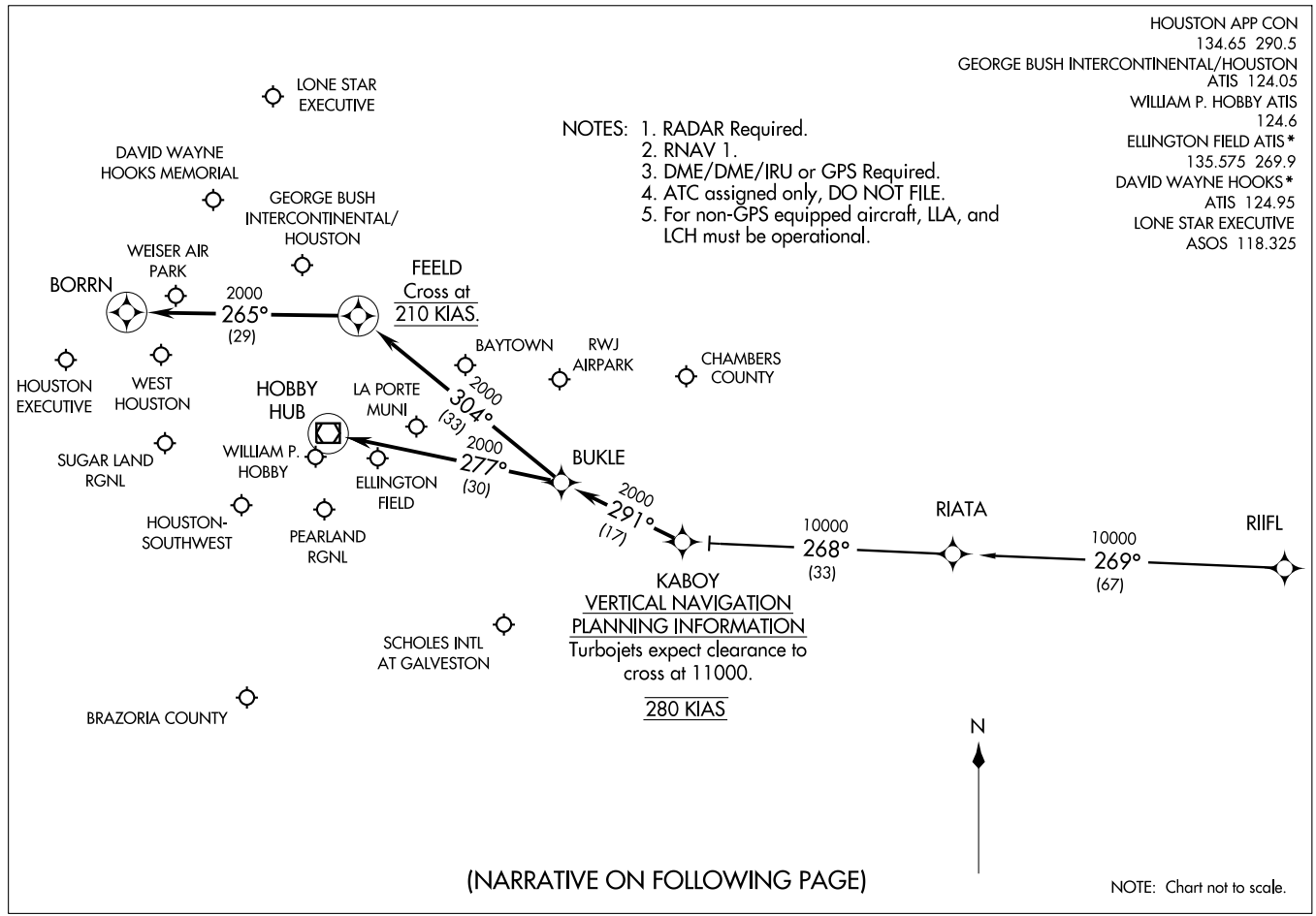
CORPUS CHRISTI TRANSITION (IDU3.CRP): (ATC assigned only.) From over IDU VORTAC via IDU R-259 to MARCS INT, then via SAT R-056 to SAT VORTAC, then via SAT R-145 and CRP R-324 to CRP VORTAC.

JUNCTION TRANSITION (IDU3.JCT): (For aircraft overflying JCT VORTAC via J2, J15, or J86.) From over IDU VORTAC via IDU R-276 and JCT R-094 to JCT VORTAC.

LAREDO TRANSITION (IDU3.LRD): (ATC assigned only.) From over IDU VORTAC via IDU R-259 to MARCS INT, then via SAT R-056 to SAT VORTAC, then via SAT R-194 and LRD R-012 to LRD VORTAC.

TAKE-OFF OBSTACLES:
Rwy 13,
Bush 381' from departure end of runway, 533' left of centerline, 15' AGL/20' MSL
Fence 201' from departure end of runway, 490' left of centerline, 6' AGL/11' MSL..
Tree 343' from departure end of runway, 468' right of centerline, 12' AGL/17' MSL.
Rwy 17,
Building 3057' from departure end of runway, 339' left of centerline, 123' AGL/130' MSL.
Multiple poles beginning 2034' from departure end of runway, 87' right of centerline, up to 60' AGL/70' MSL.
Multiple transmission towers beginning 636' from departure end of runway, 551' right of centerline, up to 55' AGL/60' MSL.
Tree 460' from departure end of runway, 316' right of centerline, 22' AGL/29' MSL.
Rwy 31,
Multiple cranes beginning 4341' from departure end of runway, 1017' left of centerline, up to 131' AGL/131' MSL.
Rwy 35, Tree 730' from departure end of runway, 501' right of centerline, 27' AGL/32' MSL.

SC-5, 08 APR 2010 to 06 MAY 2010


HOUSTON APP CON
134.65 290.5
GEORGE BUSH INTERCONTINENTAL/HOUSTON
ATIS 124.05
WILLIAM P. HOBBY ATIS
124.6
ELLINGTON FIELD ATIS*
135.575 269.9
DAVID WAYNE HOOKS*
ATIS 124.95
LONE STAR EXECUTIVE
ASOS 118.325
(KABOY.KABOY1) 09071
KABOY ONE ARRIVAL (RNAV)
ST-5461(FAA)
HOUSTON, TEXAS
NOTES: 1. RADAR Required.
2. RNAV 1.
3. DME/DME/IRU or GPS Required.
4. ATC assigned only, DO NOT FILE.
5. For non-GPS equipped aircraft, LLA, and LCH must be operational.
LONE STAR EXECUTIVE
DAVID WAYNE HOOKS MEMORIAL
GEORGE BUSH INTERCONTINENTAL/ HOUSTON
WEISER AIR PARK
BORRN
2000
265°
(29)
FEELD
Cross at
210 KIAS.
BAYTOWN
RWJ AIRPARK
CHAMBERS COUNTY
HOUSTON EXECUTIVE
WEST HOUSTON
HOBBY HUB
LA PORTE MUNI
2000
304°
(33)
SUGAR LAND RGNL
WILLIAM P. HOBBY
2000
277°
(30)
ELLINGTON FIELD
BUKLE
2000
291°
(17)
HOUSTON-SOUTHWEST
PEARLAND RGNL
10000
268°
(33)
RIATA
10000
269°
(67)
RIIFL
KABOY
VERTICAL NAVIGATION
PLANNING INFORMATION
Turbojets expect clearance to cross at 11000.
280 KIAS
SCHOLES INTL AT GALVESTON
BRAZORIA COUNTY
N
(NARRATIVE ON FOLLOWING PAGE)
NOTE: Chart not to scale.

ARRIVAL DESCRIPTION

RIIFL TRANSITION (RIIFL.KABOY1)

From KABOY via 291° track to BUKLE . . . .

GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):

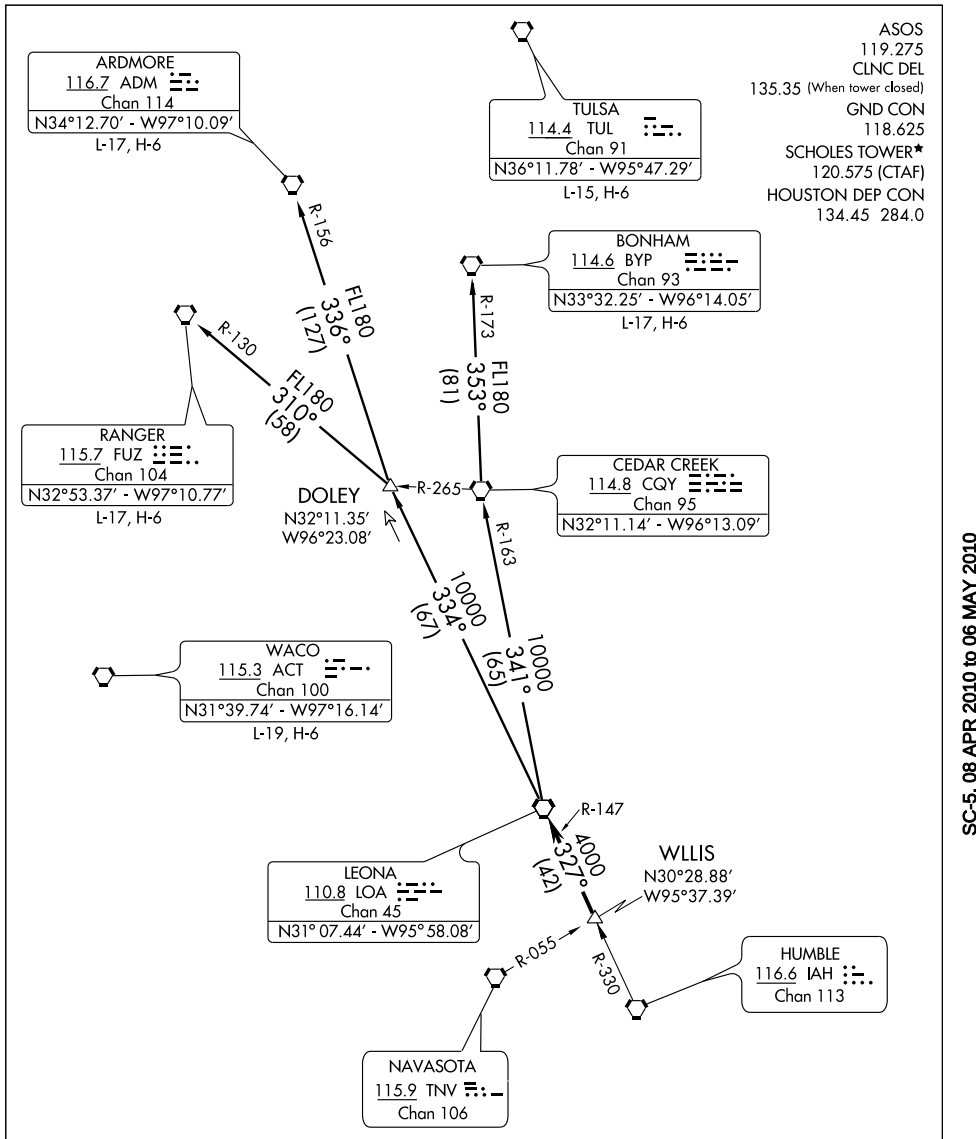
LANDING RUNWAYS 8L/8R, OR 9: . . . . From BUKLE via 304° track to FEELD, thence as depicted to BORRN. Expect vectors to final approach course prior to BORRN, if not received by BORRN, fly present heading.

ALL OTHER RUNWAYS: . . . . From BUKLE via 304° track to FEELD. Expect vectors to final approach course prior to FEELD.

DAVID WAYNE HOOKS MEMORIAL (DWH) AND LONE STAR EXECUTIVE (CXO): . . . . From BUKLE via 304° track to FEELD. Expect vectors to final approach course prior to FEELD.

ALL OTHER AIRPORTS: . . . . From BUKLE via 277° track to HUB VOR/DME. Expect vectors to final approach course prior to HUB VOR/DME.

LEONA SIX DEPARTURE



TAKE-OFF MINIMUMS:
Rwy 13, 31, 35 standard.
Rwy 17, 200-1 or standard with a
Minimum climb of 502 feet per NM to 300.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Radar required.

SC-5, 08 APR 2010 to 06 MAY 2010

LEONA SIX DEPARTURE

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to WLLIS INT, maintain 4000, expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via LOA R-147 to LOA VORTAC.

ARDMORE TRANSITION (LOA6.ADM): (For aircraft overflying North/Northwest of the DFW terminal area FL240 and above.) From over LOA VORTAC via LOA R-334 to DOLEY INT, then via ADM R-156 to ADM VORTAC.

BONHAM TRANSITION (LOA6.BYP): (For aircraft overflying/landing TUL VORTAC FL240 and above.) From over LOA VORTAC via LOA R-341 and CQY R-163 to CQY VORTAC, then via CQY R-353 and BYP R-173 to BYP VORTAC.

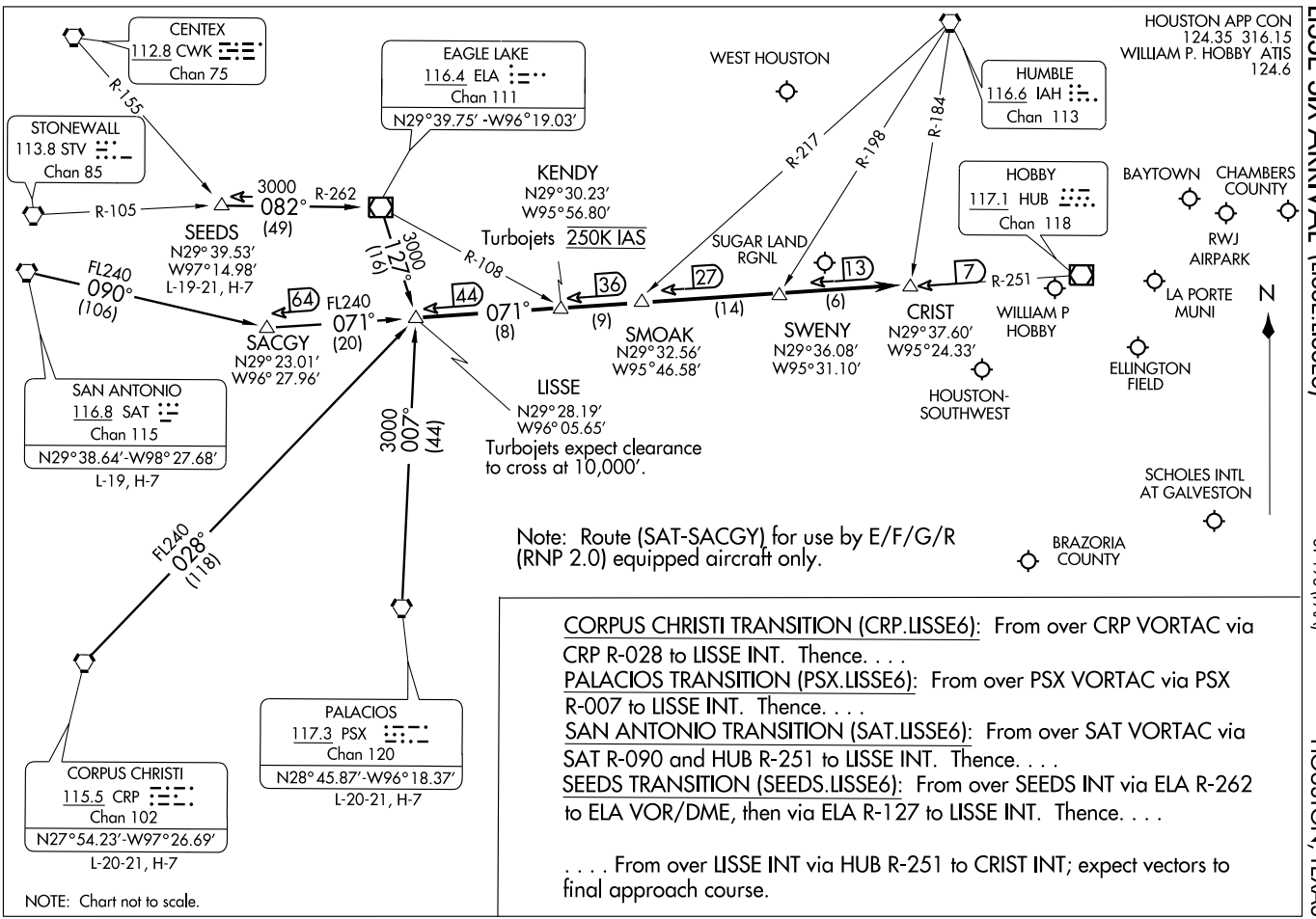
RANGER TRANSITION (LOA6.FUZ): (For aircraft overflying west/northwest of the DFW terminal area FL240 and above.) From over LOA VORTAC via LOA R-334 to DOLEY INT, then via FUZ R-130 to FUZ VORTAC.

TAKE-OFF OBSTACLES

Rwy 13, Bush 381′ from DER, 533′ left of centerline, 15′ AGL/20′ MSL. Tree 343′ from DER, 468′ right of centerline, 12′ AGL/17′ MSL. Fence 201′ from DER, 490′ left of centerline, 6′ AGL/11′ MSL.
Rwy 17, Building 3057′ from DER, 339′ left of centerline, 123′ AGL/130′ MSL. Multiple transmission towers beginning 636′ from DER, 551′ right of centerline, up to 55′ AGL/60′ MSL. Multiple poles beginning 2034′ from DER, 87′ right of centerline, up to 60′ AGL/70′ MSL. Tree 460′ from DER, 316′ right of centerline, 22′ AGL/29′ MSL.
Rwy 31, Multiple cranes beginning 4341′ from DER, 1017′ left of centerline, up to 131′ AGL/131′ MSL.
Rwy 35, Tree 730′ from DER, 501′ right of centerline, 27′ AGL/32′ MSL.

LISSE SIX ARRIVAL (LISSE.LISSE6)

HOUSTON, TEXAS



CORPUS CHRISTI TRANSITION (CRP.LISSE6): From over CRP VORTAC via CRP R-028 to LISSE INT. Thence. . . .

PALACIOS TRANSITION (PSX.LISSE6): From over PSX VORTAC via PSX R-007 to LISSE INT. Thence. . . .

SAN ANTONIO TRANSITION (SAT.LISSE6): From over SAT VORTAC via SAT R-090 and HUB R-251 to LISSE INT. Thence. . . .

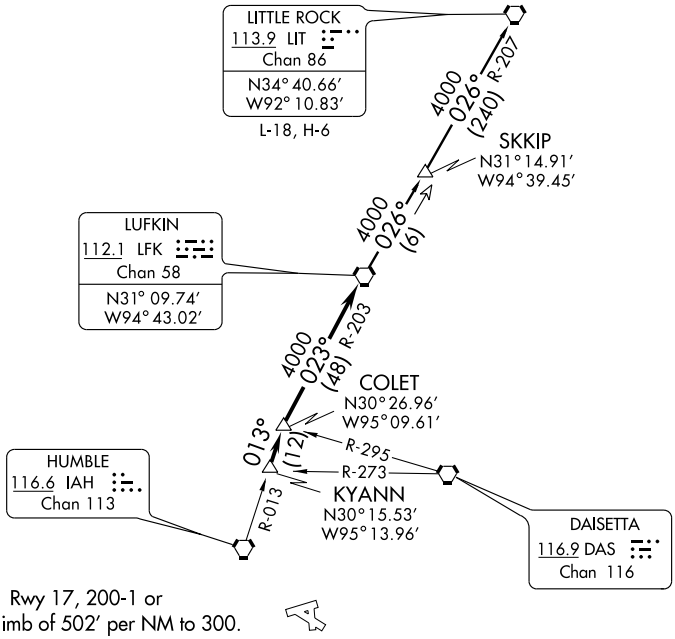
SEEDS TRANSITION (SEEDS.LISSE6): From over SEEDS INT via ELA R-262 to ELA VOR/DME, then via ELA R-127 to LISSE INT. Thence. . . .

. . . . From over LISSE INT via HUB R-251 to CRIST INT; expect vectors to final approach course.

NOTE: Chart not to scale.

LUFKIN FIVE DEPARTURE

ASOS
119.275
CLNC DEL
135.35 (When tower closed)
GND CON
118.625
SCHOLES TOWER ★
120.575 (CTAF)
HOUSTON DEP CON
134.45 284.0



TAKEOFF MINIMUMS:
Rwy 13, 31, 35, standard. Rwy 17, 200-1 or standard with a minimum climb of 502' per NM to 300.

NOTE: Radar Required.
NOTE: For aircraft destined LIT, or overflying LIT or PXV.

TAKE-OFF OBSTACLES:
Rwy 13, Bush 381' from DER, 533' left of centerline, 15' AGL/20' MSL. Fence 201' from DER, 490' left of centerline, 6' AGL/11 MSL. Tree 343' from DER, 468' right of centerline, 12' AGL/17' MSL.
Rwy 17, Bldg 3057' from DER, 339' left of centerline, 123' AGL/130' MSL. Multiple poles beginning 2034' from DER, 87' right of centerline, up to 60' AGL/70' MSL. Multiple transmission towers beginning 636' from DER, 551' right of centerline, up to 55' AGL/60 MSL. Tree 460' from DER, 316' right of centerline, 22' AGL/29' MSL.
Rwy 31, Multiple cranes beginning 4341' from DER, 1017' left of centerline, up to 131' AGL/131' MSL.
Rwy 35, Tree 730' from DER, 501' right of centerline, 27' AGL/32' MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to KYANN INT, maintain 4000', expect filed altitude 10 minutes after departure. Thence . . . .

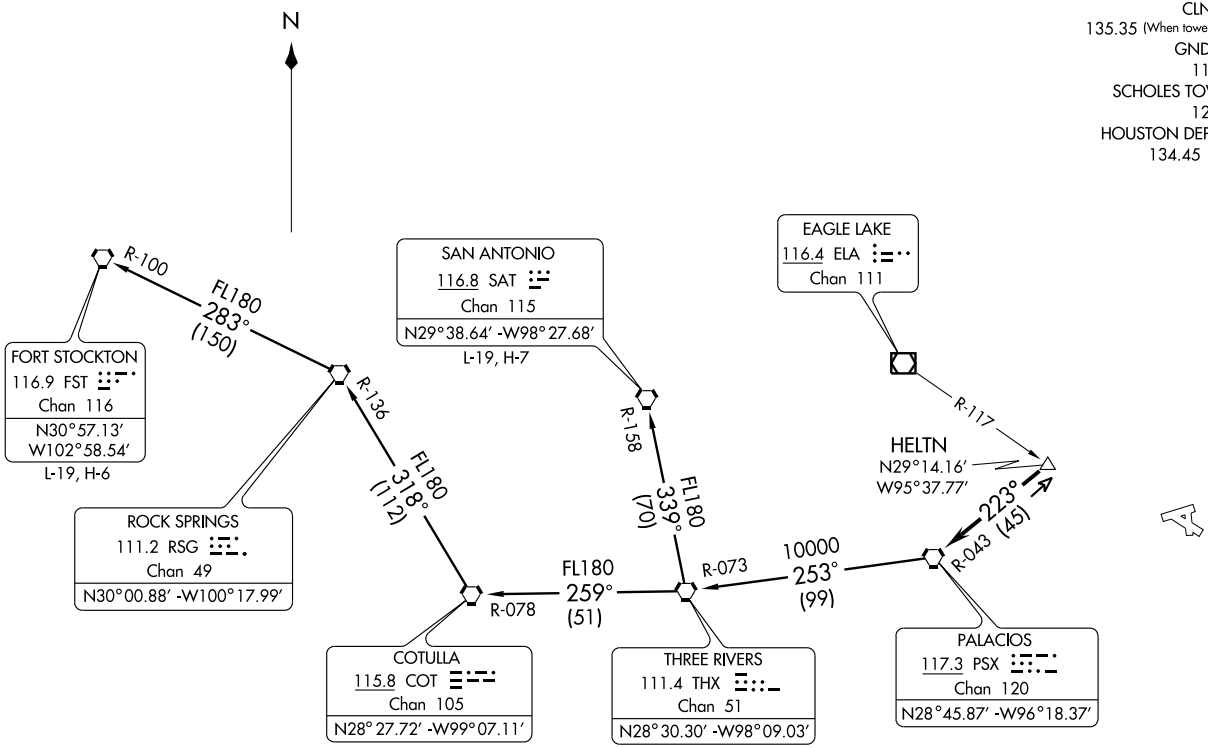
. . . . via IAH R-013 to COLET INT, then right turn via LFK R-203 to LFK VORTAC.

LITTLE ROCK TRANSITION (LFK5.LIT): From over LFK VORTAC via LFK R-026 to SKKIP INT, then via LIT R-207 to LIT VORTAC.

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PALACIOS THREE DEPARTURE

ASOS
119.275
CLNC DEL
135.35 (When tower closed)
GND CON
118.625
SCHOLES TOWER ★
120.575
HOUSTON DEP CON
134.45 284.0



TAKE OFF MINIMUMS:

Rwys 13, 31, 35, standard.
Rwy 17, 200-1 or standard with a minimum climb of 502 feet per NM to 300.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Radar Required
NOTE: Chart not to scale

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to HELTN INT, maintain 4000'. Expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via PSX R-043 to PSX VORTAC.

FORT STOCKTON TRANSITION (PSX3.FST): From over PSX VORTAC via PSX R-253 and THX R-073 to THX VORTAC, then via THX R-259 and COT R-078 to COT VORTAC, then via COT R-318 and RSG R-136 to RSG VORTAC, then via RSG R-283 and FST R-100 to FST VORTAC.

SAN ANTONIO TRANSITION (PSX3.SAT): From over PSX VORTAC via PSX R-253 and THX R-073 to THX VORTAC, then via THX R-339 and SAT R-158 to SAT VORTAC.

TAKE-OFF OBSTACLES:

Rwy 13, Bush 381' from DER, 533' left of centerline, 15' AGL/20' MSL.
Fence 201' from DER, 490' left of centerline, 6' AGL/11' MSL.
Tree 343' from DER, 468' right of centerline, 12' AGL/17' MSL.
Rwy 17, Bldg 3057' from DER, 339' left of centerline, 123' AGL/130' MSL.
Multiple poles beginning 2034' from DER, 87' right of centerline, up to 60' AGL/70' MSL.
Multiple transmission towers beginning 636' from DER, 551' right of centerline, up to 55' AGL/60' MSL.
Tree 460' from DER, 316' right of centerline, 22' AGL/29' MSL.
Rwy 31, Multiple cranes beginning 4341' from DER, 1017' left of centerline, up to 131' AGL/131' MSL.
Rwy 35, Tree 730' from DER, 501' right of centerline, 27' AGL/32' MSL.

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WAAS	APP CRS	Rwy Idg	6000
Chan 65606	134°	TDZE	5
W13A		Apt Elev	6

RNAV (GPS) RWY 13

GALVESTON/ SCHOLES INTL AT GALVESTON (GLS)

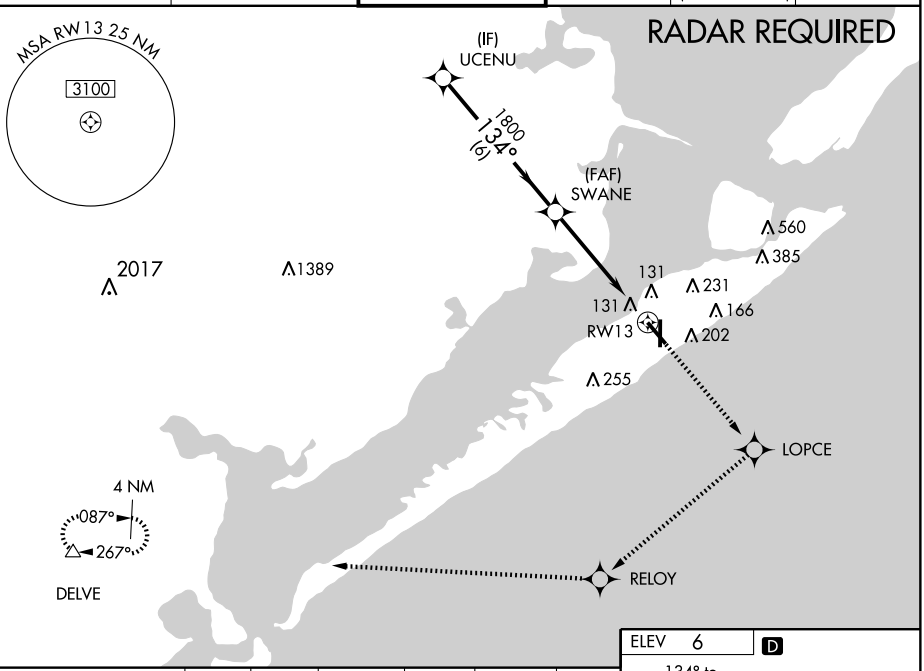
Baro-VNAV NA below -15°C (5°F). DME/DME RNP-0.3 NA. Circling NA east of Rwy 17 and northeast of Rwy 31. For inoperative MALSR, increase LPV all Cats visibility to ¾, LNAV/VNAV and LNAV Cat E visibility to 1¾.

MALSR

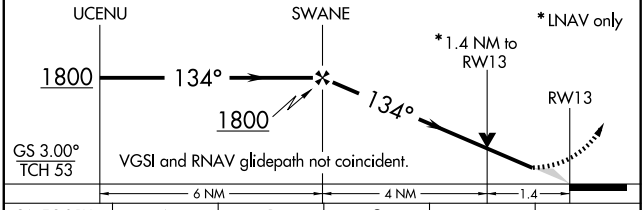
MISSED APPROACH: Climb to 1800 direct LOPCE and right turn via 224° track to RELOY and via 267° track to DELVE and hold.

ASOS	HOUSTON APP CON	SCHOLES TOWER ★	GND CON	CLNC DEL	UNICOM
119.275	134.45 284.0	120.575 (CTAF) L	118.625	135.35 (When tower closed)	123.05

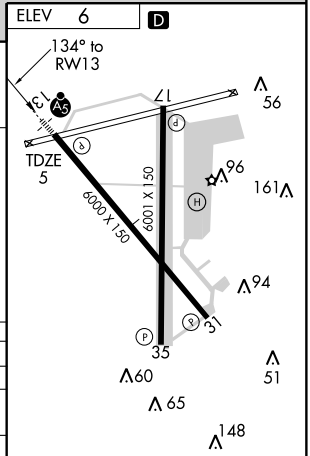
RADAR REQUIRED



1800	LOPCE	224° TRK	RELOY	267° TRK	DELVE



CATEGORY	A	B	C	D	E
LPV DA	260-½ 255 (300-½)				
LNAV/ VNAV DA	480-1¼ 475 (500-1¼)				
LNAV MDA	480-½ 475 (500-½)		480-¾ 475 (500-¾)	480-1 475 (500-1)	480-1¼ 475 (500-1¼)
CIRCLING	500-1¾ 494 (500-1¾)			560-2 554 (600-2)	620-2¼ 614 (700-2¼)



REIL Rwys 17, 31, and 35
MIRL Rwy 17-35
HIRL Rwy 13-31

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WAAS CH 82301 W17A	APP CRS 175°	Rwy Idg 6001 TDZE 6 Apt Elev 6

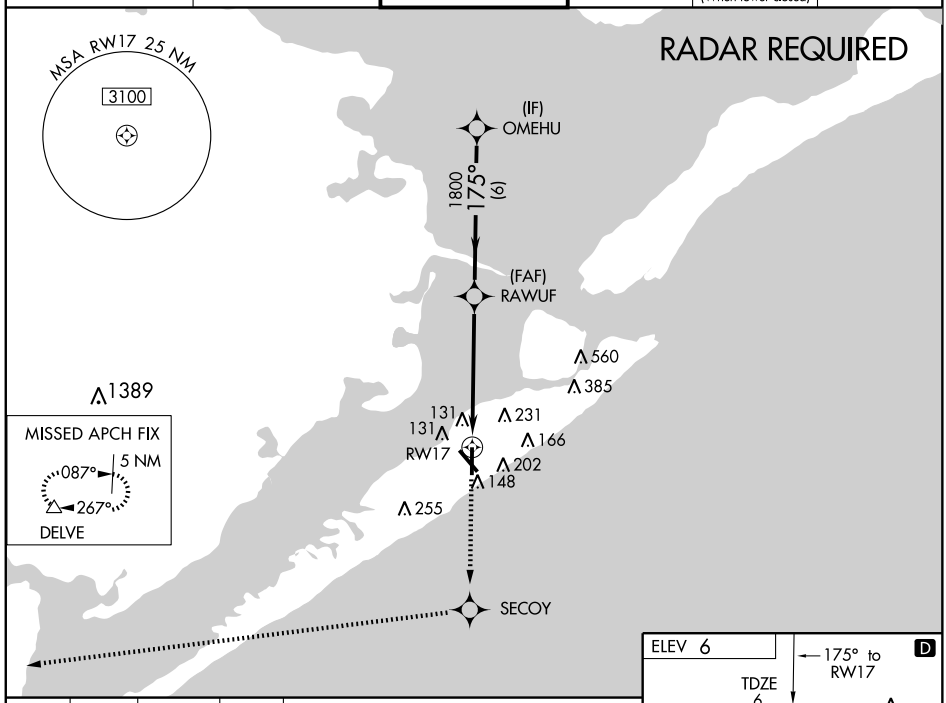
RNAV (GPS) RWY 17

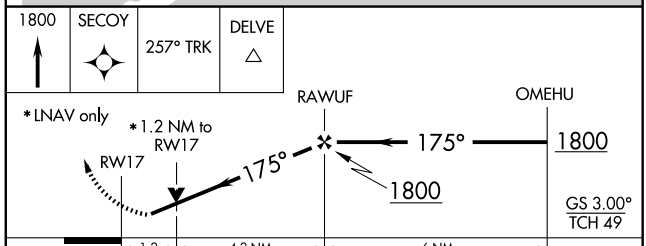
GALVESTON/ SCHOLES INTL AT GALVESTON (GLS)

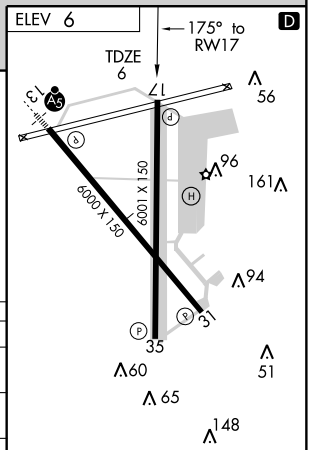
T A W For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA. If local altimeter setting not received, procedure NA. Circling NA east of Rwy 17 and northeast of Rwy 31.

MISSED APPROACH: Climb to 1800 direct SECOY and via 257° track to DELVE and hold.

ASOS	HOUSTON APP CON	SCHOLES TOWER★	GND CON	CLNC DEL	UNICOM
119.275	134.45 284.0	120.575 (CTAF) L	118.625	135.35 (When tower closed)	123.05







CATEGORY	A	B	C	D	E
LPV DA	256-1 250 (300-1)				
LNAV/VNAV DA	528-1¾ 522 (600-1¾)				
LNAV MDA	420-1 414 (500-1)		420-1¼ 414 (500-1¼)		420-1½ 414 (500-1½)
CIRCLING	540-1¾ 534 (600-1¾)			560-2 554 (600-2)	620-2¼ 614 (700-2¼)

REIL Rwys 17, 31 and 35
MIRL Rwy 17-35
HIRL Rwy 13-31

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WAAS	APP CRS	Rwy Idg	6000
CH 40101	314°	TDZE	5
W31A		Apt Elev	6

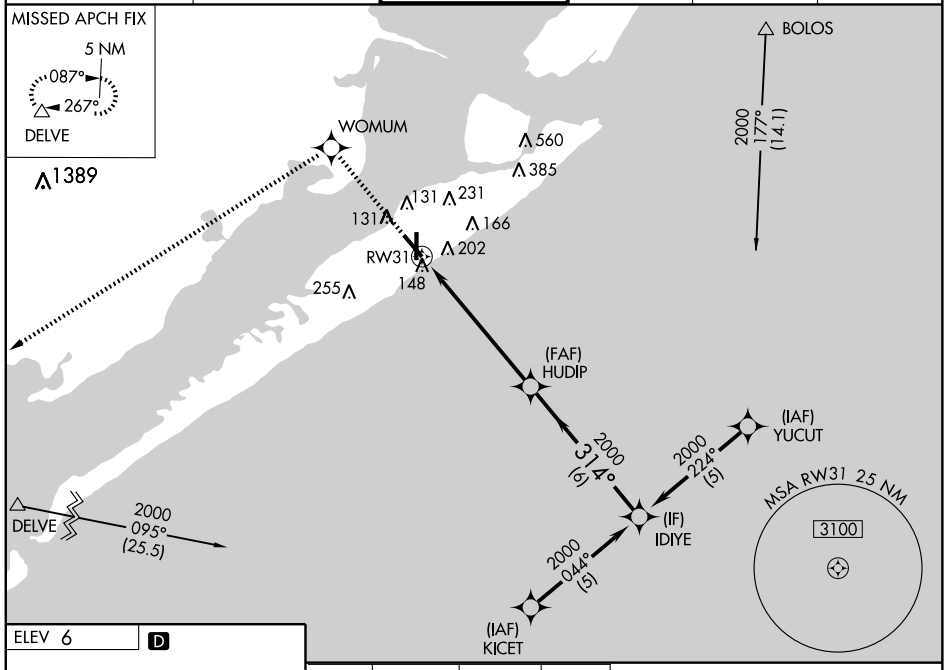
RNAV (GPS) RWY 31

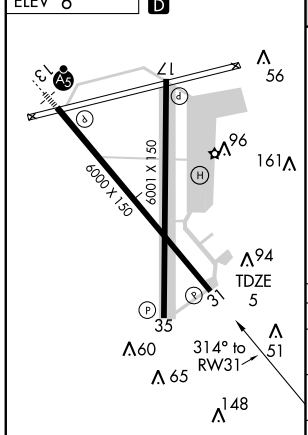
GALVESTON/ SCHOLES INTL AT GALVESTON (GLS)

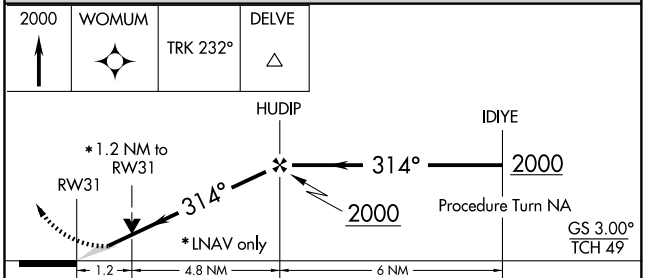
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). If local altimeter setting not received, procedure NA. Circling NA east of Rwy 17 and northeast of Rwy 31. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2000 direct WOMUM and via 232° track to DELVE and hold.

ASOS	HOUSTON APP CON	SCHOLES TOWER★	GND CON	CLNC DEL	UNICOM
119.275	134.45 284.0	120.575 (CTAF) L	118.625	135.35 (When tower closed)	123.05







CATEGORY	A	B	C	D
LPV DA	298-1 293 (300-1)			
LNAV/ VNAV DA	448-1½ 443 (500-1½)			
LNAV MDA	440-1 435 (500-1)		440-1¼ 435 (500-1¼)	440-1½ 435 (500-1½)
CIRCLING	500-1½ 494 (500-1½)			560-2 554 (600-2)

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APP CRS	Rwy Idg	6001
355°	TDZE	5
	Apt Elev	6

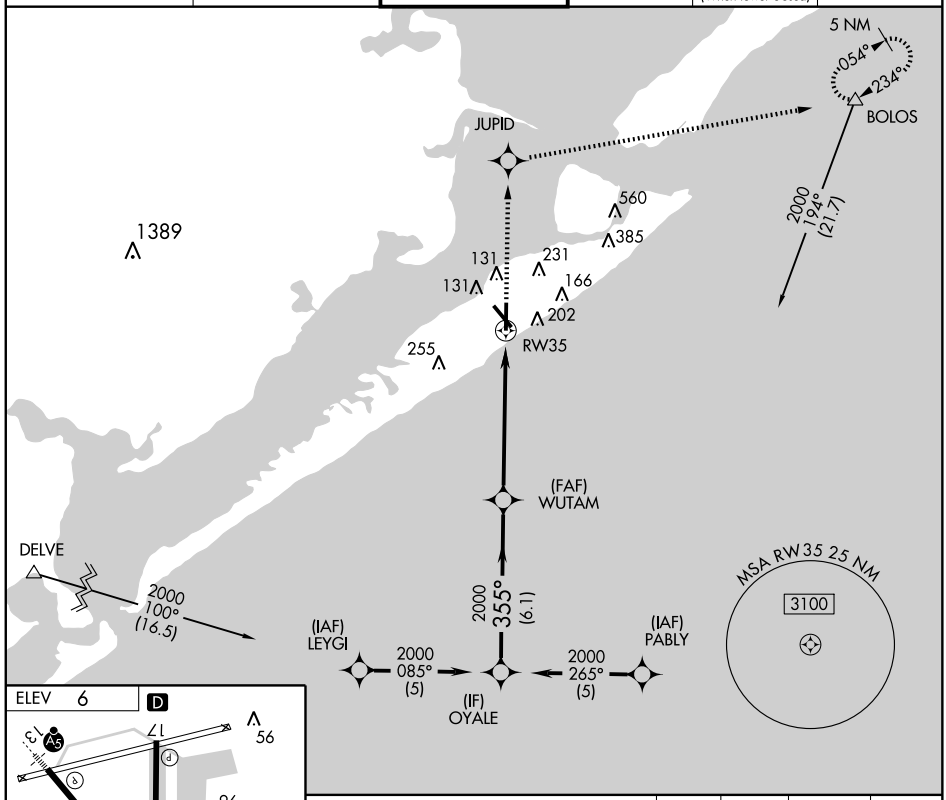
RNAV (GPS) RWY 35

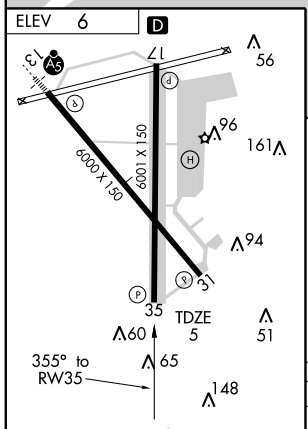
GALVESTON/ SCHOLES INTL AT GALVESTON (GLS)

DME/DME RNP-0.3 NA. Circling NA east of Rwy 17 and northeast of Rwy 31. Visibility reduction by helicopters NA. If local altimeter setting not received, procedure NA.

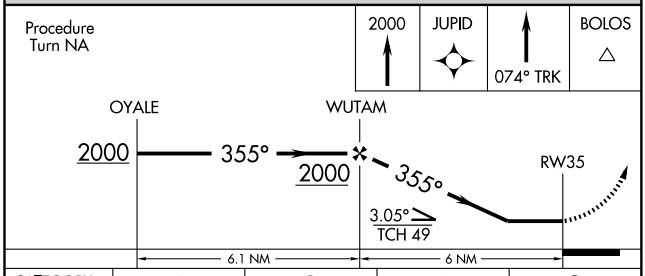
MISSED APPROACH: Climb to 2000 direct JUPID and via 074° track to BOLOS and hold.

ASOS	HOUSTON APP CON	SCHOLES TOWER★	GND CON	CLNC DEL	UNICOM
119.275	134.45 284.0	120.575 (CTAF) L	118.625	135.35 (When tower closed)	123.05



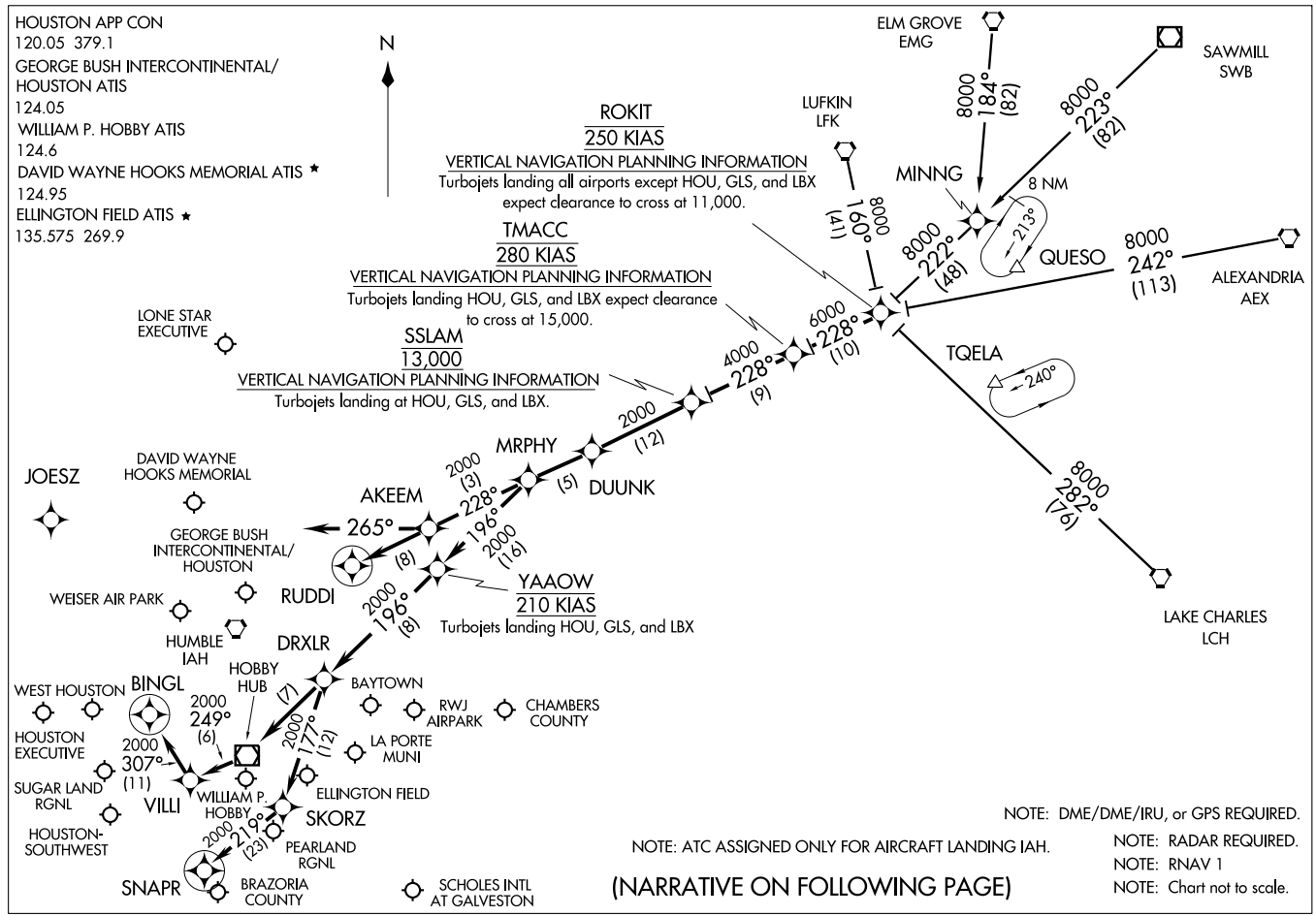


REIL Rwys 17, 31 and 35
MIRL Rwy 17-35
HIRL Rwy 13-31



CATEGORY	A	B	C	D
LNAV MDA	460-1	455 (500-1)	460-1¼ 455 (500-1¼)	460-1½ 455 (500-1½)
CIRCLING	500-1	494 (500-1)	500-1½ 494 (500-1½)	560-2 554 (600-2)

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(ROKIT.ROKIT1) 09127

ROKIT ONE ARRIVAL (RNAV)

ST-5461(FAA)

HOUSTON, TEXAS

ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.ROKIT1): For non-GPS equiped aircraft: LCH, AEX, LFK, and DAS must be operational.
ELM GROVE TRANSITION (EMG.ROKIT1): For non-GPS equiped aircraft: LFK, EMG, LCH, and DAS must be operational.
LAKE CHARLES TRANSITION (LCH.ROKIT1): For non-GPS equiped aircraft: BPT, LCH, DAS, and IAH must be operational.
LUFKIN TRANSITION (LFK.ROKIT1): For non-GPS equiped aircraft: IAH and DAS must be operational.
SAWMILL TRANSITION (SWB.ROKIT1): For non-GPS equiped aircraft: LFK and DAS must be operational.

From ROKIT via 228° track to TMACC, thence as depicted to MRPHY. Thence . . . .

FOR DAVID WAYNE HOOKS MEMORIAL (DWH) AND LONE STAR EXECUTIVE (CXO):
. . . . From MRPHY via 228° track to AKEEM, thence as depicted to RUDDI. Expect vectors to final approach course prior to RUDDI.

FOR WILLIAM P. HOBBY (HOU):
RUNWAY 4 . . . . From MRPHY via 196° track to YAAOW, thence as depicted to SNAPR. Expect vectors to final approach course prior to SNAPR, if not received by SNAPR fly present heading.

RUNWAY 12R . . . . From MRPHY via 196° track to YAAOW, thence as depicted to BINGL. Expect vectors to final approach course prior to BINGL, if not received by BINGL fly present heading.

ALL OTHER RUNWAYS . . . . From MRPHY via 196° track to YAAOW, thence as depicted to DRXLR. Expect vectors to final approach course prior to DRXLR.

FOR GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):
RUNWAYS 8 L/R and 9 . . . . From MRPHY via 228° track to AKEEM, then via 265° heading. Expect radar vectors.

ALL OTHER RUNWAYS . . . . From MRPHY via 228° track to AKEEM, thence as depicted to RUDDI. Expect vectors to final appraoch course prior to RUDDI.

FOR OTHER SATELLITE AIRPORTS:
. . . . From MRPHY via 196° track to YAAOW, thence as depicted to DRXLR. Expect vectors to final approach course prior to DRXLR.

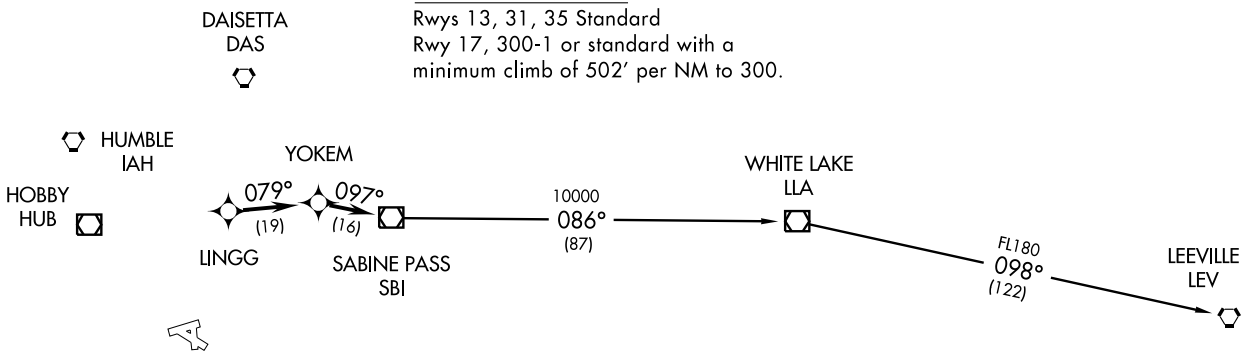
SC-5, 08 APR 2010 to 06 MAY 2010

NOTE: Chart not to scale.

Note: RADAR Required.
Note: RNAV 1.
Note: DME/DME/IRU or GPS Required.
Note: For non-GPS equipped aircraft, BPT and LCH must be operational.

ASOS 119.275
CLNC DEL
135.35 (when tower closed)
GND CON 118.625
SCHOLES TOWER ★
120.575 (CTAF)
HOUSTON DEP CON
134.45 284.0

TAKE-OFF MINIMUMS:
Rwys 13, 31, 35 Standard
Rwy 17, 300-1 or standard with a minimum climb of 502′ per NM to 300.



DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to LINGG, maintain 4000, then via depicted route to SBI VOR/DME, thence. . . .

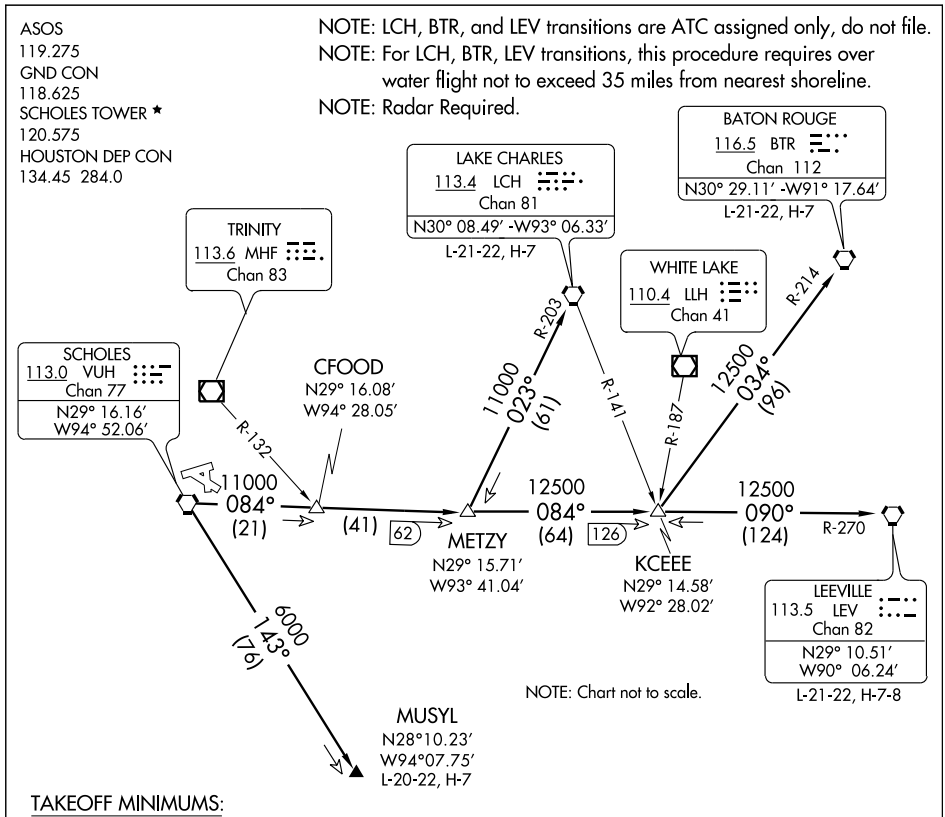
. . . .via (transition). Expect clearance to filed altitude/flight level 10 minutes after departure.

LEEVILLE TRANSITION: (SBI1.LEV)
WHITE LAKE TRANSITION: (SBI1.LLA)

TAKE-OFF OBSTACLES:
Rwy 13, bush 381′ from DER, 533′ left of centerline, 15′ AGL/20′ MSL. Fence 201′ from DER, 490′ left of centerline, 6′ AGL/11′ MSL. Tree 343′ from DER, 468′ right of centerline, 12′ AGL/17 MSL.
Rwy 17, building 3057′ from DER, 339′ left of centerline, 123′ AGL/130′ MSL. Multiple poles beginning 2034′ from DER, 87′ right of centerline, up to 60′ AGL/70′ MSL. Multiple transmission towers beginning 636′ from DER, 551′ right of centerline, up to 55′ AGL/60′ MSL. Tree 460′ from DER, 316′ right of centerline, 22′ AGL/29′ MSL.
Rwy 31, Multiple cranes beginning 4341′ from DER, 1017′ left of centerline, up to 131′ AGL/131′ MSL.
Rwy 35, Tree 730′ from DER, 501′ right of centerline, 27′ AGL/32′ MSL.

SABINE PASS ONE DEPARTURE (RNAV) (SBI1.SBI)

09071
SL-164 (FAA)
GALVESTON/SCHOLES INTL AT GALVESTON (GLS)
GALVESTON, TEXAS



TAKEOFF MINIMUMS:
Rwy 13, 31, 35, standard.
Rwy 17, 300-1 or standard with a minimum climb of 502′ per NM to 300′.

(TAKE-OFF NOTES ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to VUH VORTAC, maintain 4000′, expect filed altitude 10 minutes after departure.

BATON ROUGE TRANSITION (VUH3.BTR): From over VUH VORTAC via VUH R-084 to KCEEE INT, then via BTR R-214 to BTR VORTAC.

LAKE CHARLES TRANSITION (VUH3.LCH): From over VUH VORTAC via VUH R-084 to METZY INT, then via LCH R-203 to LCH VORTAC.

LEEVILLE TRANSITION (VUH3.LEV): From over VUH VORTAC via VUH R-084 to KCEEE INT, then via LEV R-270 to LEV VORTAC.

MUSYL TRANSITION (VUH3.MUSYL): From over VUH VORTAC via VUH R-143 to MUSYL.

SC-5, 08 APR 2010 to 06 MAY 2010

TAKE-OFF OBSTACLES:

Rwy 13, Bush 381' from DER, 533' left of centerline, 15' AGL/20' MSL. Fence 201' from DER, 490' left of centerline, 6' AGL/11' MSL. Tree 343' from DER, 468' right of centerline, 12' AGL/17' MSL.

Rwy 17, Bldg 3057' from DER, 339' left of centerline, 123' AGL/130' MSL. Multiple poles beginning 2034' from DER, 87' right of centerline, up to 60' AGL/70' MSL. Multiple transmission towers beginning 636' from DER, 551' right of centerline, up to 55' AGL/60 MSL. Tree 460' from DER, 316' right of centerline, 22' AGL/29' MSL.

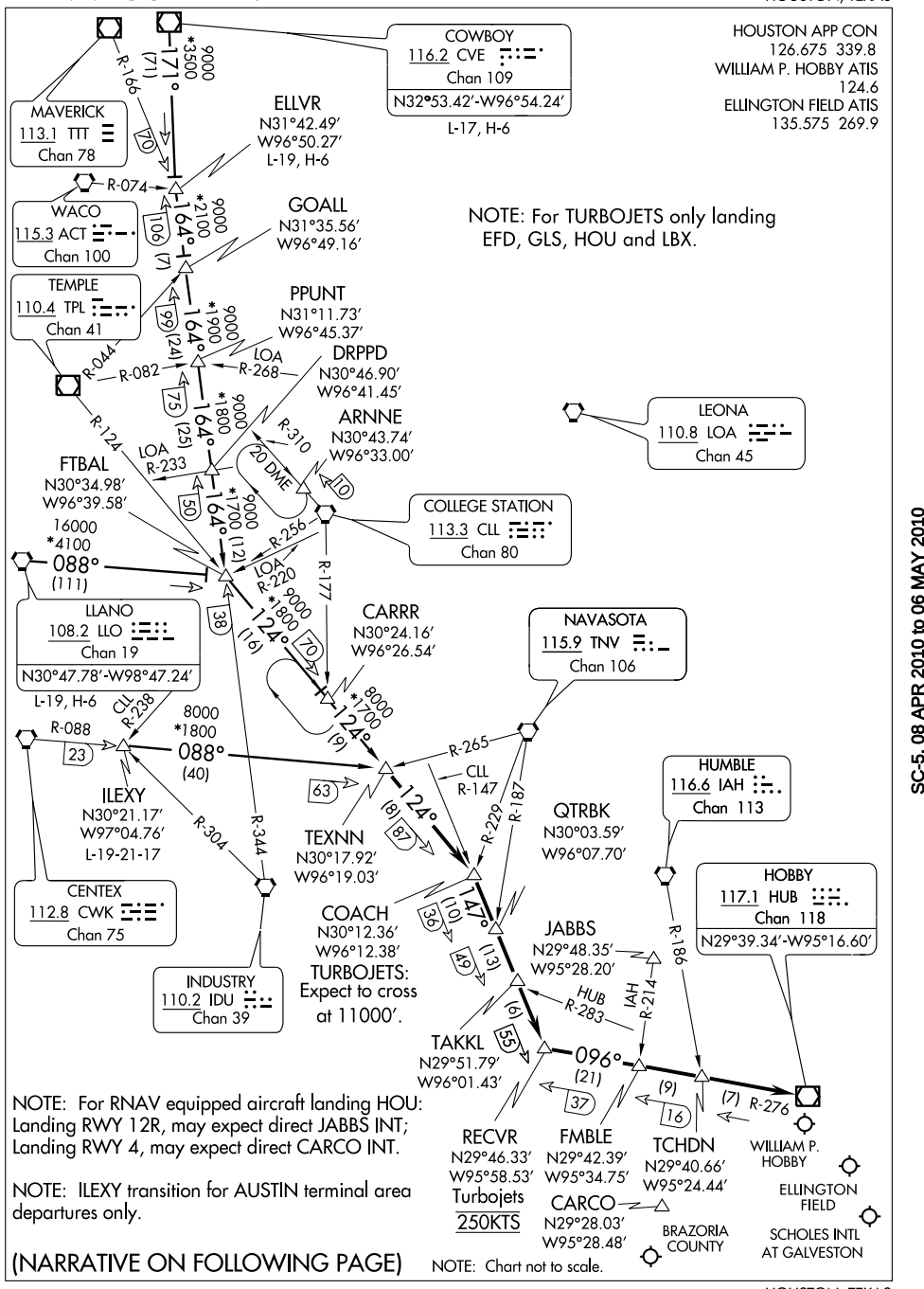
Rwy 31, Multiple cranes beginning 4341' from DER, 1017' left of centerline, up to 131' AGL/131' MSL.

Rwy 35, Tree 730' from DER, 501' right of centerline, 27' AGL/32' MSL.

(TEXNN.TEXNN4) 10098 ST-198 (FAA)

TEXNN FOUR ARRIVAL

WILLIAM P. HOBBY
HOUSTON, TEXAS



SC-5, 08 APR 2010 to 06 MAY 2010

TEXNN FOUR ARRIVAL (TEXNN.TEXNN4)

ARRIVAL DESCRIPTION

COWBOY TRANSITION (CVE.TEXNN4): From over CVE VOR/DME via CVE R-171 to ELLVR INT, then via IDU R-344 to FTBAL INT, then via TPL R-124 to TEXNN INT. Thence . . . .

ELLVR TRANSITION (ELLVR.TEXNN4): From over ELLVR INT via IDU R-344 to FTBAL INT, then via TPL R-124 to TEXNN INT. Thence . . . .

ILEXY TRANSITION (ILEXY.TEXNN4): From over ILEXY INT via CWK R-088 to TEXNN INT. Thence . . . .

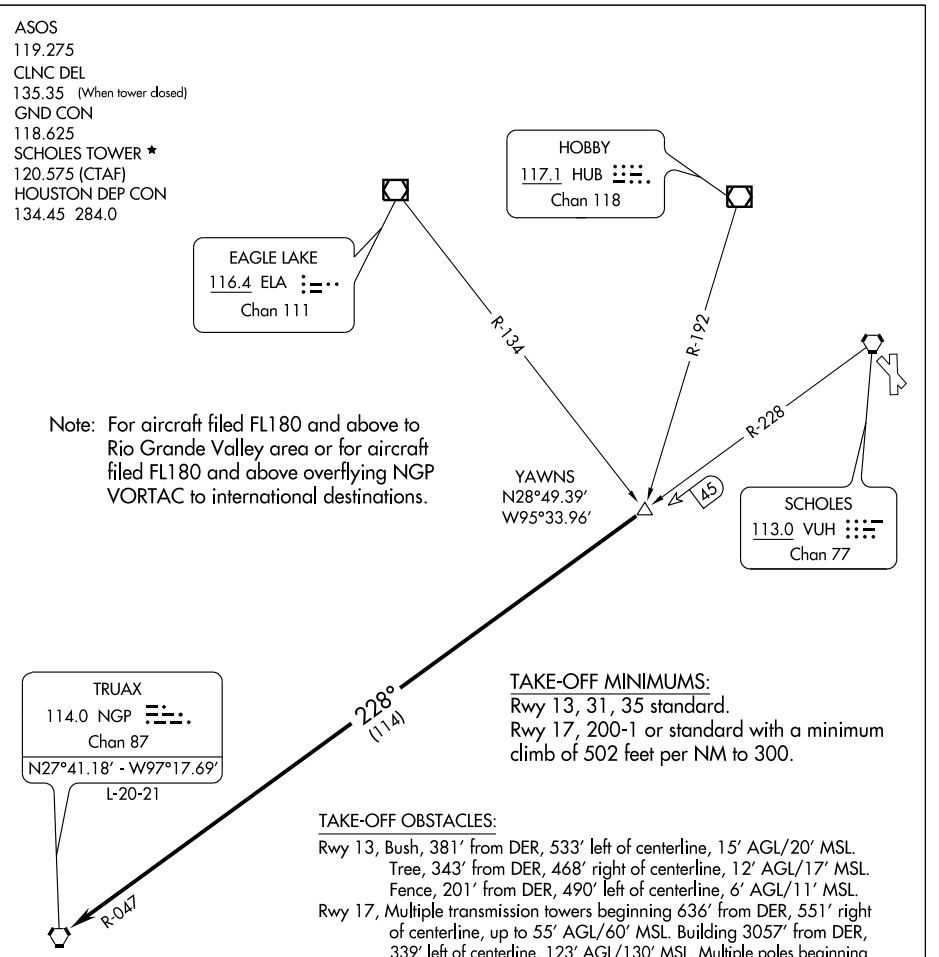
LLANO TRANSITION (LLO.TEXNN4): From over LLO VORTAC via LLO R-088 to FTBAL INT, then via TPL R-124 to CARRR INT, then to TEXNN INT. Thence . . . .

. . . . From over TEXNN INT via TPL R-124 to COACH INT/87 DME, then via CLL R-147 to RECVR INT/55 DME, then via HUB R-276 to TCHDN INT, then via HUB R-276 to HUB VOR. Expect vectors to final approach course at or prior to TCHDN INT.

. . . . LANDING RWY 22: Expect vectors to final approach course at or prior to HUB VOR.

SC-5, 08 APR 2010 to 06 MAY 2010

TRUAX TWO DEPARTURE



TAKE-OFF MINIMUMS:
Rwy 13, 31, 35 standard.
Rwy 17, 200-1 or standard with a minimum climb of 502 feet per NM to 300.

TAKE-OFF OBSTACLES:
Rwy 13, Bush, 381' from DER, 533' left of centerline, 15' AGL/20' MSL.
Tree, 343' from DER, 468' right of centerline, 12' AGL/17' MSL.
Fence, 201' from DER, 490' left of centerline, 6' AGL/11' MSL.
Rwy 17, Multiple transmission towers beginning 636' from DER, 551' right of centerline, up to 55' AGL/60' MSL. Building 3057' from DER, 339' left of centerline, 123' AGL/130' MSL. Multiple poles beginning 2034' from DER, 87' right of centerline, up to 60' AGL/70' MSL.
Tree, 460' feet from DER, 316' right of centerline, 22' AGL/29' MSL.
Rwy 31, Multiple cranes beginning 4341' from DER, 1017' left of centerline, up to 131' AGL/131' MSL.
Rwy 35, Tree, 730' from DER, 501' right of centerline, 27' AGL/32' MSL.

NOTE: Chart not to scale.

NOTE: Radar Required.

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to YAWNS INT, maintain 4000', expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via VUH R-228 and NGP R-047 to NGP VORTAC.

SC-5, 08 APR 2010 to 06 MAY 2010

VORTAC VUH	APP CRS	Rwy Idg	6000
113.0	143°	TDZE	5
Chan 77		Apt Elev	6

VOR RWY 13

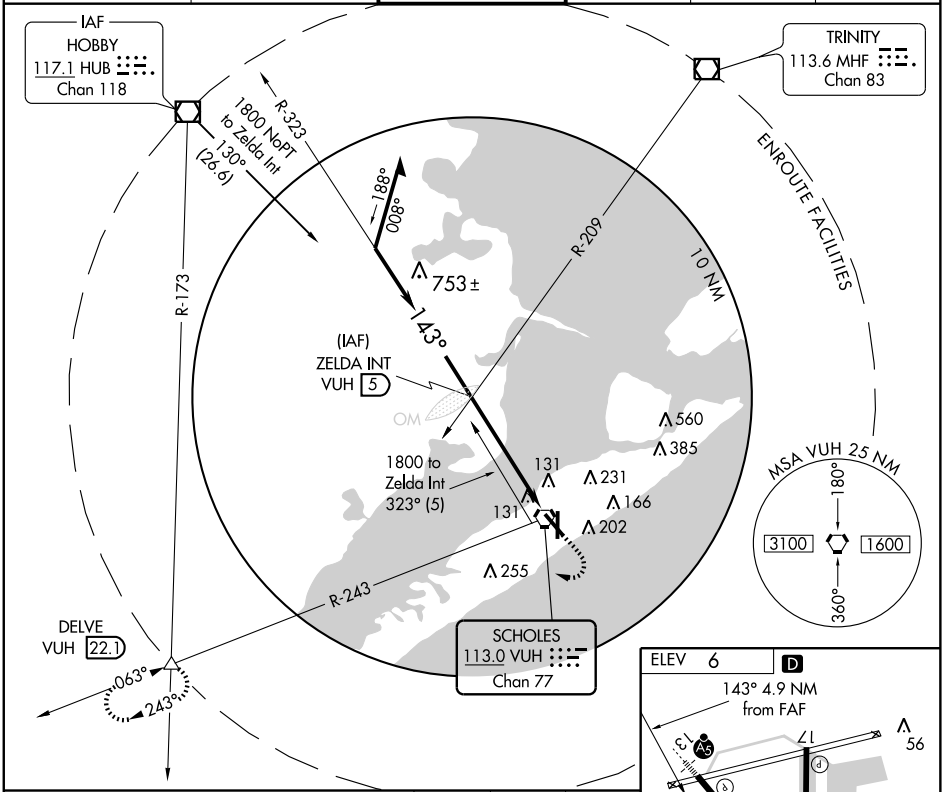
GALVESTON/ SCHOLES INTL AT GALVESTON (GLS)

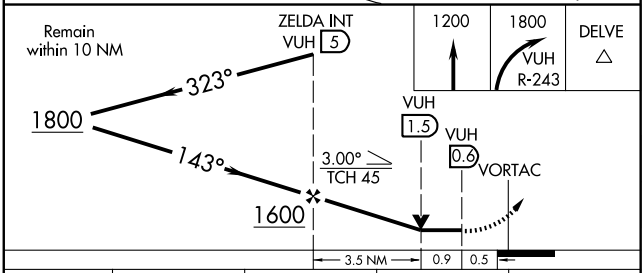
Circling not authorized east of Rwy 13-31.

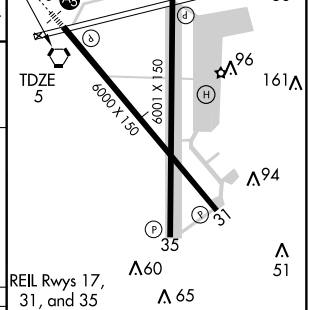
MALSR

MISSED APPROACH: Climb to 1200 then climbing right turn to 1800 via VUH R-243 to DELVE Int and hold.

ASOS	HOUSTON APP CON	SCHOLES TOWER★	GND CON	CLNC DEL	UNICOM
119.275	134.45 284.0	120.575 (CTAF) L	118.625	135.35 (When tower closed)	123.05







CATEGORY	A	B	C	D
S-13	480-½ 475 (500-½)		480-¾ 475 (500-¾)	480-1 475 (500-1)
CIRCLING	500-1 494 (500-1)		500-1½ 494 (500-1½)	560-2 554 (600-2)

FAF to MAP 4.4 NM

Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

SC-5, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	3800
130°	TDZE	129
	Apt Elev	129

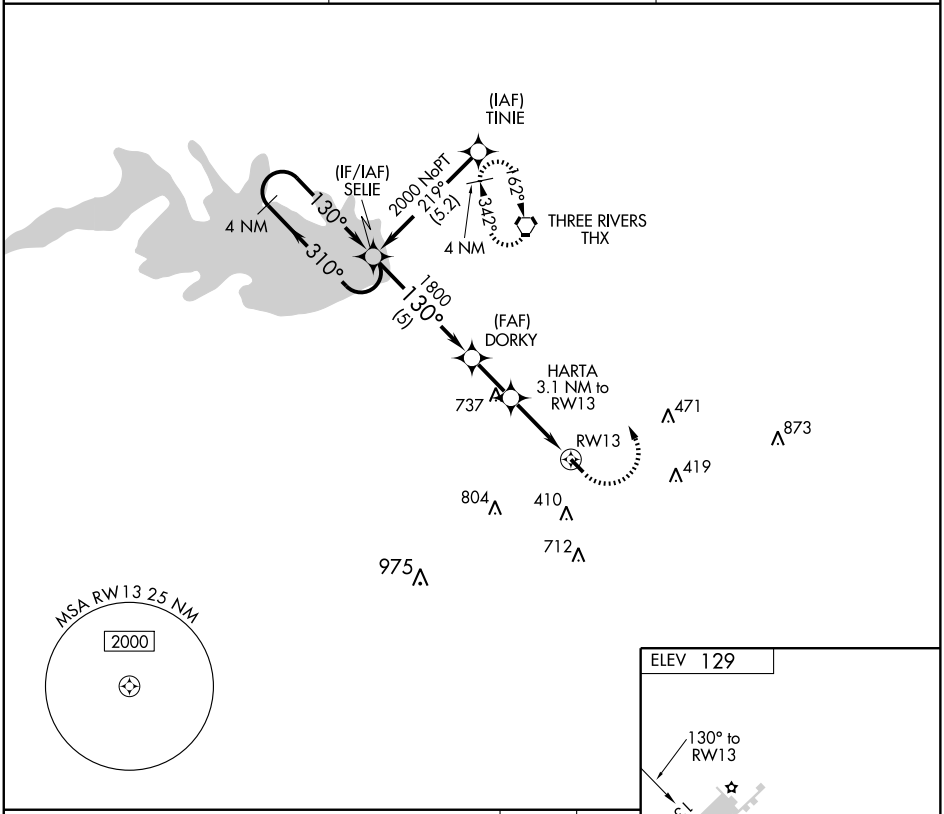
RNAV (GPS) RWY 13

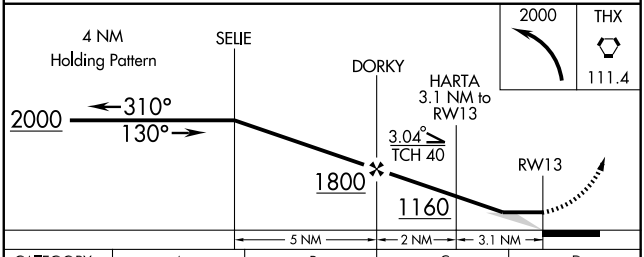
GEORGE WEST/LIVE OAK COUNTY (8T6)

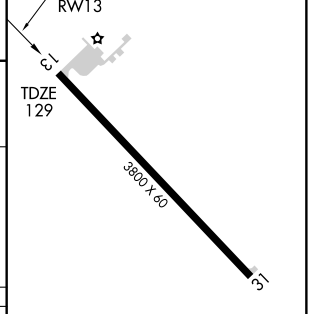
Use Alice Intl altimeter setting. GPS or RNP-0.3 required.
NA DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing left turn to 2000 direct THX VORTAC and hold.

HOUSTON CENTER	CTAF	
134.6 322.5	122.9	122.7







CATEGORY	A	B	C	D
LNAV MDA	700-1	571 (600-1)	700-1½ 571 (600-1½)	NA
CIRCLING	760-1	631 (700-1)	760-1¾ 631 (700-1¾)	NA

MIRL Rwy 13-31

SC-3, 08 APR 2010 to 06 MAY 2010

VORTAC THX	APP CRS	Rwy Idg	N/A
111.4 Chan 51	160°	TDZE	N/A
		Apt Elev	129

VOR/DME-A

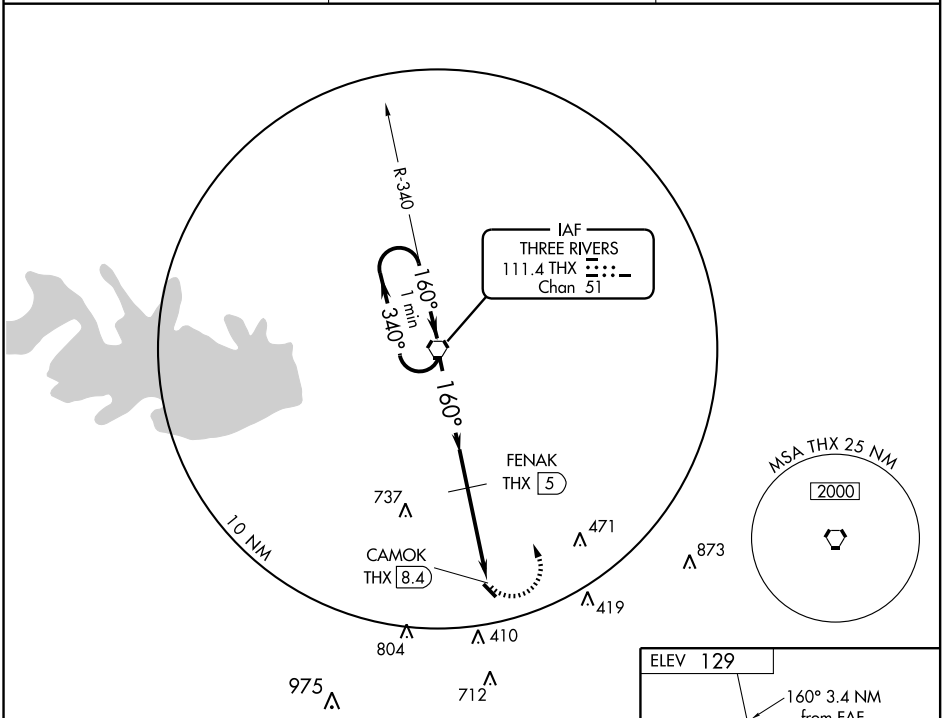
GEORGE WEST/LIVE OAK COUNTY (8T6)

NA

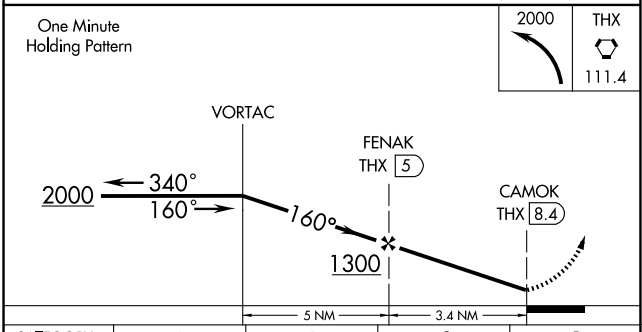
Use Alice Intl altimeter setting.

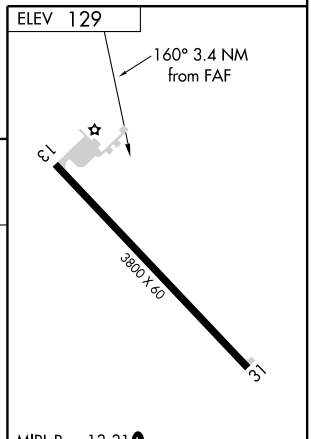
MISSED APPROACH: Climbing left turn to 2000 direct THX VORTAC and hold.

HOUSTON CENTER	CTAF	
134.6 322.5	122.9	122.7 L



NoPT for arrivals on THX airway radials 319 clockwise 337.





MIRL Rwy 13-31 L

CATEGORY	A	B	C	D
CIRCLING	760-1 631 (700-1)		760-1¾ 631 (700-1¾)	NA

FAF to MAP 3.4 NM

Knots	60	90	120	150	180
Min:Sec	3:24	2:16	1:42	1:22	1:08

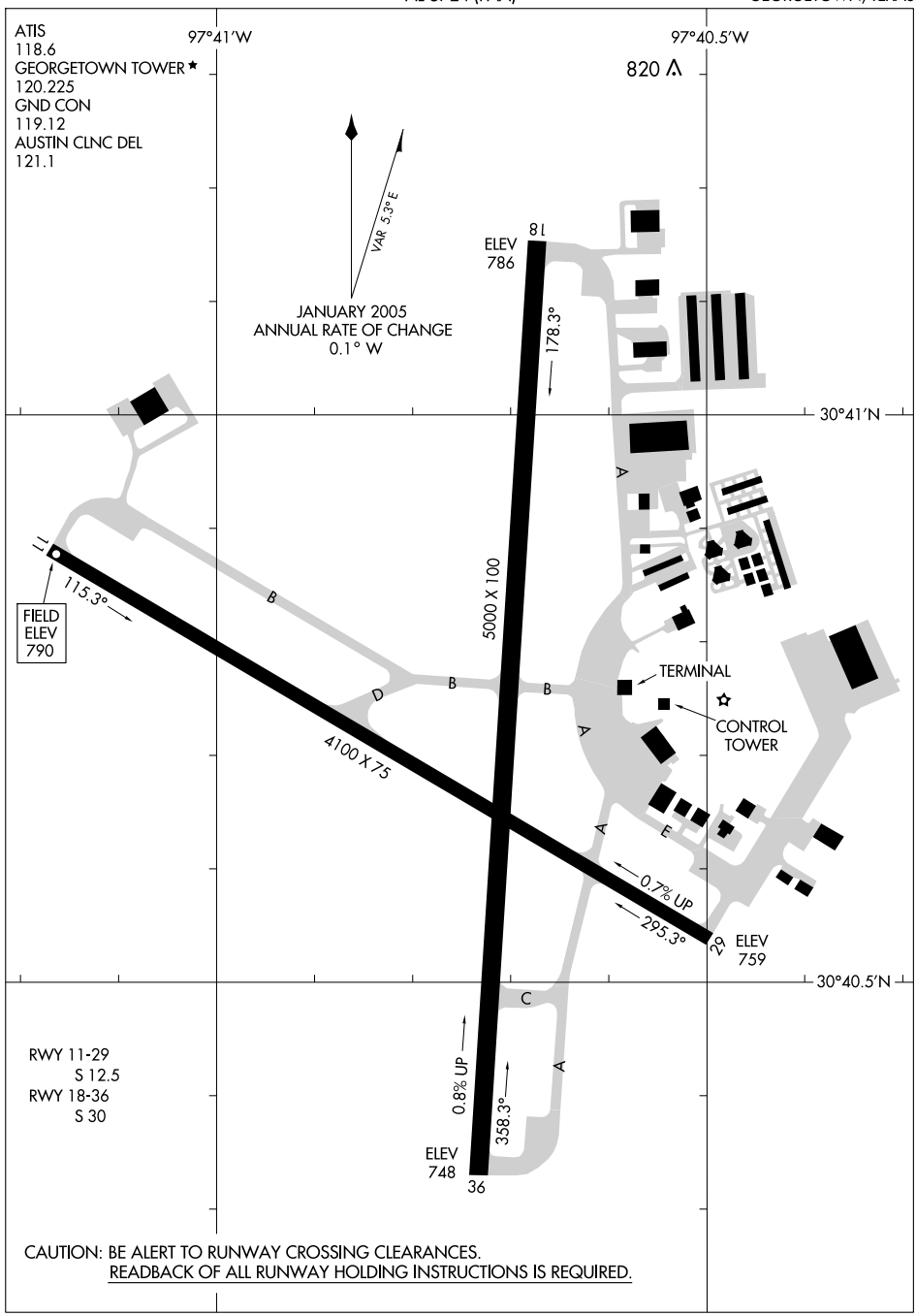
SC-3. 08 APR 2010 to 06 MAY 2010

08137

AIRPORT DIAGRAM

AL-5724 (FAA)

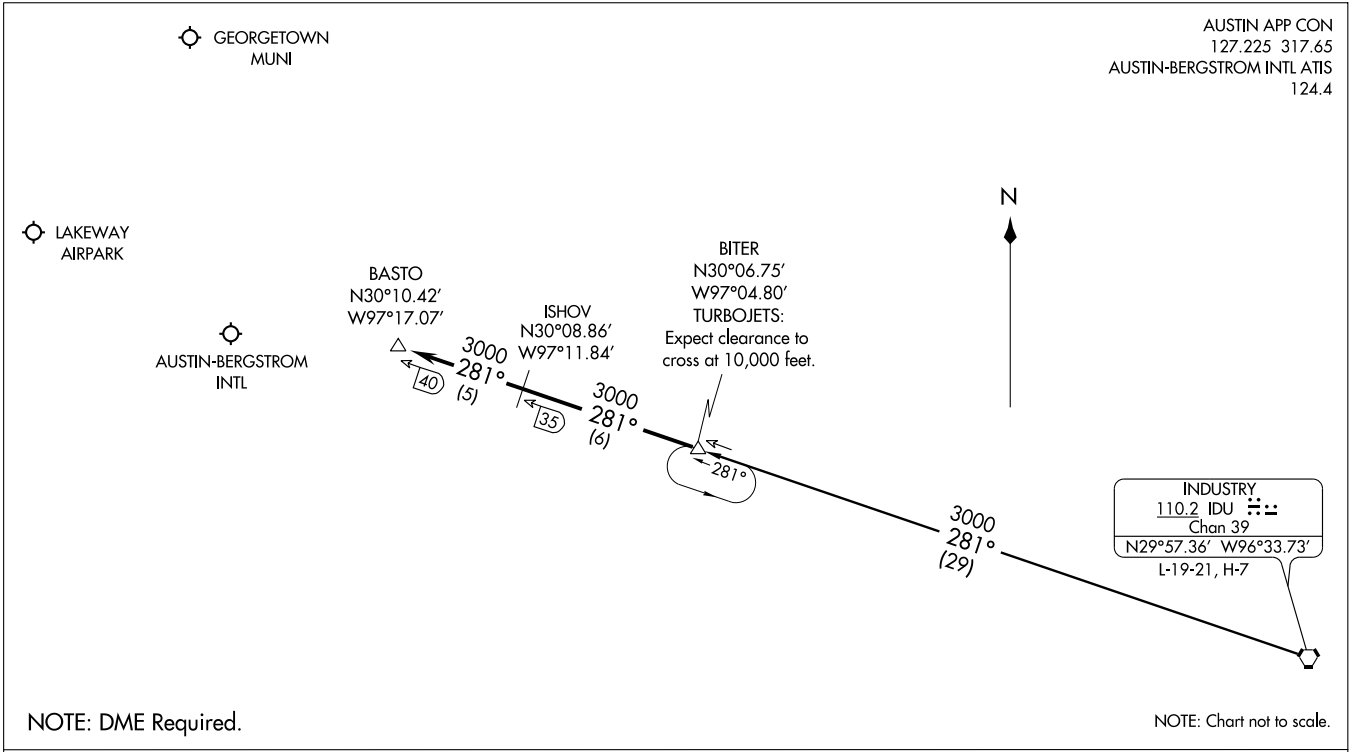
GEORGETOWN MUNI (GTU)
GEORGETOWN, TEXAS



CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

SC-3, 08 APR 2010 to 06 MAY 2010

BITER FOUR ARRIVAL (BITER.BITER4)

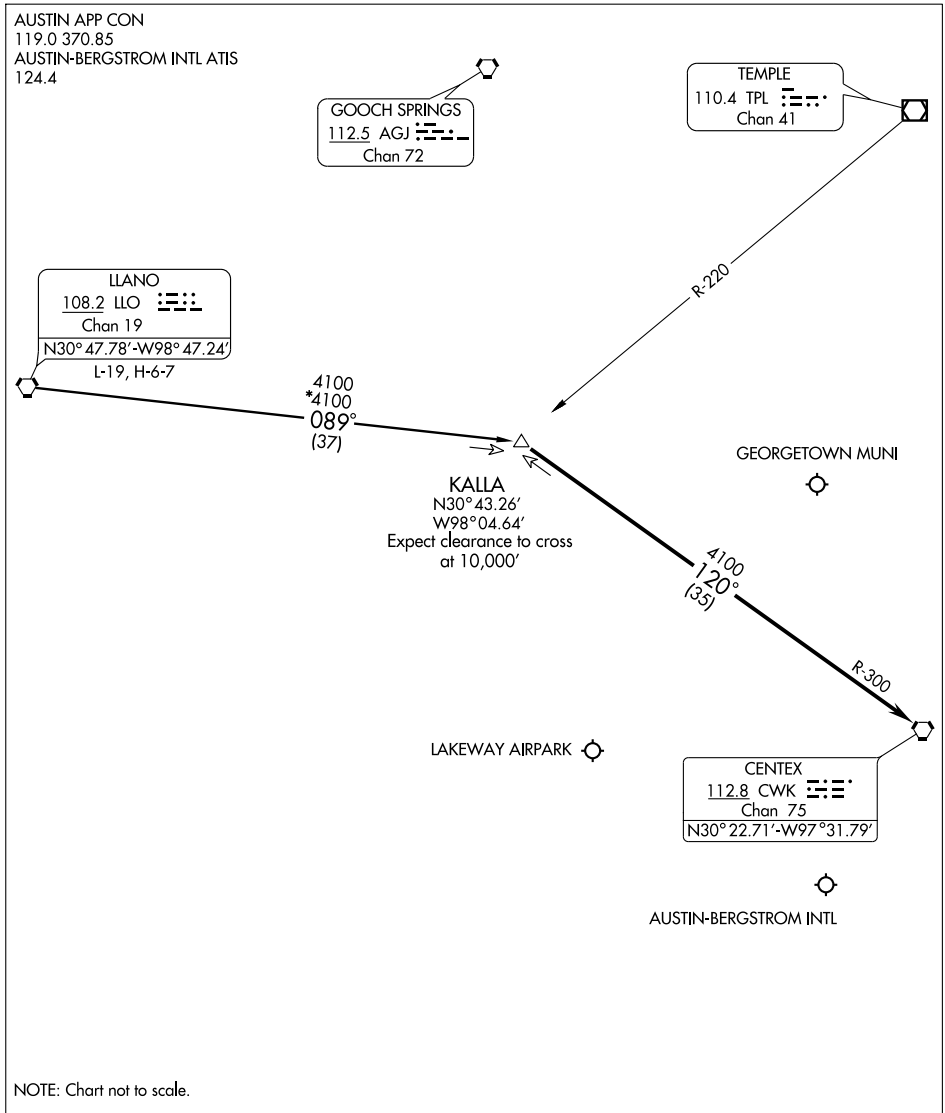


INDUSTRY TRANSITION (IDU.BITER4): From over IDU VORTAC via IDU R-281 to BITER INT. Thence . . . .

. . . . From over BITER INT via IDU R-281 to BASTO INT (MEA 3000). Expect radar vectors to final approach.

KALLA TWO ARRIVAL (KALLA.KALLA2)

AUSTIN, TEXAS



NOTE: Chart not to scale.

LLANO TRANSITION (LLO.KALLA2): From over LLO VORTAC via LLO R-089 to KALLA INT. Thence . . . .

. . . . From over KALLA INT via CWK R-300 to CWK VORTAC. Expect radar vectors to final approach.

SC-3, 08 APR 2010 to 06 MAY 2010

NDB GUO	APP CRS	Rwy Idg	5000
332	187°	TDZE	786
		Apt Elev	790

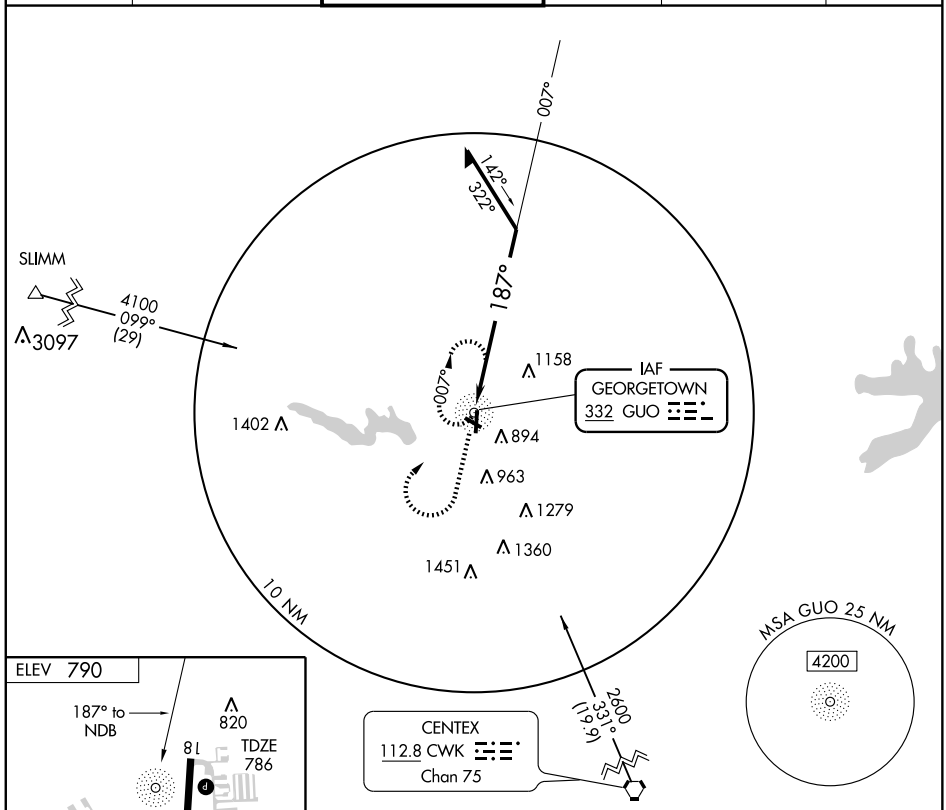
NDB RWY 18

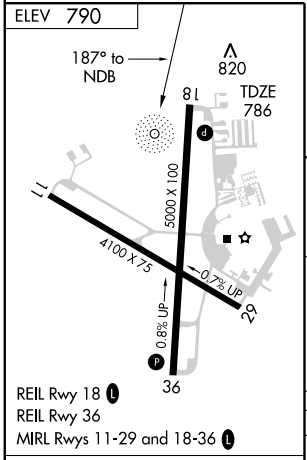
GEORGETOWN MUNI (GTU)

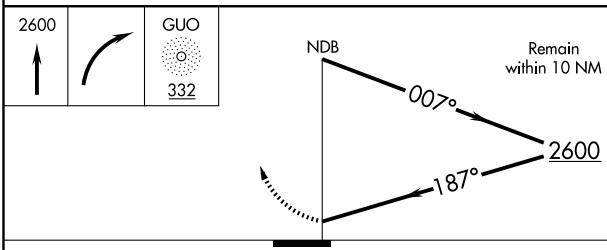
NA

MISSED APPROACH: Climb to 2600 then right turn direct GUO NDB and hold.

ATIS	AUSTIN APP CON	GEORGETOWN TOWER ★	GND CON	AUSTIN CLNC DEL	UNICOM
118.6	119.0 370.85	120.225 (CTAF) L	119.12	121.1	123.0







Knots	60	90	120	150	180
Min:Sec					

CATEGORY	A	B	C	D
S-18	1480-1	694 (700-1)	1480-2 694 (700-2)	NA
CIRCLING	1480-1	690 (700-1)	1480-2 690 (700-2)	NA

SC-3. 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	TDZE	Apt Elev
115°	4100	790	790

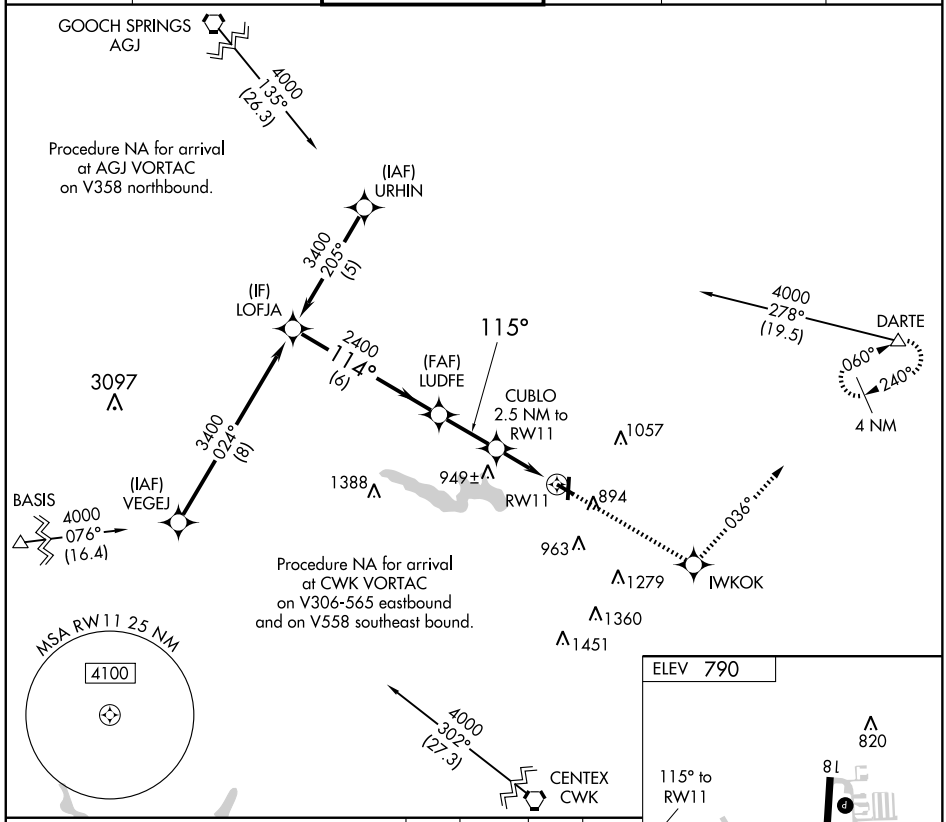
RNAV (GPS) RWY 11

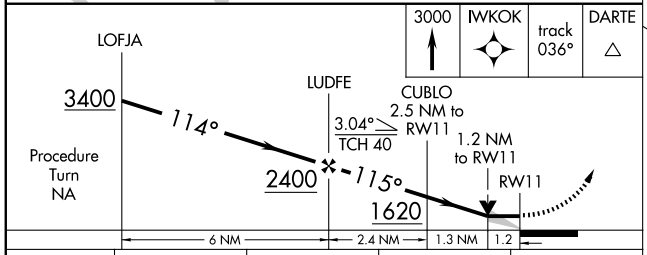
GEORGETOWN MUNI (GTU)

DME/DME RNP-0.3 NA. When local altimeter setting not received, use Skylark Field altimeter setting and increase all MDA 80 feet. VDP NA when using Skylark Field altimeter setting.

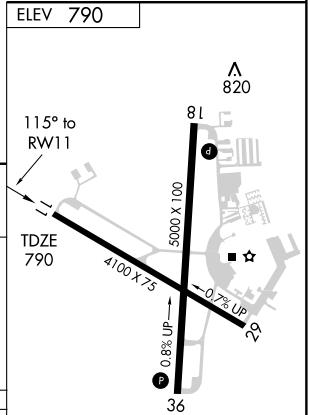
MISSED APPROACH: Climb to 3000 direct IWKOK and via track 036° to DARTE and hold.

ATIS	AUSTIN APP CON	GEORGETOWN TOWER ★	GND CON	AUSTIN CLNC DEL	UNICOM
118.6	119.0 370.85	120.225 (CTAF) L	119.12	121.1	123.0





CATEGORY	A	B	C	D
LNAV MDA	1200-1	410 (500-1)	1200-1¼ 410 (500-1¼)	NA
CIRCLING	1260-1	470 (500-1)	1260-1½ 470 (500-1½)	NA



REIL Rwy 18 L
REIL Rwy 36
MIRL Rwys 11-29 and 18-36 L

SC-3, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	5000
178°	TDZE	786
	Apt Elev	790

RNAV (GPS) RWY 18

GEORGETOWN MUNI (GTU)

DME/DME RNP-0.3 NA. When local altimeter setting not received, use Skylark Field altimeter setting and increase all MDA 80 feet. VDP NA when using Skylark Field altimeter setting.

MISSED APPROACH: Climbing left turn to 3500 direct DARTE and hold.

ATIS	AUSTIN APP CON	GEORGETOWN TOWER ★	GND CON	AUSTIN CLNC DEL	UNICOM
118.6	119.0 370.85	120.225 (CTAF) L	119.12	121.1	123.0

GOOCH SPRINGS AGJ
3000
128°
(27.1)

CONRA
3000
220°
(11.9)

(IAF) DAGHU
3000
088°
(5)

(IF) SILIW

3000
268°
(5)
(IAF) AXWUB

3100
075°
(24)
SLIMM

2400
178°
(6)

3000
308°
(8.3)
DARTE

060°
240°
4 NM

(FAF) FIHNU

FORNA
2 NM to
RW18

849±
RW18

Procedure NA for arrival at SLIMM on V558 northwest bound.

3097
1057
1388
894
963
1279
1360
1451

MSA RW18 25 NM
4100

ELEV 790
178° to RW18
820
TDZE 786
RW18
5000 X 100
4100 X 75
0.7% UP
0.8% UP
11
29
36

REIL Rwy 18 L
REIL Rwy 36
MIRL Rwys 11-29 and 18-36 L

3500
DARTE
FIHNU
SILIW
FORNA
2 NM to
RW18
3.05°
TCH 35
178°
3000
1.2 NM
to RW18
RW18
2400
Procedure
Turn
NA
1460
1.2
0.8
2.9 NM
6 NM

CATEGORY	A	B	C	D
LNAV MDA	1200-1 414 (500-1)		1200-1¼ 414 (500-1¼)	NA
CIRCLING	1260-1 470 (500-1)		1260-1½ 470 (500-1½)	NA

SC-3, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	4100
295°	TDZE	777
	Apt Elev	790

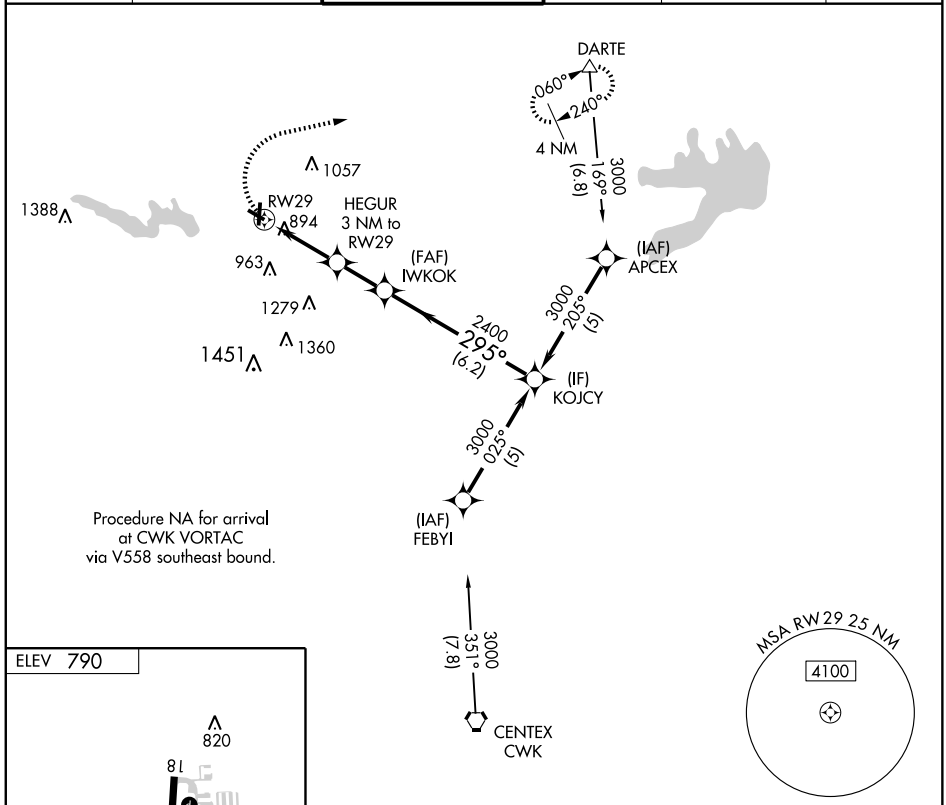
RNAV (GPS) RWY 29

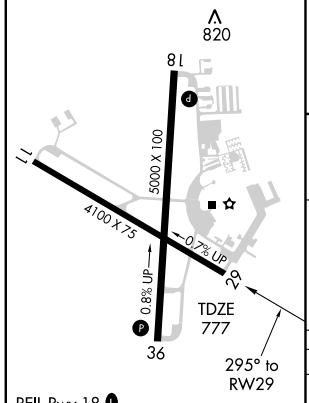
GEORGETOWN MUNI (GTU)

DME/DME RNP-0.3 NA. When local altimeter setting not received, use Skylark Field altimeter setting and increase all MDA 80 feet. VDP NA when using Skylark Field altimeter setting.

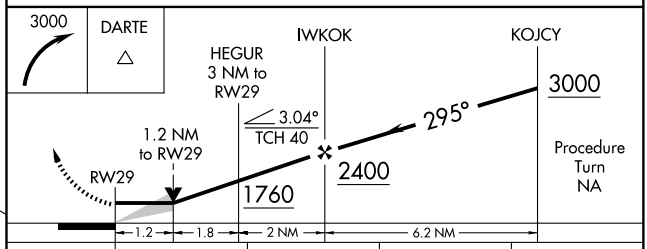
MISSED APPROACH: Climbing right turn to 3000 direct DARTE and hold.

ATIS	AUSTIN APP CON	GEORGETOWN TOWER ★	GND CON	AUSTIN CLNC DEL	UNICOM
118.6	119.0 370.85	120.225 (CTAF) L	119.12	121.1	123.0





REIL Rwy 18 L
REIL Rwy 36
MIRL Rwys 11-29 and 18-36 L



CATEGORY	A	B	C	D
LNAV MDA	1180-1 403 (400-1)		1180-1¼ 403 (400-1¼)	NA
CIRCLING	1260-1 470 (500-1)		1260-1½ 470 (500-1½)	NA

SC-3, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	5000
358°	TDZE	765
	Apt Elev	790

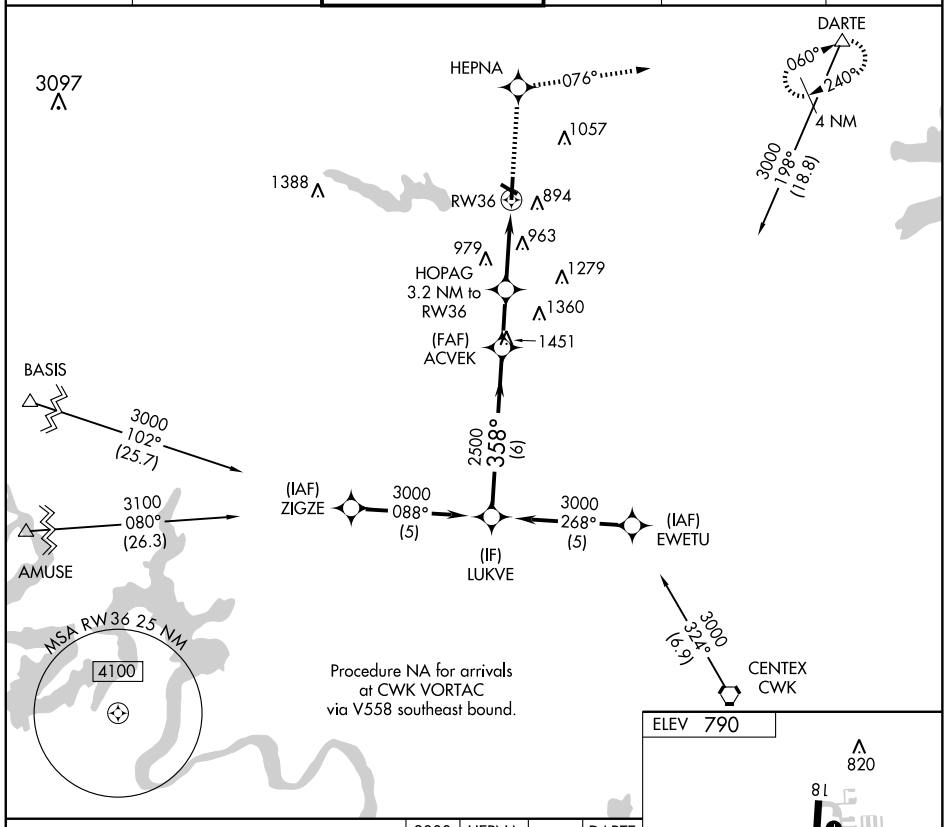
RNAV (GPS) RWY 36

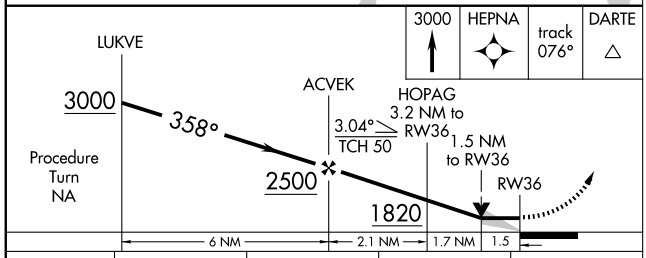
GEORGETOWN MUNI (GTU)

DME/DME RNP-0.3 NA. When local altimeter setting not received, use Skylark Field altimeter setting and increase all MDA 80 feet. VDP NA when using Skylark Field altimeter setting.

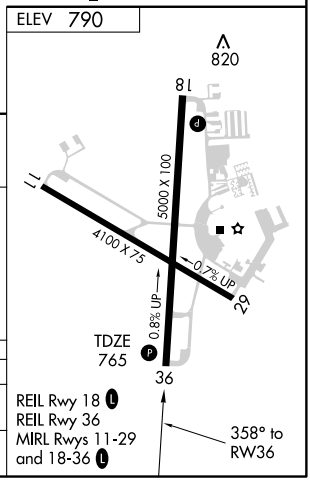
MISSED APPROACH: Climb to 3000 direct HEPNA and via track 076° to DARTE and hold.

ATIS	AUSTIN APP CON	GEORGETOWN TOWER ★	GND CON	AUSTIN CLNC DEL	UNICOM
118.6	119.0 370.85	120.225 (CTAF) L	119.12	121.1	123.0





CATEGORY	A	B	C	D
LNAV MDA	1280-1	515 (500-1)	1280-1½ 515 (500-1½)	NA
CIRCLING	1280-1	490 (500-1)	1280-1½ 490 (500-1½)	NA



SC-3, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	4000
168°	TDZE	485
	Apt Elev	485

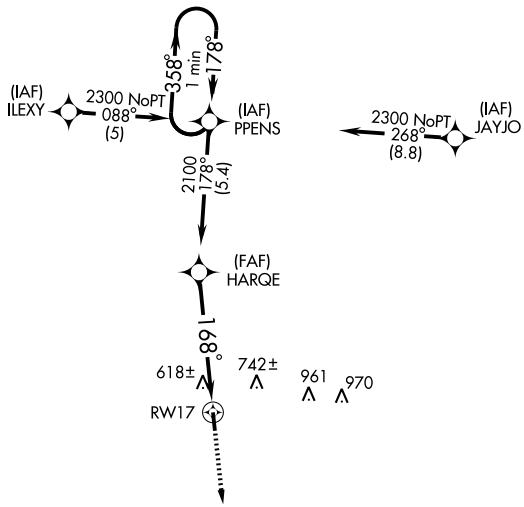
GPS RWY 17
GIDDINGS-LEE COUNTY (GYB)

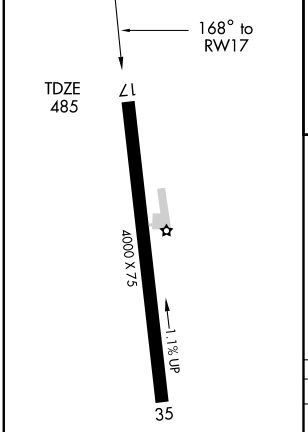
NA

Use Austin-Bergstrom Intl altimeter setting.

MISSED APPROACH: Climb to 2500 direct RAMOS WP and hold.

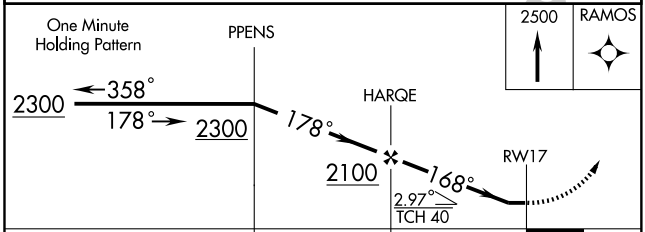
AWOS-3	HOUSTON CENTER	UNICOM
119.225	132.15 279.6	123.05 (CTAF)





MIRL Rwy 17-35





CATEGORY	A	B	C	D
S-17	1020-1 535 (600-1)		1020-1½ 535 (600-1½)	NA
CIRCLING	1080-1 595 (600-1)		1080-1½ 595 (600-1½)	NA

SC-5, 08 APR 2010 to 06 MAY 2010

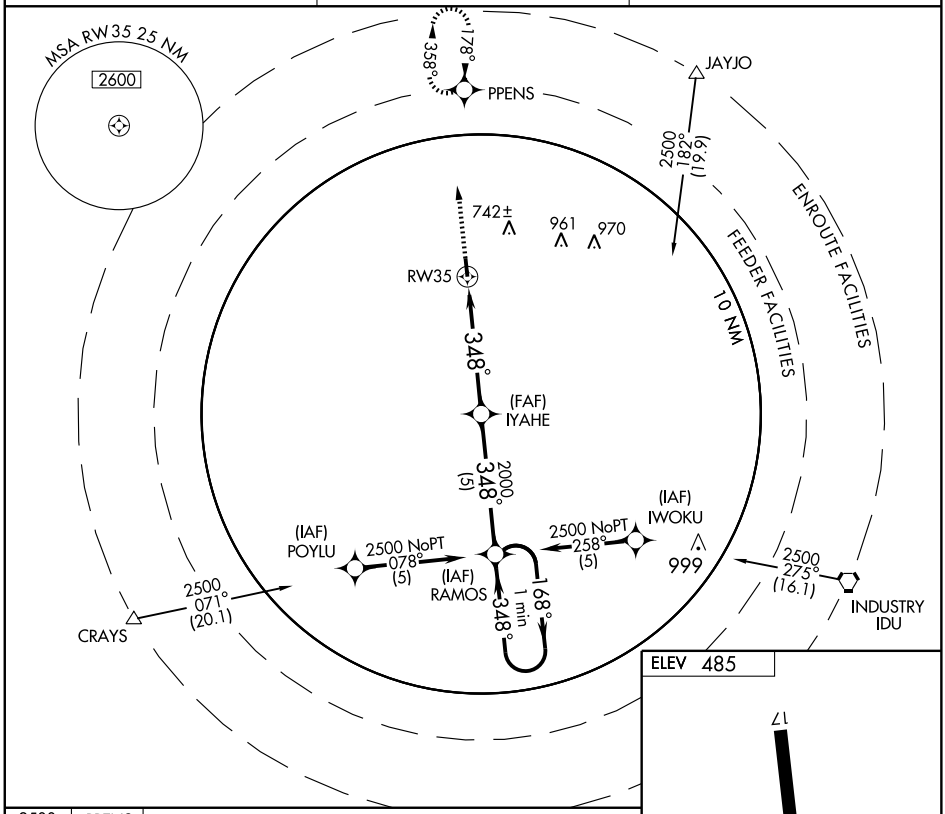
APP CRS	Rwy Idg	4000
348°	TDZE	485
	Apt Elev	485

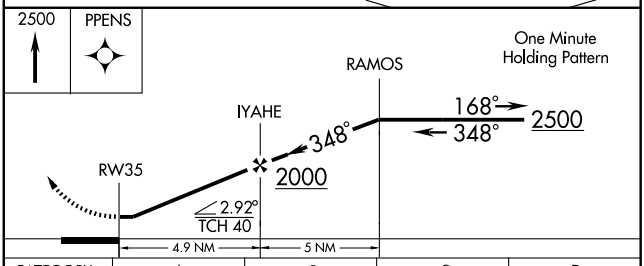
GPS RWY 35
GIDDINGS-LEE COUNTY (GYB)

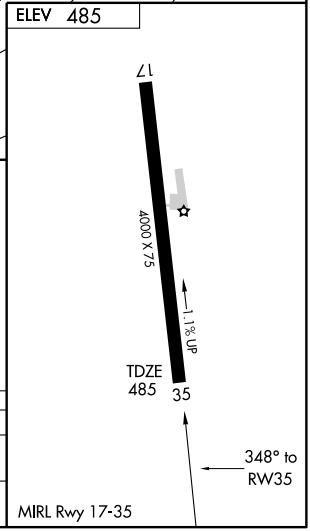
NA — Use Austin-Bergstrom Intl altimeter setting.

MISSED APPROACH: Climb to 2500 direct PPENS WP and hold.

AWOS-3	HOUSTON CENTER	UNICOM
119.225	132.15 279.6	123.05 (CTAF)







CATEGORY	A	B	C	D
S-35	1000-1 527 (600-1)		1000-1½ 527 (600-1½)	NA
CIRCLING	1080-1 595 (600-1)		1080-1½ 595 (600-1½)	NA

SC-5, 08 APR 2010 to 06 MAY 2010

VORTAC IDU 110.2 Chan 39	APP CRS 293°	Rwy Idg N/A TDZE N/A Apt Elev 485

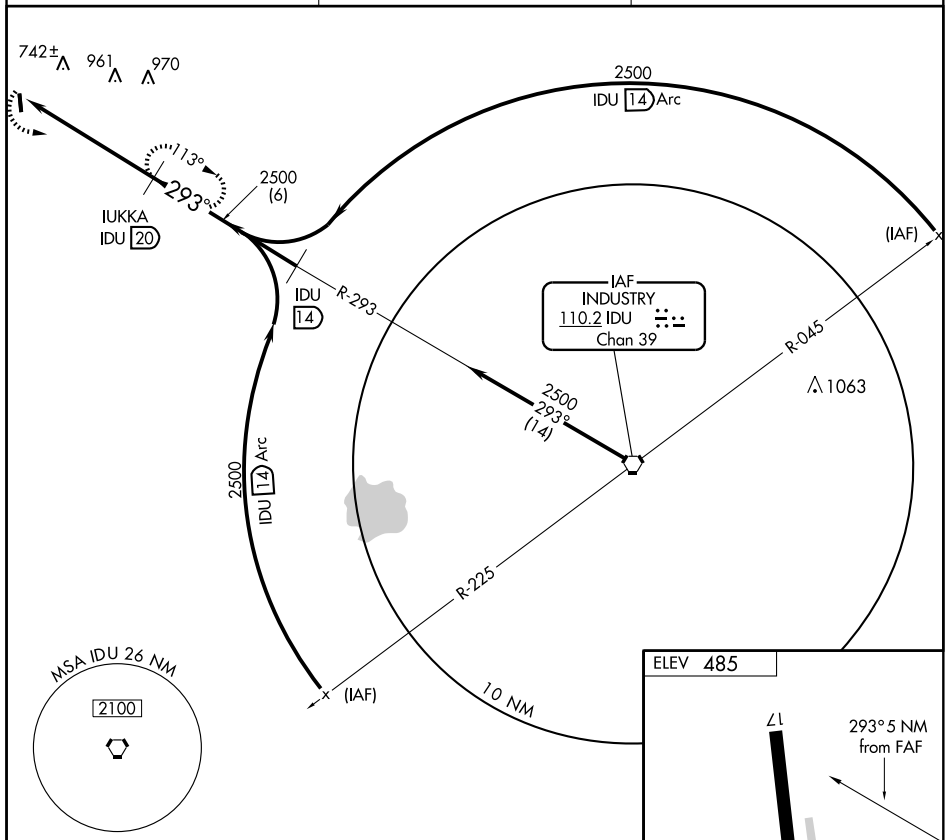
VOR/DME-A

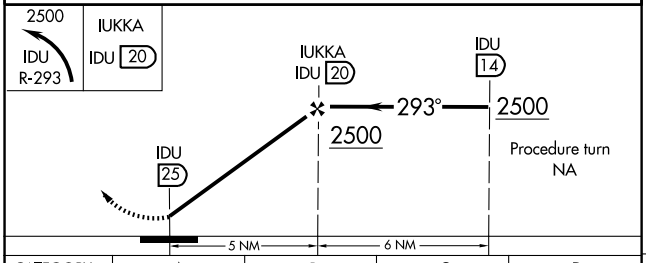
GIDDINGS-LEE COUNTY (GYB)

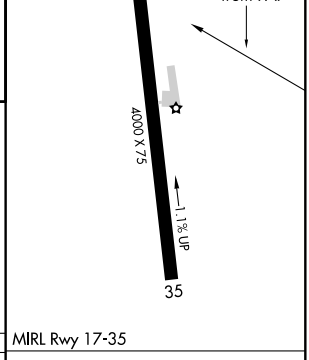
⚠ NA Use Austin-Bergstrom Intl altimeter setting.

MISSED APPROACH: Climbing left turn to 2500 via IDU R-293 to IUKKA 20 DME and hold.

AWOS-3	HOUSTON CENTER	UNICOM
119.225	132.15 279.6	123.05 (CTAF)







CATEGORY	A	B	C	D
CIRCLING	1300-1 815 (900-1)	1300-1¼ 815 (900-1¼)	1300-2½ 815 (900-2½)	NA

Knots	60	90	120	150	180
Min:Sec					

SC-5, 08 APR 2010 to 06 MAY 2010

VOR/DME UIM 114.0 Chan 87	APP CRS 109°	Rwy Idg N/A TDZE N/A Apt Elev 415

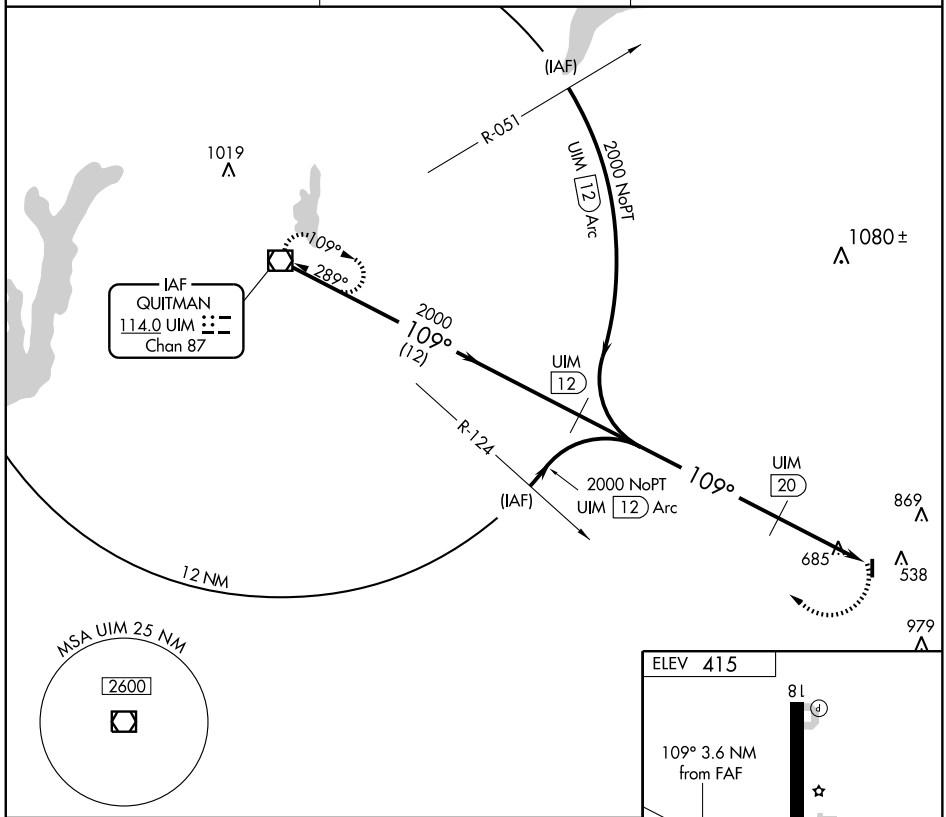
VOR/DME-A

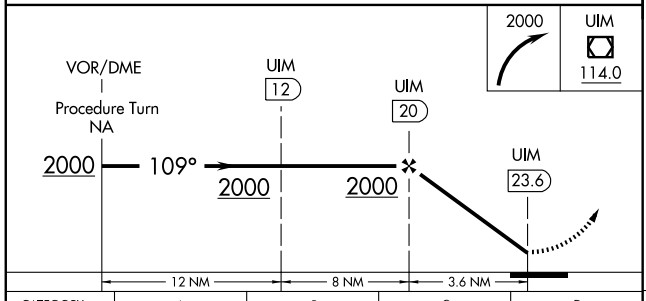
GILMER/FOX STEPHENS FIELD-GILMER MUNI (JXI)

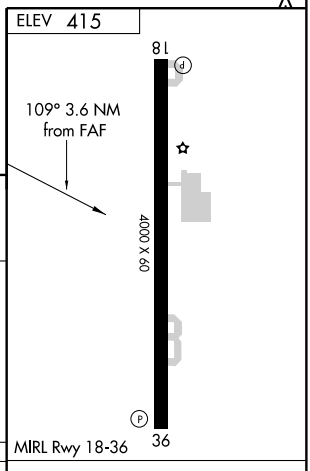
NA Use Gregg County altimeter setting; when not received, procedure not authorized.

MISSED APPROACH: Climbing right turn to 2000 direct UIM VOR/DME and hold.

AWOS-3	LONGVIEW APP CON ★	CTAF
118.2	118.25 270.3	122.9







CATEGORY	A	B	C	D
CIRCLING	1180-1 765 (800-1)	1180-1¼ 765 (800-1¼)	1180-2¼ 765 (800-2¼)	NA

Knots	60	90	120	150	180
Min:Sec					

SC-2, 08 APR 2010 to 06 MAY 2010

GLADEWATER, TEXAS

AL-6562 (FAA)

VORTAC GGG	APP CRS	Rwy Idg	3301
112.3	115°	TDZE	297
Chan 70		Apt Elev	297

VOR/DME or GPS RWY 14

GLADEWATER MUNI (Ø7F)

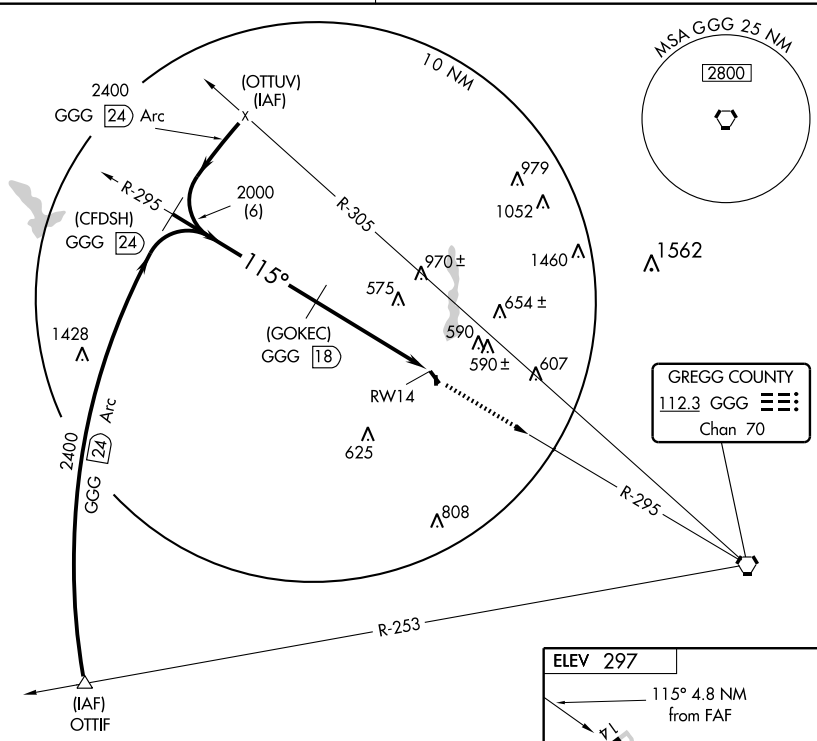
Use Gregg County altimeter setting; when not received procedure not authorized.

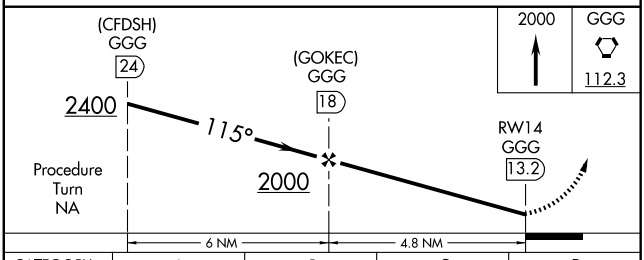
NA

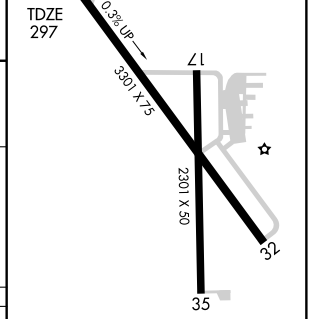
MISSED APPROACH: Climb to 2000 direct GGG VORTAC.

LONGVIEW APP CON ★
118.25 270.3

CTAF
122.9







MIRL Rwy 14-32

CATEGORY	A	B	C	D
S-14	880-1	583 (600-1)	880-1½ 583 (600-1½)	NA
CIRCLING	880-1	583 (600-1)	880-1½ 583 (600-1½)	NA

Knots	60	90	120	150	180
Min:Sec					

SC-2, 08 APR 2010 to 06 MAY 2010

RNAV (GPS) RWY 2

GRAFORD/ POSSUM KINGDOM (F35)

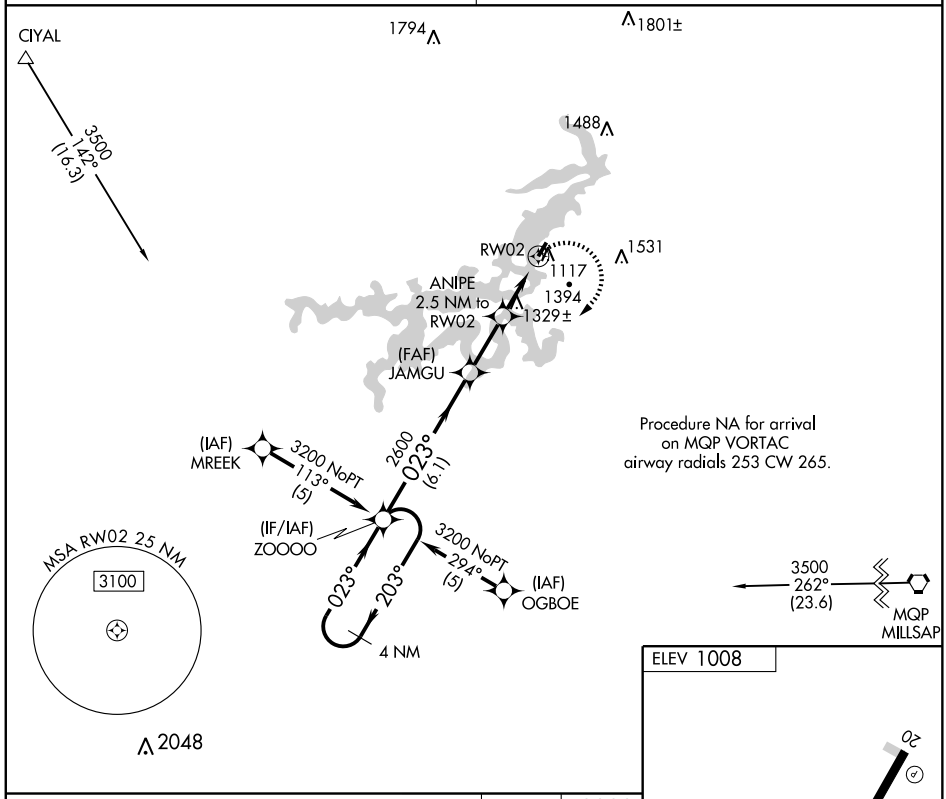
APP CRS	Rwy Idg	3500
023°	TDZE	1008
	Apt Elev	1008

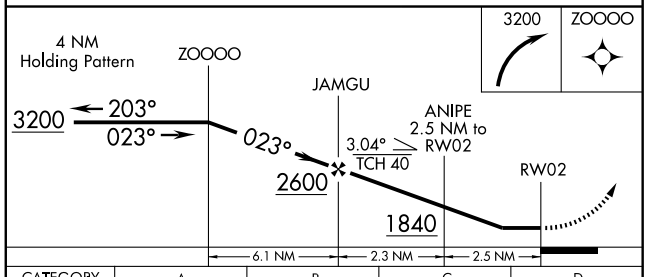
NA

DME/DME RNP-0.3 NA. Procedure NA at night. Visibility reduction by helicopters NA. Use Mineral Wells altimeter setting; when not received, use Decatur Muni altimeter setting and increase all MDA 80 feet; increase LNAV Cat C visibility and Circling Cat C visibility ¼ mile.

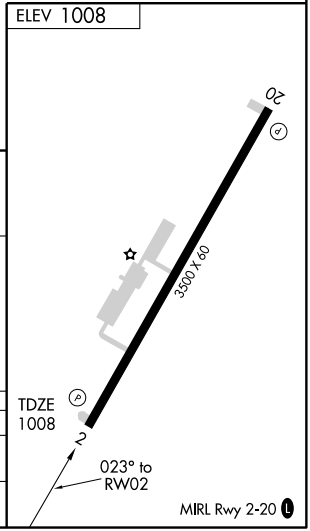
MISSED APPROACH: Climbing right turn to 3200 direct ZOOOO and hold.

FORT WORTH CENTER	CTAF
127.0 360.6	122.9 L





CATEGORY	A	B	C	D
LNAV MDA	1640-1	632 (700-1)	1640-1¾ 632 (700-1¾)	NA
CIRCLING	1700-1 692 (700-1)	1860-1¼ 852 (900-1¼)	1860-2½ 852 (900-2½)	NA



SC-2, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	3500
204°	TDZE	1008
	Apt Elev	1008

RNAV (GPS) RWY 20

GRAFORD/ POSSUM KINGDOM (F35)

DME/DME RNP-0.3 NA. Procedure NA at night. Visibility reduction by helicopters NA. Use Mineral Wells altimeter setting; when not received, use Decatur Muni altimeter setting and increase all MDA 80 feet; increase LNAV Cats B and C and Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 3200 direct ZOOOO and hold.

FORT WORTH CENTER	CTAF
127.0 360.6	122.9 L

(IAF) MUZZO
3200 NoPT
193°
(10.8)
4 NM
(IAF) HIPLA
3200 NoPT
114°
(5)
024°
204°
(IF/IAF) JAPEP
1892
3200 NoPT
294°
(5)
(IAF) COSOV
1801±
1794
2600
204°
(6.1)
(FAF) KEHRE
1488
1368±
Procedure NA for arrival at CIYAL via V16 southwest bound.
3500
068°
(20.5)
CIYAL
MSA RW20 25 NM
3100
RW20
1117
1531
1394
Procedure NA for arrival at MQP VORTAC via V18 eastbound and V17-161 southbound.
3500
320°
(22.5)
MILLSAP
MQP
ELEV 1008
204° to RW20
TDZE 1008
20
3500 X 60
MISSED APCH FIX
ZOOOO
023°
203°
4 NM
3200
ZOOOO
JAPEP
4 NM Holding Pattern
KEHRE
024°
204°
3200
RW20
204°
2600
3.04°
TCH 40
4.8 NM
6.1 NM

CATEGORY	A	B	C	D
LNAV MDA	1680-1 672 (700-1)		1680-2 672 (700-2)	NA
CIRCLING	1700-1 692 (700-1)	1860-1¼ 852 (900-1¼)	1860-2½ 852 (900-2½)	NA

MIRL Rwy 2-20 L

SC-2, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	5000
033°	TDZE	1116
	Apt Elev	1123

RNAV (GPS) RWY 3

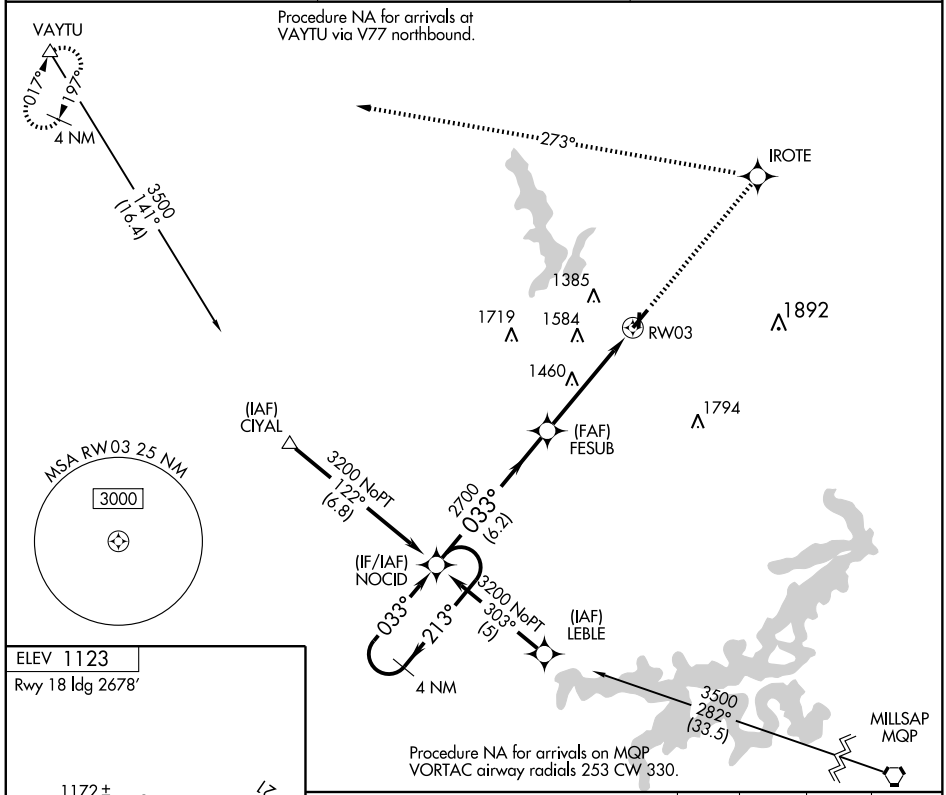
GRAHAM MUNI (RPH)

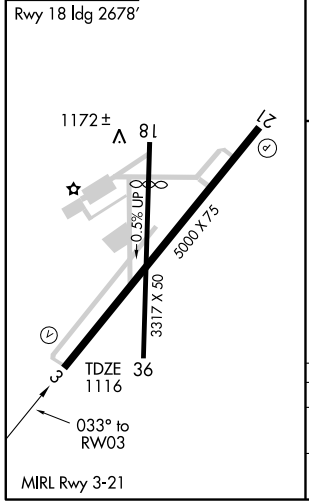
When local altimeter setting not received, use Mineral Wells altimeter setting and increase all MDAs 100 feet and increase LNAV and circling CAT B visibility ¼ mile. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

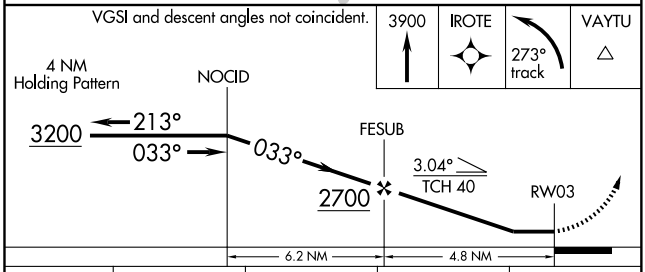
MISSED APPROACH: Climb to 3900 direct IROTE and left turn via 273° track to VAYTU and hold.

AWOS-3	FORT WORTH CENTER	UNICOM
118.025	127.0 360.6	122.975 (CTAF)

Procedure NA for arrivals at VAYTU via V77 northbound.







CATEGORY	A	B	C	D
LNAV MDA	1760-1 644 (700-1)		NA	
CIRCLING	1760-1 637 (700-1)		NA	

SC-2, 08 APR 2010 to 06 MAY 2010

GRAHAM, TEXAS

AL-5535 (FAA)

RNAV (GPS) RWY 21

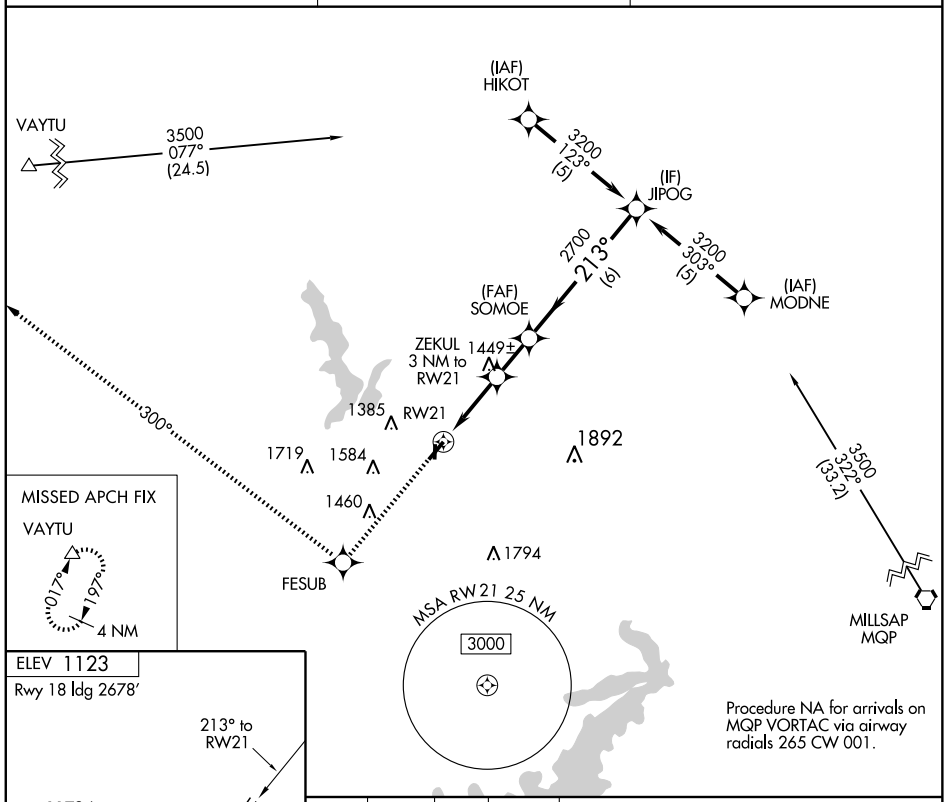
GRAHAM MUNI (RPH)

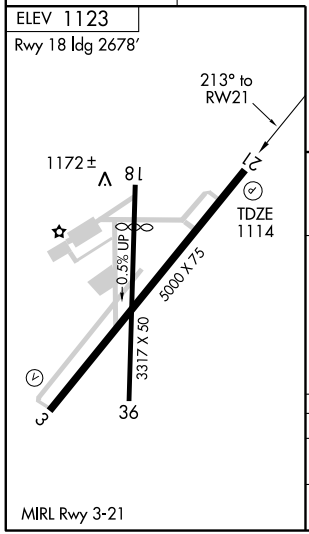
APP CRS	Rwy Idg	5000
213°	TDZE	1114
	Apt Elev	1123

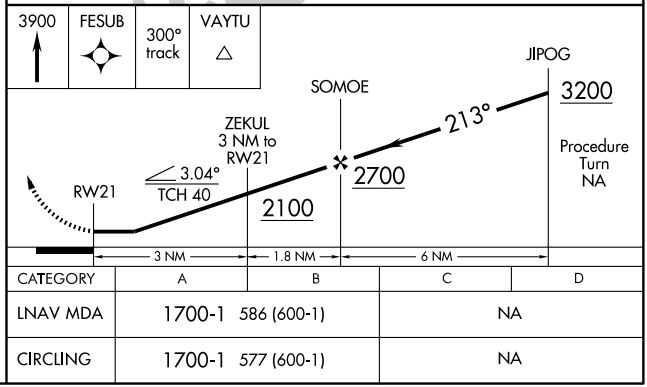
When local altimeter setting not received, use Mineral Wells altimeter setting and increase all MDAs 100 feet.
Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3900 direct FESUB and via 300° track to VAYTU and hold.

AWOS-3	FORT WORTH CENTER	UNICOM
118.025	127.0 360.6	122.975 (CTAF)







CATEGORY	A	B	C	D
LNAV MDA	1700-1 586 (600-1)		NA	
CIRCLING	1700-1 577 (600-1)		NA	

MIRL Rwy 3-21

SC-2, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	3603
144°	TDZE	778
	Apt Elev	778

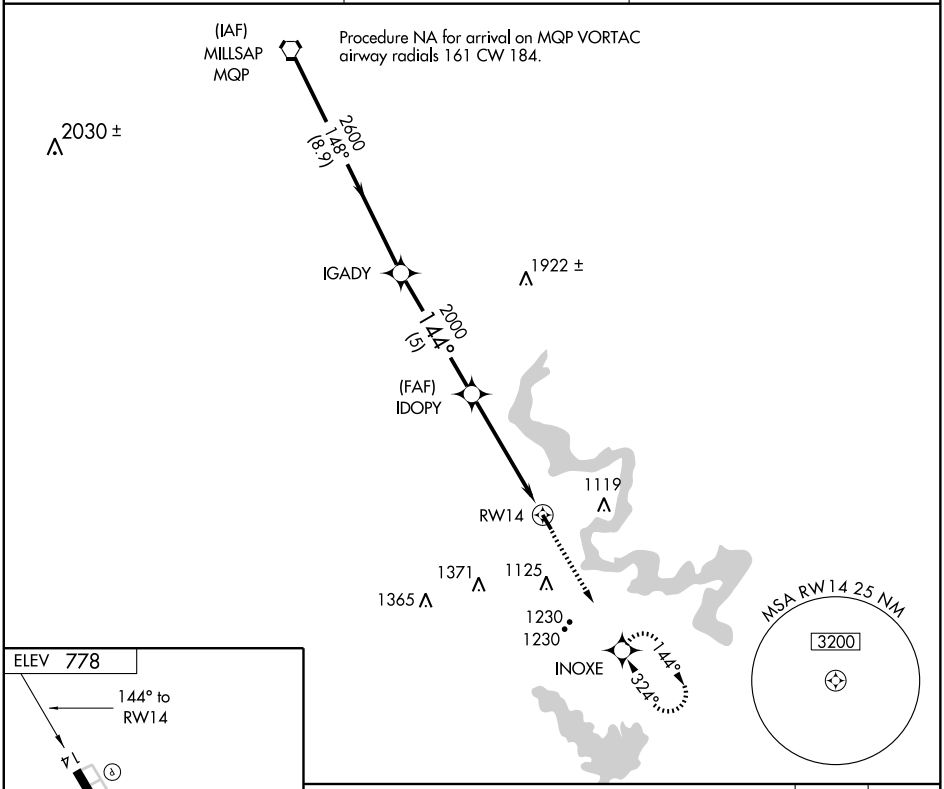
GPS RWY 14
GRANBURY RGNL (GDJ)

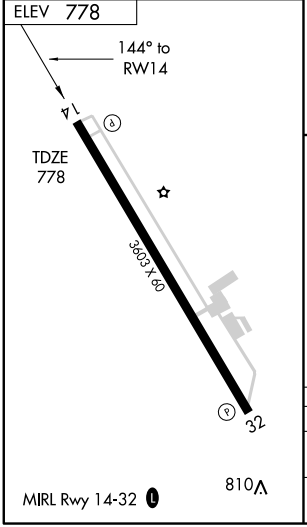
NA

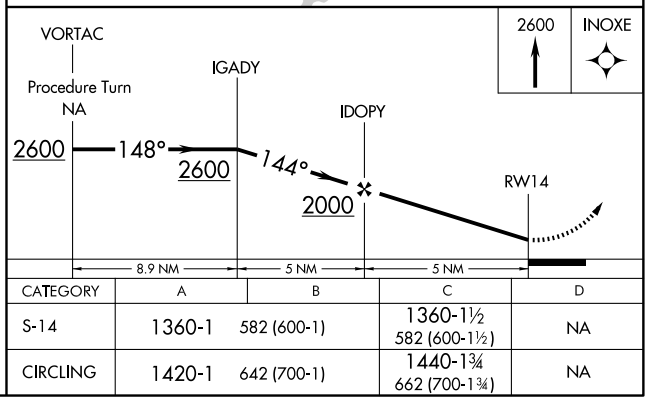
Use Fort Worth Meacham altimeter setting.

MISSED APPROACH: Climb to 2600 direct INOXE and hold.

AWOS-3	FORT WORTH CENTER	UNICOM
118.925	127.15 314.0	123.0 (CTAF)







CATEGORY	A	B	C	D
S-14	1360-1	582 (600-1)	1360-1½ 582 (600-1½)	NA
CIRCLING	1420-1	642 (700-1)	1440-1¾ 662 (700-1¾)	NA

SC-2, 08 APR 2010 to 06 MAY 2010

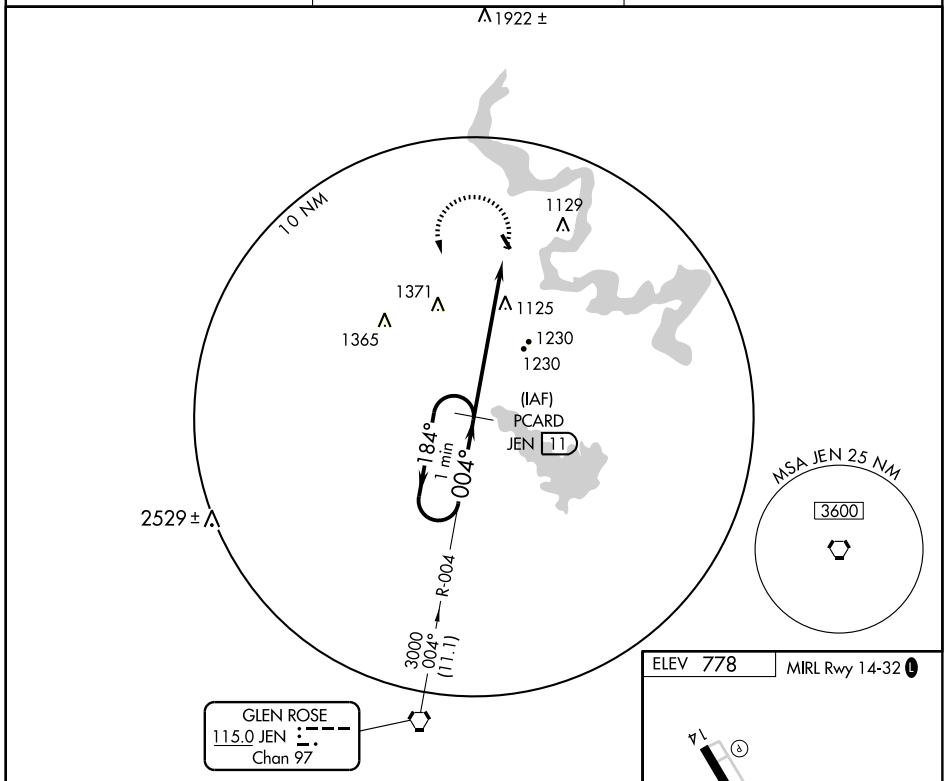
VORTAC JEN 115.0 Chan 97	APP CRS 004°	Rwy Idg N/A TDZE N/A Apt Elev 778

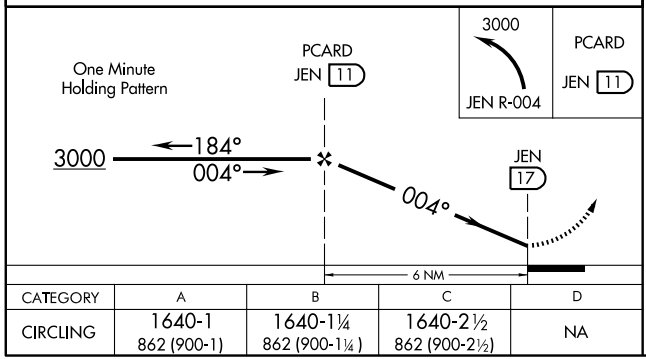
VOR/DME-A
GRANBURY RGNL (GDJ)

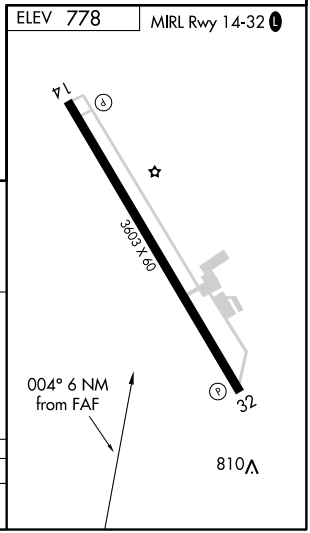
Use Fort Worth Meacham altimeter setting.
NA

MISSED APPROACH: Climbing left turn to 3000 via JEN R-004 to PCARD and hold.

AWOS-3	FORT WORTH CENTER	UNICOM
118.925	127.15 314.0	123.0 (CTAF)







CATEGORY	A	B	C	D
CIRCLING	1640-1 862 (900-1)	1640-1¼ 862 (900-1¼)	1640-2½ 862 (900-2½)	NA

SC-2, 08 APR 2010 to 06 MAY 2010

VORTAC MQP 117.7 Chan 124	APP CRS 142°	Rwy Idg 3603 TDZE 778 Apt Elev 778

VOR/DME RWY 14

GRANBURY RGNL (GDJ)

Use Fort Worth Meacham Intl altimeter setting.

NA

MISSED APPROACH: Climb to 2000, then climbing right turn to 3000 direct MQP VORTAC and hold.

AWOS-3	FORT WORTH CENTER	UNICOM
118.925	127.15 314.0	123.0 (CTAF) L

IAF MILLSAP 117.7 MQP Chan 124

R-309

129°

309°

2030 ±

2700 142° (8.9)

RIKDE MQP 8.9

2500 142° (5)

1922 ±

DATGE MQP 13.9

Procedure NA for arrival on MQP VORTAC airway radials 161° CW 184°.

1129

1371

1125

1365

1230

1230

10 NM

MSA MQP 25 NM

3600

ELEV 778

142° 5 NM from FAF

TDZE 778

3603 X 60

32

810

MIRL Rwy 14-32 L

2000	3000	MQP 117.7

VORTAC 3000

142°

RIKDE MQP 8.9

2700

DATGE MQP 13.9

2500

MQP 18.9

Procedure Turn NA

3.18°

TCH 40

VGSI and descent angles not coincident.

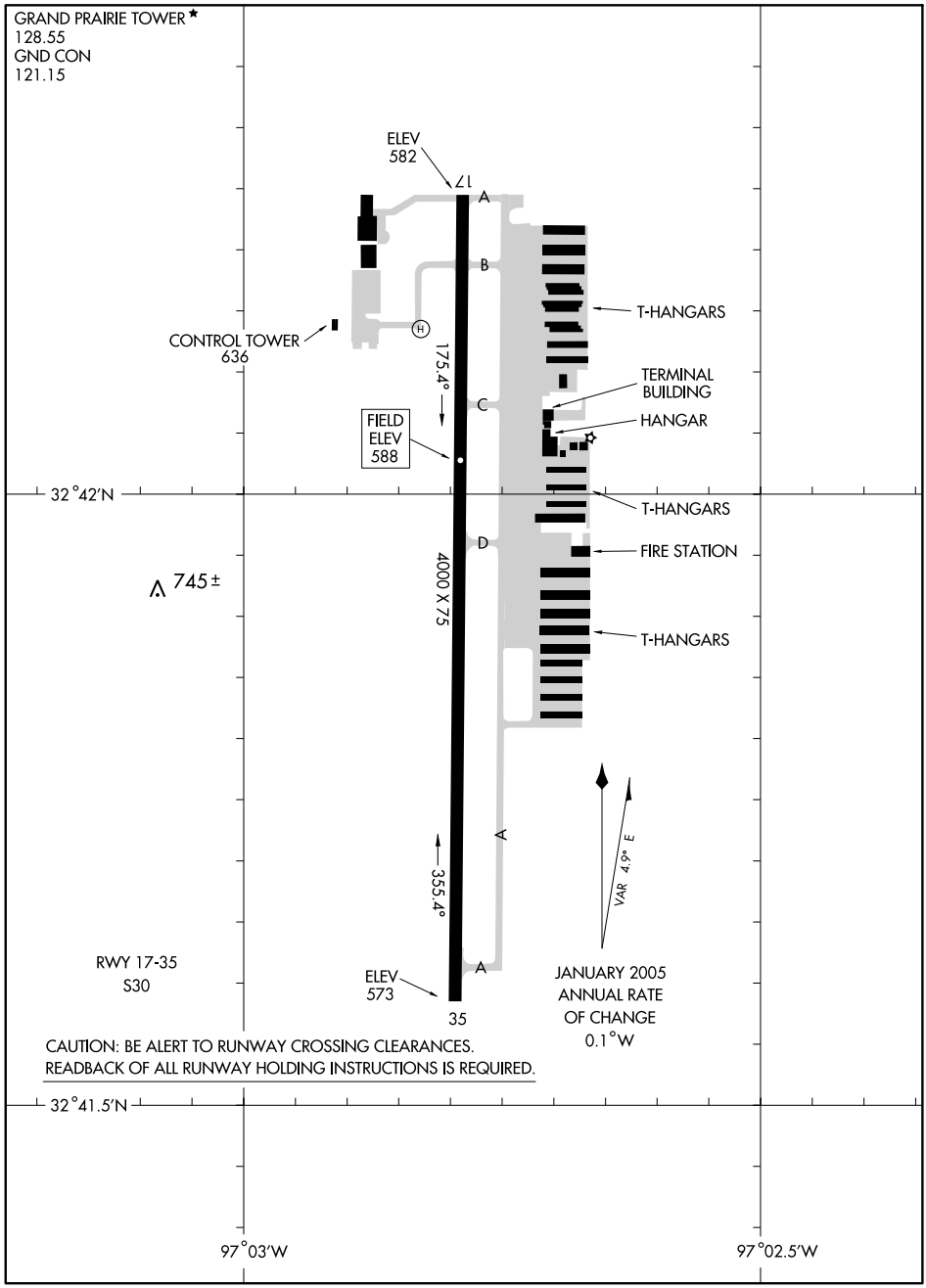
8.9 NM 5 NM 5 NM

CATEGORY	A	B	C	D
S-14	1400-1	622 (700-1)	1400-1¾ 622 (700-1¾)	NA
CIRCLING	1420-1 642 (700-1)	1440-1 662 (700-1)	1440-1¾ 662 (700-1¾)	NA

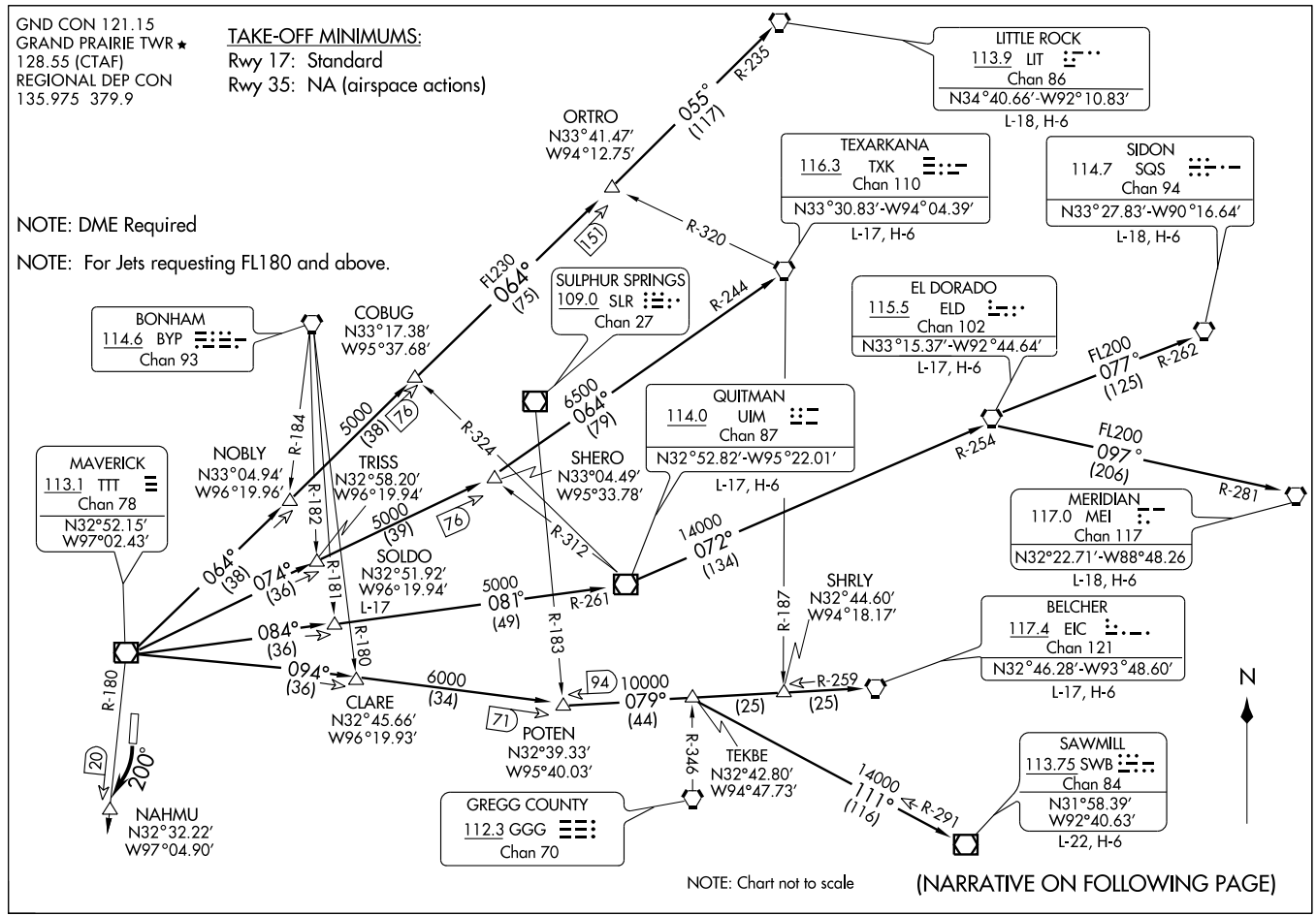
SC-2, 08 APR 2010 to 06 MAY 2010

AIRPORT DIAGRAM

GRAND PRAIRIE / GRAND PRAIRIE MUNI (GPM)
AL-9209 (FAA)
GRAND PRAIRIE, TEXAS



SC-2, 08 APR 2010 to 06 MAY 2010


GND CON 121.15
GRAND PRAIRIE TWR ★
128.55 (CTAF)
REGIONAL DEP CON
135.975 379.9
TAKE-OFF MINIMUMS:
Rwy 17: Standard
Rwy 35: NA (airspace actions)
NOTE: DME Required
NOTE: For Jets requesting FL180 and above.
LITTLE ROCK
113.9 LIT
Chan 86
N34°40.66'-W92°10.83'
L-18, H-6
TEXARKANA
116.3 TXK
Chan 110
N33°30.83'-W94°04.39'
L-17, H-6
SIDON
114.7 SQS
Chan 94
N33°27.83'-W90°16.64'
L-18, H-6
ORTRO
N33°41.47'
W94°12.75'
055° (117)
R-235
R-320
151
FL230
064° (75)
SULPHUR SPRINGS
109.0 SLR
Chan 27
R-244
EL DORADO
115.5 ELD
Chan 102
N33°15.37'-W92°44.64'
L-17, H-6
FL200
077° (125)
R-262
BONHAM
114.6 BYP
Chan 93
COBUG
N33°17.38'
W95°37.68'
5000 (38)
76
R-324
6500
064° (79)
QUITMAN
114.0 UIM
Chan 87
N32°52.82'-W95°22.01'
L-17, H-6
R-254
FL200
097° (206)
R-281
MERIDIAN
117.0 MEI
Chan 117
N32°22.71'-W88°48.26
L-18, H-6
MAVERICK
113.1 TTT
Chan 78
N32°52.15'
W97°02.43'
NOBLY
N33°04.94'
W96°19.96'
R-184
R-182
TRISS
N32°58.20'
W96°19.94'
5000 (39)
76
SHERO
N33°04.49'
W95°33.78'
R-312
14000
072° (134)
064° (38)
074° (36)
R-181
SOLDO
N32°51.92'
W96°19.94'
L-17
5000
081° (49)
R-261
R-183
SHRLY
N32°44.60'
W94°18.17'
R-187
BELCHER
117.4 EIC
Chan 121
N32°46.28'-W93°48.60'
L-17, H-6
084° (36)
094° (36)
R-180
6000 (34)
CLARE
N32°45.66'
W96°19.93'
94
10000
079° (44)
(25)
R-259
(25)
N
R-180
20
200°
NAHMU
N32°32.22'
W97°04.90'
71
POTEN
N32°39.33'
W95°40.03'
R-346
TEKBE
N32°42.80'
W94°47.73'
14000
111° (116)
R-291
SAWMILL
113.75 SWB
Chan 84
N31°58.39'
W92°40.63'
L-22, H-6
GREGG COUNTY
112.3 GGG
Chan 70
NOTE: Chart not to scale
(NARRATIVE ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION

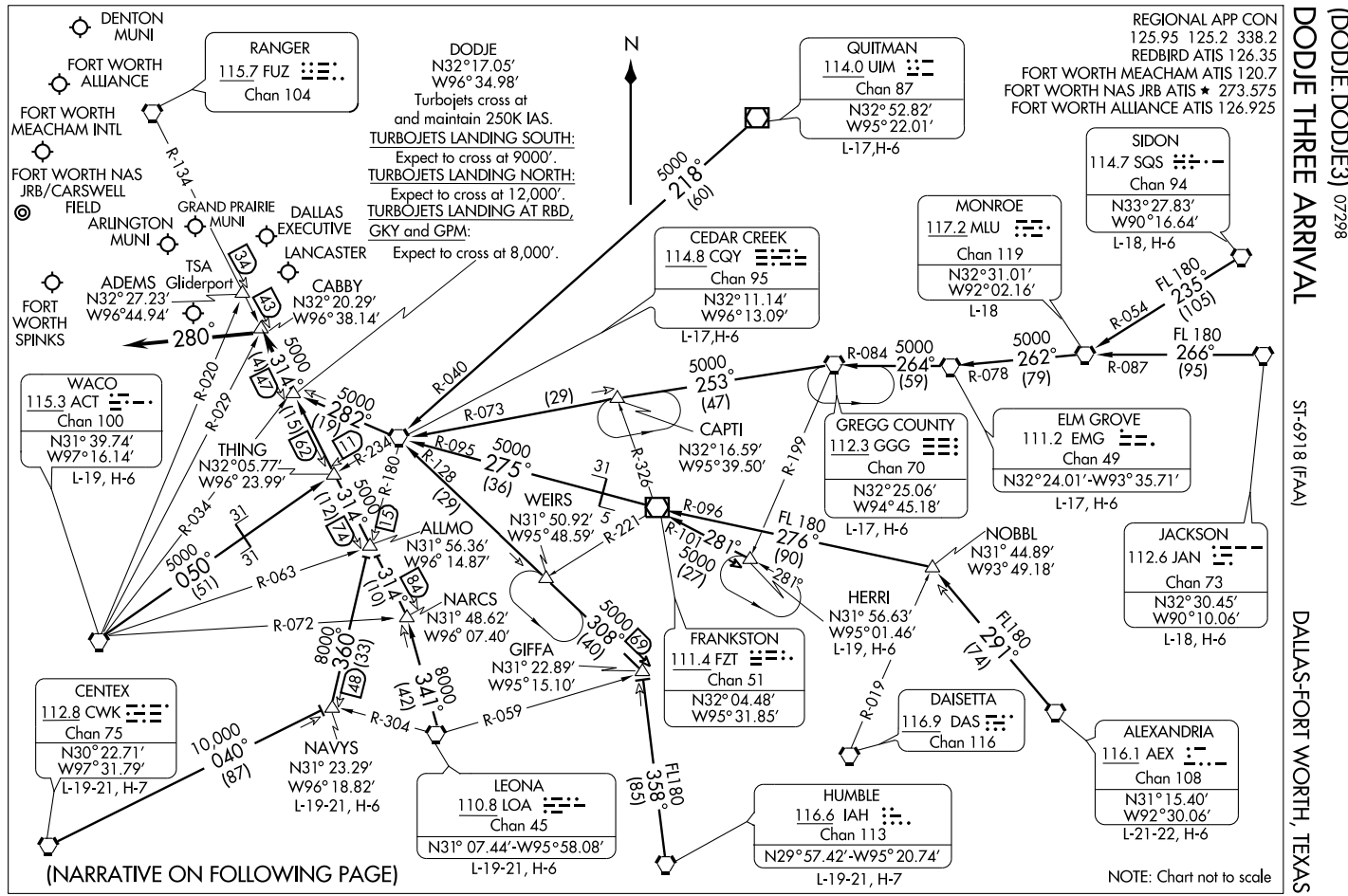
JETS

Jets requesting 17,000 and below expect GARLAND Departure.

TAKE-OFF RUNWAY 17: Climbing right turn via heading 200° and TTT VOR/DME R-180 to NAHMU/TTT VOR/DME 20 DME, expect radar vectors to appropriate route, maintain 2000 feet and expect filed altitude 10 minutes after departure.
TAKE-OFF RUNWAY 35: NA.

BELCHER TRANSITION (DALL9.EIC): (For aircraft inbound to the JAN, MLU and SHV terminal areas only.) From over TTT VOR/DME via TTT R-094 to POTEN INT, then via EIC R-259 to EIC VORTAC.
EL DORADO TRANSITION (DALL9.ELD): (For aircraft inbound to Memphis Terminal area. Aircraft should file and/or expect appropriate STAR.) From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC.
LITTLE ROCK TRANSITION (DALL9.LIT): From over TTT VOR/DME via TTT R-064 to ORTRO INT, then via LIT R-235 to LIT VORTAC.
MERIDIAN TRANSITION (DALL9.MEI): (For aircraft inbound to the Atlanta Terminal area.) From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC, then via ELD R-097 and MEI R-281 to MEI VORTAC.
QUITMAN TRANSITION (DALL9.UIM): (For aircraft inbound to Shreveport Terminal area.) From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME.
SAWMILL TRANSITION (DALL9.SWB): From over TTT VOR/DME via TTT R-094 to POTEN INT, then via EIC R-259 to TEKBE INT, then via SWB R-291 to SWB VOR/DME.
SIDON TRANSITION (DALL9.SQS): From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC, then via ELD R-077 and SQS R-262 to SQS VORTAC.
SOLDO TRANSITION (DALL9.SOLDO): From over TTT VOR/DME via TTT R-084 to SOLDO INT.
TEXARKANA TRANSITION (DALL9.TXK): From over TTT VOR/DME via TTT R-074 to SHERO INT, then via TXK R-244 to TXK VORTAC.

SC-2, 08 APR 2010 to 06 MAY 2010


DODGE THREE ARRIVAL
(DODJE.DODJE3) 07298
ST-6918 (FAA)
DALLAS-FORT WORTH, TEXAS
REGIONAL APP CON
125.95 125.2 338.2
REDBIRD ATIS 126.35
FORT WORTH MEACHAM ATIS 120.7
FORT WORTH NAS JRB ATIS ★ 273.575
FORT WORTH ALLIANCE ATIS 126.925
DENTON MUNI
FORT WORTH ALLIANCE
FORT WORTH MEACHAM INTL
FORT WORTH NAS JRB/CARSWELL FIELD
ARLINGTON MUNI
GRAND PRAIRIE MUNI
DALLAS EXECUTIVE
LANCASTER
TSA
ADEMS Gliderport
N32°27.23′
W96°44.94′
CABBY
N32°20.29′
W96°38.14′
FORT WORTH SPINKS
RANGER
115.7 FUZ
Chan 104
R-134
DODJE
N32°17.05′
W96°34.98′
Turbojets cross at and maintain 250K IAS.
TURBOJETS LANDING SOUTH:
Expect to cross at 9000′.
TURBOJETS LANDING NORTH:
Expect to cross at 12,000′.
TURBOJETS LANDING AT RBD, GKY and GPM:
Expect to cross at 8,000′.
N
QUITMAN
114.0 UIM
Chan 87
N32°52.82′
W95°22.01′
L-17,H-6
5000
218°
(60)
CEDAR CREEK
114.8 CQY
Chan 95
N32°11.14′
W96°13.09′
L-17,H-6
MONROE
117.2 MLU
Chan 119
N32°31.01′
W92°02.16′
L-18
SIDON
114.7 SQS
Chan 94
N33°27.83′
W90°16.64′
L-18, H-6
FL 180
235°
(105)
R-054
R-087
5000
262°
(79)
R-078
R-084
5000
264°
(59)
FL 180
266°
(95)
WACO
115.3 ACT
Chan 100
N31° 39.74′
W97°16.14′
L-19, H-6
THING
N32°05.77′
W96° 23.99′
CAPTI
N32°16.59′
W95°39.50′
GREGG COUNTY
112.3 GGG
Chan 70
N32°25.06′
W94°45.18′
L-17, H-6
ELM GROVE
111.2 EMG
Chan 49
N32°24.01′-W93°35.71′
L-17, H-6
JACKSON
112.6 JAN
Chan 73
N32°30.45′
W90°10.06′
L-18, H-6
WEIRS
N31° 50.92′
W95° 48.59′
ALLMO
N31° 56.36′
W96° 14.87′
NARCS
N31° 48.62′
W96° 07.40′
GIFFA
N31° 22.89′
W95° 15.10′
NOBBL
N31° 44.89′
W93° 49.18′
HERRI
N31° 56.63′
W95° 01.46′
L-19, H-6
FRANKSTON
111.4 FZT
Chan 51
N32° 04.48′
W95° 31.85′
DAISETTA
116.9 DAS
Chan 116
CENTEX
112.8 CWK
Chan 75
N30° 22.71′
W97° 31.79′
L-19-21, H-7
NAVYS
N31° 23.29′
W96° 18.82′
L-19-21, H-6
LEONA
110.8 LOA
Chan 45
N31° 07.44′-W95° 58.08′
L-19-21, H-6
HUMBLE
116.6 IAH
Chan 113
N29° 57.42′-W95° 20.74′
L-19-21, H-7
ALEXANDRIA
116.1 AEX
Chan 108
N31° 15.40′
W92° 30.06′
L-21-22, H-6
(NARRATIVE ON FOLLOWING PAGE)
NOTE: Chart not to scale

DODJE THREE ARRIVAL (DODJE.DODJE3)

ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.DODJE3): From over AEX VORTAC via AEX R-291 to NOBBL INT, then via FZT R-096 to FZT VOR/DME, then via FZT R-275 and CQY R-095 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

CEDAR CREEK TRANSITION (CQY.DODJE3): From over CQY VORTAC via CQY R-282 to DODJE INT. Thence. . . .

CENTEX TRANSITION (CWK.DODJE3): From over CWK VORTAC via CWK R-040 to NAVYS INT, then via CQY R-180 to ALLMO INT, then via FUZ R-134 to DODJE INT. Thence. . . .

ELM GROVE TRANSITION (EMG.DODJE3): From over EMG VORTAC via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

GREGG COUNTY TRANSITION (GGG.DODJE3): From over GGG VORTAC via GGG R-253 and CQY R-073 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

HERRI TRANSITION (HERRI.DODJE3): (Assigned by ATC) From over HERRI INT via FZT R-101 to FZT VOR/DME, then via FZT R-275 and CQY R-095 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

HUMBLE TRANSITION (IAH.DODJE3): From over IAH VORTAC via IAH R-355 to GIFFA INT, then via CQY R-128 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

JACKSON TRANSITION (JAN.DODJE3): From over JAN VORTAC via JAN R-266 and MLU R-087 to MLU VORTAC, then via MLU R-262 and EMG R-078 to EMG VORTAC, then via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

LEONA TRANSITION (LOA.DODJE3): From over LOA VORTAC via LOA R-341 to NARCS INT, then via FUZ R-134 to DODJE INT. Thence. . . .

MONROE TRANSITION (MLU.DODJE3): From over MLU VORTAC via MLU R-262 and EMG R-078 to EMG VORTAC, then via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

NAVYS TRANSITION (NAVYS.DODJE3): From over NAVYS INT via CQY R-180 to ALLMO INT, then via FUZ R-134 to DODJE INT. Thence. . . .

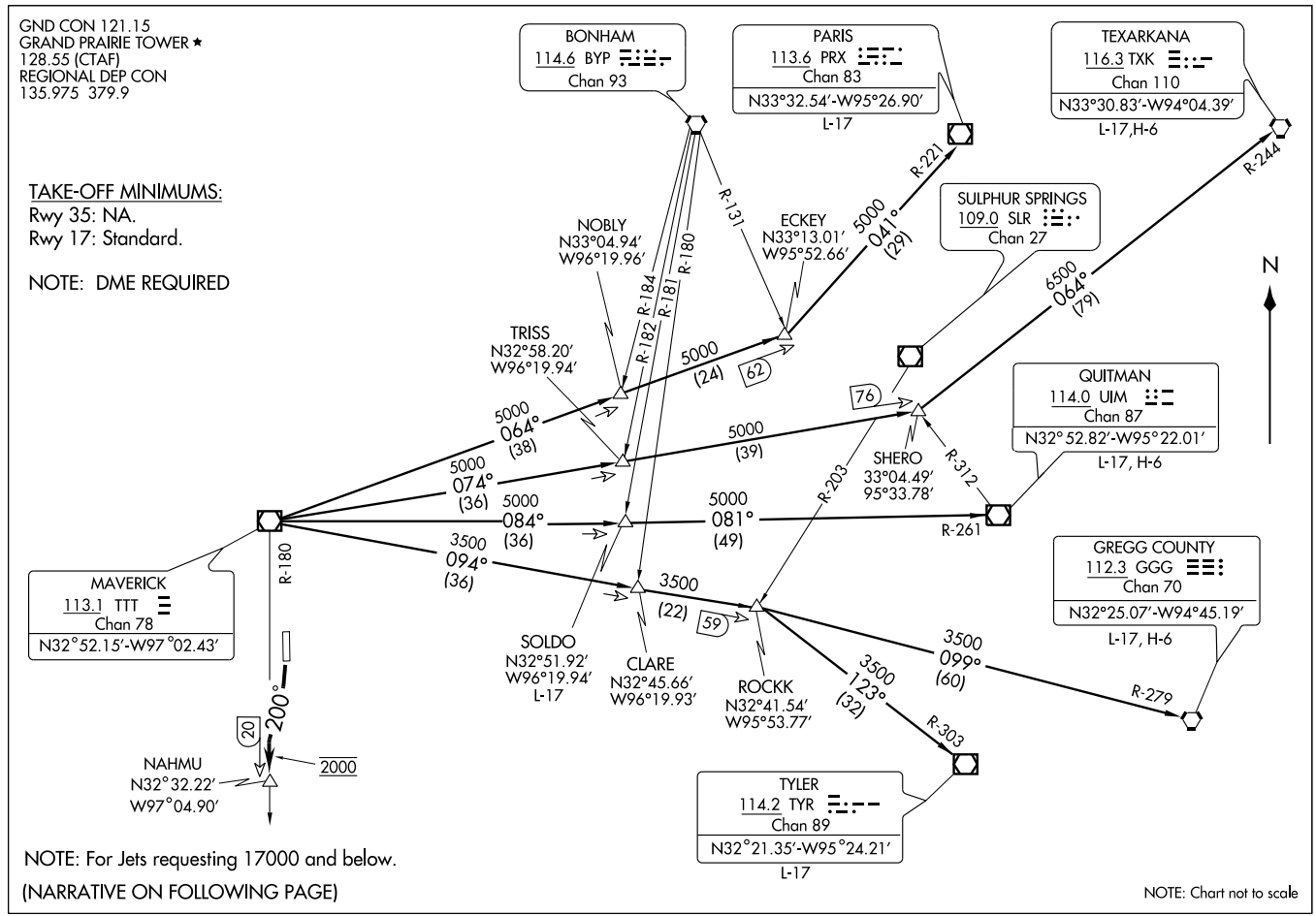
QUITMAN TRANSITION (UIM.DODJE3): From over UIM VOR/DME via UIM R-218 and CQY R-040 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

SIDON TRANSITION (SQS.DODJE3): From over SQS VORTAC via SQS R-235 and MLU R-054 to MLU VORTAC, then via MLU R-262 and EMG R-078 to EMG VORTAC, then via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

WACO TRANSITION (ACT.DODJE3): From over ACT VORTAC via ACT R-050 and CQY R-234 to THING INT, then via FUZ R-134 to DODJE INT. Thence. . . .

. . . .From over DODJE INT via FUZ R-134 to CABBY INT or ADEMS INT (when directed by ATC). Depart CABBY INT heading 280°. Expect radar vectors to final approach course.

SC-2, 08 APR 2010 to 06 MAY 2010



(GARL3.TTT) 0935

GARLAND THREE DEPARTURE

SL-9209 (FAA)

GRAND PRAIRIE MUNI (GPM)

GRAND PRAIRIE, TEXAS

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 17: Climbing right turn via heading 200° and TTT R-180 to NAHMU/TTT VOR/DME 20 DME, expect vectors to appropriate route, maintain 2000 feet and expect filed altitude 10 minutes after departure.
TAKE-OFF RUNWAY 35: Not authorized.

LONGVIEW TRANSITION (GARL3.GGG): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via GGG R-279 to GGG VORTAC.
PARIS TRANSITION (GARL3.PRX): From over TTT VOR/DME via TTT R-064 to ECKEY INT, then via PRX R-221 to PRX VOR/DME.
QUITMAN TRANSITION (GARL3.UIM): From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME.
SOLDO TRANSITION (GARL3.SOLDO): (ATC assigned) From over TTT VOR/DME via TTT R-084 to SOLDO INT.
TEXARKANA TRANSITION (GARL3.TXK): From over TTT VOR/DME via TTT R-074 to SHERO INT, then via TXK R-244 to TXK VORTAC.
TYLER TRANSITION (GARL3.TYR): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via TYR R-303 to TYR VOR/DME.

SC-2, 08 APR 2010 to 06 MAY 2010

GND CON 121.15
GRAND PRAIRIE TOWER ★
128.55 (CTAF)
REGIONAL DEP CON
135.975 379.9

N

TAKE-OFF MINIMUMS:
Rwy 17: Standard.
Rwy 35: NA.

DEPARTURE PROCEDURE:
RW17: Climb to 2500 on the TTT R-180 southbound before proceeding on course.

BONHAM
114.6 BYP
Chan 93

PARIS
113.6 PRX
Chan 83
N33°32.54'-W95°26.90'
L-17

TEXARKANA
116.3 TXK
Chan 110
N33°30.83'-W94°04.39'
L-17, H-6

SULPHUR SPRINGS
109.0 SLR
Chan 27

QUITMAN
114.0 UIM
Chan 87
N32°52.83'-W95°22.01'
L-17, H-6

GREGG COUNTY
112.3 GGG
Chan 70
N32°25.07'-W94°45.19'
L-17, H-6

MAVERICK
113.1 TTT
Chan 78
N32°52.15'-W97°02.43'

TYLER
114.2 TYR
Chan 89
N32°21.35'-W95°24.21'
L-17

NOBLY
N33°04.94'
W96°19.96'

ECKEY
N33°13.01'
W95°52.66'

TRISS
N32°58.20'
W96°19.94'

SHERO
33°04.49'
95°33.78'

SOLDO
N32°51.92'
W96°19.94'
L-17

CLARE
N32°45.66'
W96°19.93'

ROCKK
N32°41.54'
W95°53.77'

NAHMU
N32°32.22'
W97°04.90'

R-131 R-180 R-184 R-181 R-182 R-221 R-244 R-203 R-312 R-261 R-279 R-303 R-180

5000 041° (29)
6500 064° (79)
5000 (24) 62
5000 064° (38)
5000 (39)
76
5000 074° (36)
5000 084° (36)
5000 081° (49)
3500 094° (36)
3500 (22) 59
3500 099° (60)
3500 123° (32)
20 200°

NOTE: Chart not to scale

(NARRATIVE ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 17: Climbing right turn via heading 200° and TTT R-180 to NAHMU/TTT 20 DME, expect radar vectors to appropriate route, maintain 2000 feet and expect filed altitude 10 minutes after departure.

LONGVIEW TRANSITION (HUBB6.GGG): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via GGG R-279 to GGG VORTAC.
PARIS TRANSITION (HUBB6.PRX): From over TTT VOR/DME via TTT R-064 to ECKEY INT, then via PRX R-221 to PRX VOR/DME.
QUITMAN TRANSITION (HUBB6.UIM): From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME.
SOLDO TRANSITION (HUBB6.SOLDO): (ATC assigned.) From over TTT VOR/DME via TTT R-084 to SOLDO INT.
TEXARKANA TRANSITION (HUBB6.TXK): From over TTT VOR/DME via TTT R-074 to SHERO INT, then via TXK R-244 to TXK VORTAC.
TYLER TRANSITION (HUBB6.TYR): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via TYR R-303 to TYR VOR/DME.

TAKE-OFF OBSTACLES:
Rwy 17:
Antenna 190' from departure end of runway, 456' right of centerline, 26' AGL/615' MSL.
Road, multiple poles and signs beginning 570 from departure end of runway, 410' right of centerline, up to 31' AGL/ 620' MSL.
Tree 1,506' from departure end of runway, 517' right of centerline, 37' AGL/617' MSL.

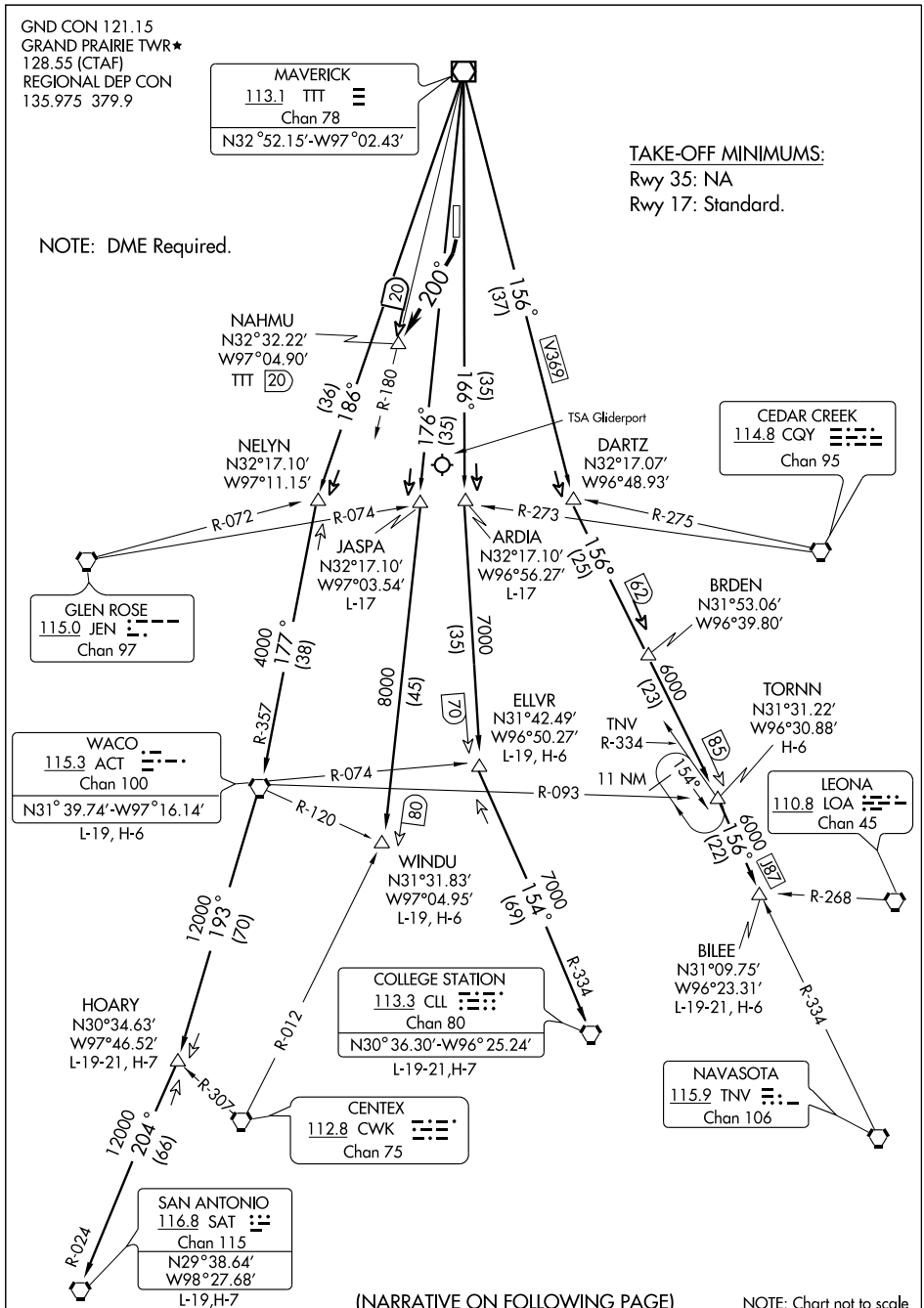
SC-2, 08 APR 2010 to 06 MAY 2010

(JPOOL4.TTT) 09351

JOE POOL FOUR DEPARTURE

SL-9209 (FAA)

GRAND PRAIRIE MUNI (GPM)
GRAND PRAIRIE, TEXAS



(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale

SC-2, 08 APR 2010 to 06 MAY 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 17: Climbing right turn via heading 200° and TTT VOR/DME R-180 to NAHMU/TTT VOR/DME 20 DME, expect radar vectors to appropriate route, maintain 2000 feet and expect filed altitude 10 minutes after departure.

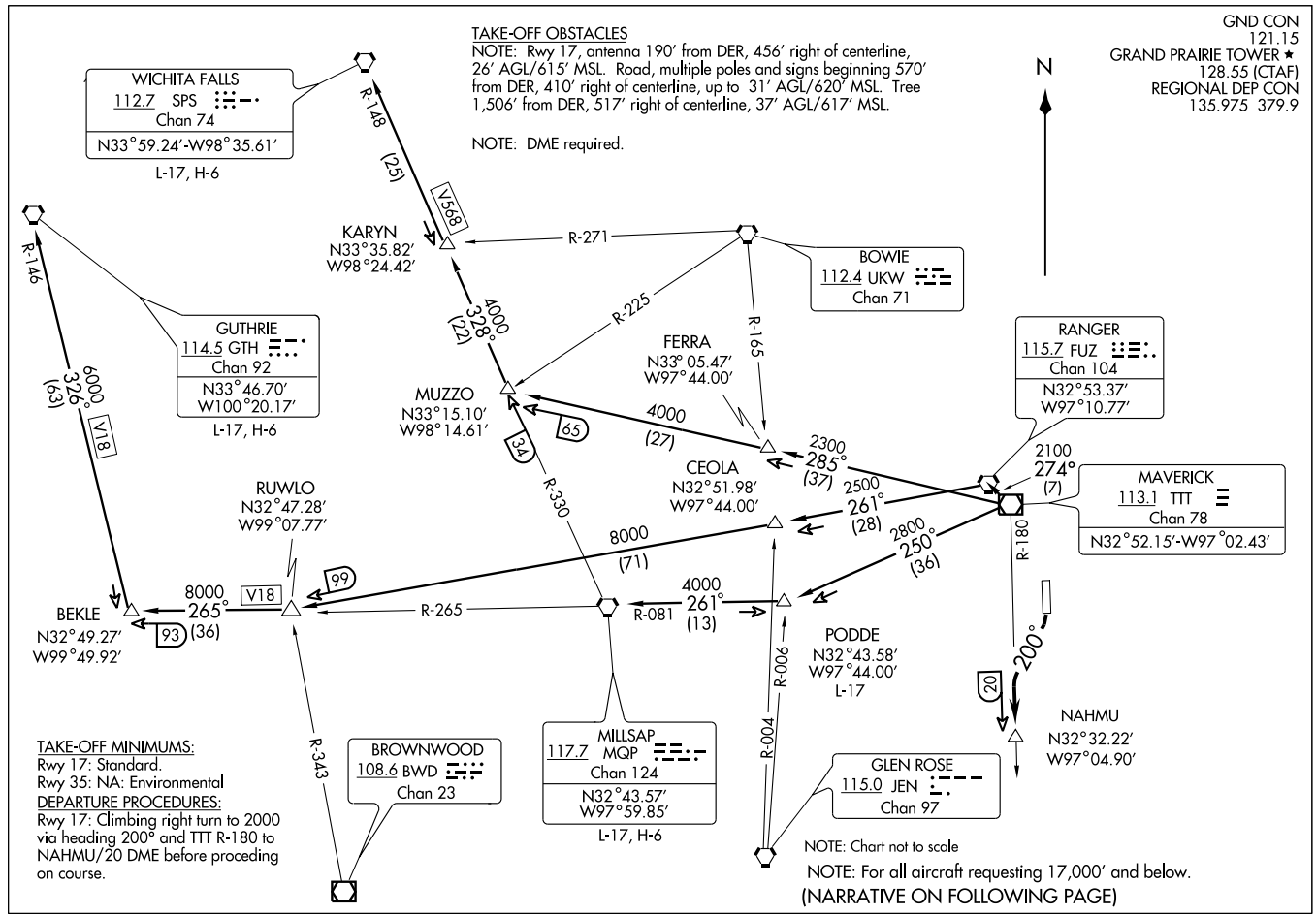
TAKE-OFF RUNWAY 35: NA.

ARDIA TRANSITION (JPOOL4.ARDIA): (ATC assigned.) From over TTT VOR/DME via TTT R-166 to ARDIA INT.
BILEE TRANSITION (JPOOL4.BILEE): (For aircraft overflying the BILEE intersection, thence via the appropriate STAR to George Bush Intercontinental or East Houston terminal area airports, or via J-87 to overfly the TNV VORTAC.) From over TTT VOR/DME via TTT R-156 to BILEE INT.
BRDEN TRANSITION (JPOOL4.BRDEN): From over TTT VOR/DME via TTT R-156 to BRDEN INT.
COLLEGE STATION TRANSITION (JPOOL4.CLL): (For piston aircraft inbound to Houston Hobby and all aircraft inbound to West Houston terminal area airports.) From over TTT VOR/DME via TTT R-166 to ELLVR INT, then via CLL R-334 to CLL VORTAC.
ELLVR TRANSITION (JPOOL4.ELLVR): (For turboprop and turbojet aircraft inbound to Houston Hobby and turbojet aircraft inbound to EFD, GLS, and LBX.) From over TTT VOR/DME via TTT R-166 to ELLVR INT.
HOARY TRANSITION (JPOOL4.HOARY): (For E/F suffixed aircraft.) From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC, then via ACT R-193 to HOARY INT.
JASPA TRANSITION (JPOOL4.JASPA): (ATC assigned.) From over TTT VOR/DME via TTT R-176 to JASPA INT.
SAN ANTONIO TRANSITION (JPOOL4.SAT): (For aircraft overflying Centex and San Antonio.) From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC, then via ACT R-193 to HOARY INT, then via SAT R-024 to SAT VORTAC.
TORNN TRANSITION (JPOOL4.TORNN): (For aircraft landing at Lafayette, Lake Charles or Beaumont/Port Arthur airports.) From over TTT VOR/DME via TTT R-156 to TORNN INT.
WACO TRANSITION (JPOOL4.ACT): (For aircraft inbound to Waco or Gray terminal area airports.) From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC.
WINDU TRANSITION (JPOOL4.WINDU): (For aircraft inbound to Austin or San Antonio terminal airports, aircraft should file and/or expect the BLEWE or MARCS arrival at WINDU.) From over TTT VOR/DME via TTT R-176 to WINDU INT.

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KINGDOM SEVEN DEPARTURE SL-9209 (FAA)

GRAND PRAIRIE MUNI (GPM)
GRAND PRAIRIE, TEXAS

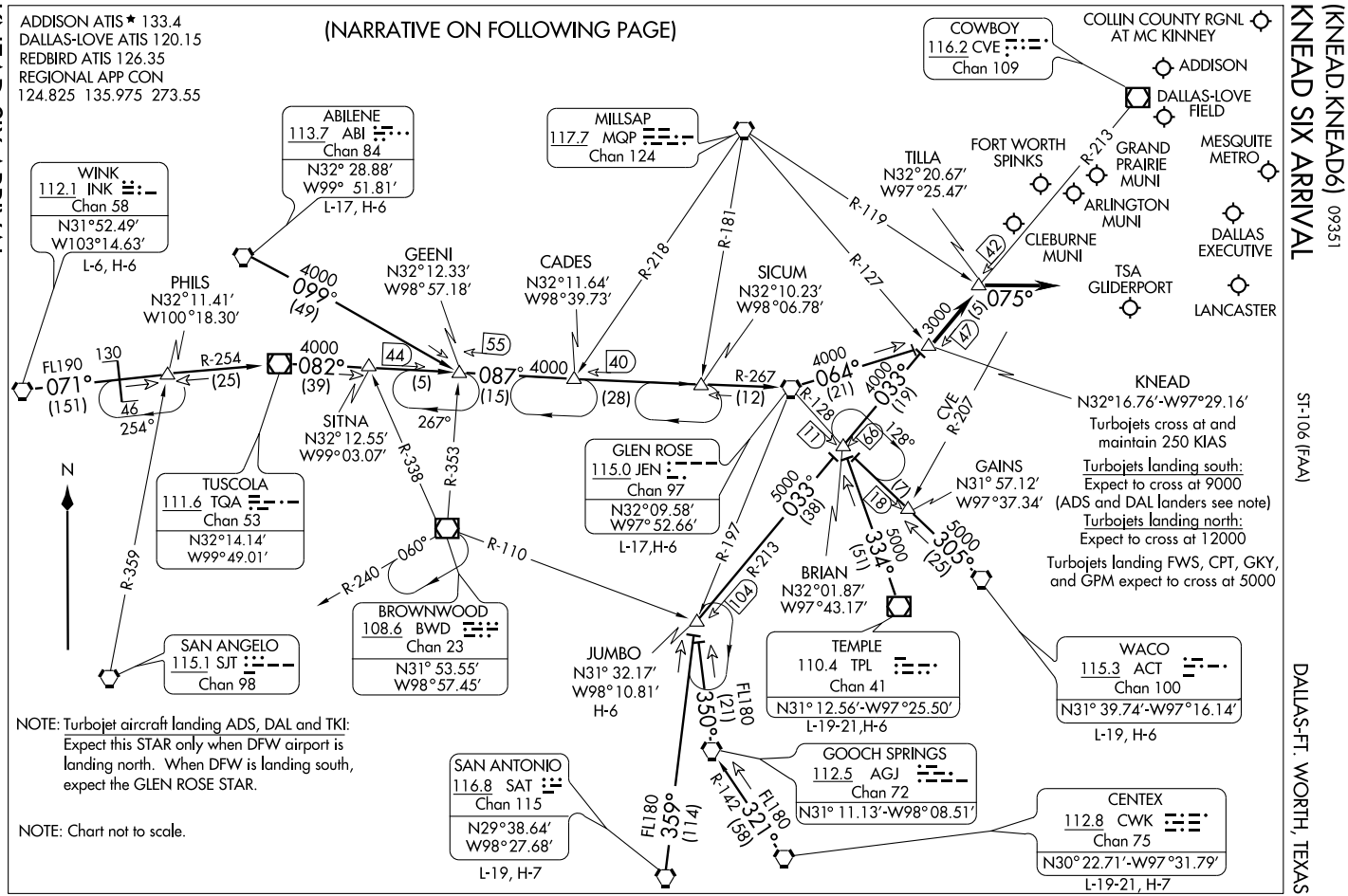


DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 17: Climbing right turn via heading 200° and TTT R-180 to NAHMU/TTT 20 DME, expect radar vectors to appropriate route, maintain 2000 feet and expect filed altitude 10 minutes after departure.
TAKE-OFF RUNWAY 35: Not authorized.

GUTHRIE TRANSITION (KING7.GTH): (For all aircraft landing within Lubbock terminal area or proceeding westbound via V-18 to GTH VORTAC). From over TTT VOR/DME via TTT R-274 to FUZ VORTAC, then via FUZ R-261 to RUWLO INT, then via MQP R-265 to BEKLE INT, then via GTH R-146 to GTH VORTAC.
MILLSAP TRANSITION (KING7.MQP): (For all aircraft overflying the MQP VORTAC westbound via V-16 or direct). From over TTT VOR/DME via TTT R-250 to PODDE INT, then via MQP R-081 to MQP VORTAC.
PODDE TRANSITION (KING7.PODDE): (ATC assigned.) From over TTT VOR/DME via TTT R-250 to PODDE INT.
WICHITA FALLS TRANSITION (KING7.SPS): (For all aircraft landing within Wichita Falls terminal area or overflying the SPS VORTAC). From over TTT VOR/DME via TTT R-285 to MUZZO INT, then via SPS R-148 to SPS VORTAC.

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(KNEAD.KNEAD6) 09351

KNEAD SIX ARRIVAL

ST-106 (FAA)

DALLAS-FT. WORTH, TEXAS

ARRIVAL DESCRIPTION

ABILENE TRANSITION (ABI.KNEAD6): From over ABI VORTAC via ABI R-099 to GEENI INT, then via JEN R-267 to JEN VORTAC, then via JEN R-064 to KNEAD INT. Thence . . . .

CENTEX TRANSITION (CWK.KNEAD6): From over CWK VORTAC via CWK R-321 and AGJ R-142 to AGJ VORTAC, then via AGJ R-350 to JUMBO INT, then via CVE R-213 to KNEAD INT. Thence . . . .

GLEN ROSE TRANSITION (JEN.KNEAD6): From over JEN VORTAC via JEN R-064 to KNEAD INT. Thence . . . .

JUMBO TRANSITION (JUMBO.KNEAD6): From over JUMBO INT via CVE R-213 to KNEAD INT. Thence . . . .

SAN ANTONIO TRANSITION (SAT.KNEAD6): From over SAT VORTAC via SAT R-359 to JUMBO INT, then via CVE R-213 to KNEAD INT. Thence . . . .

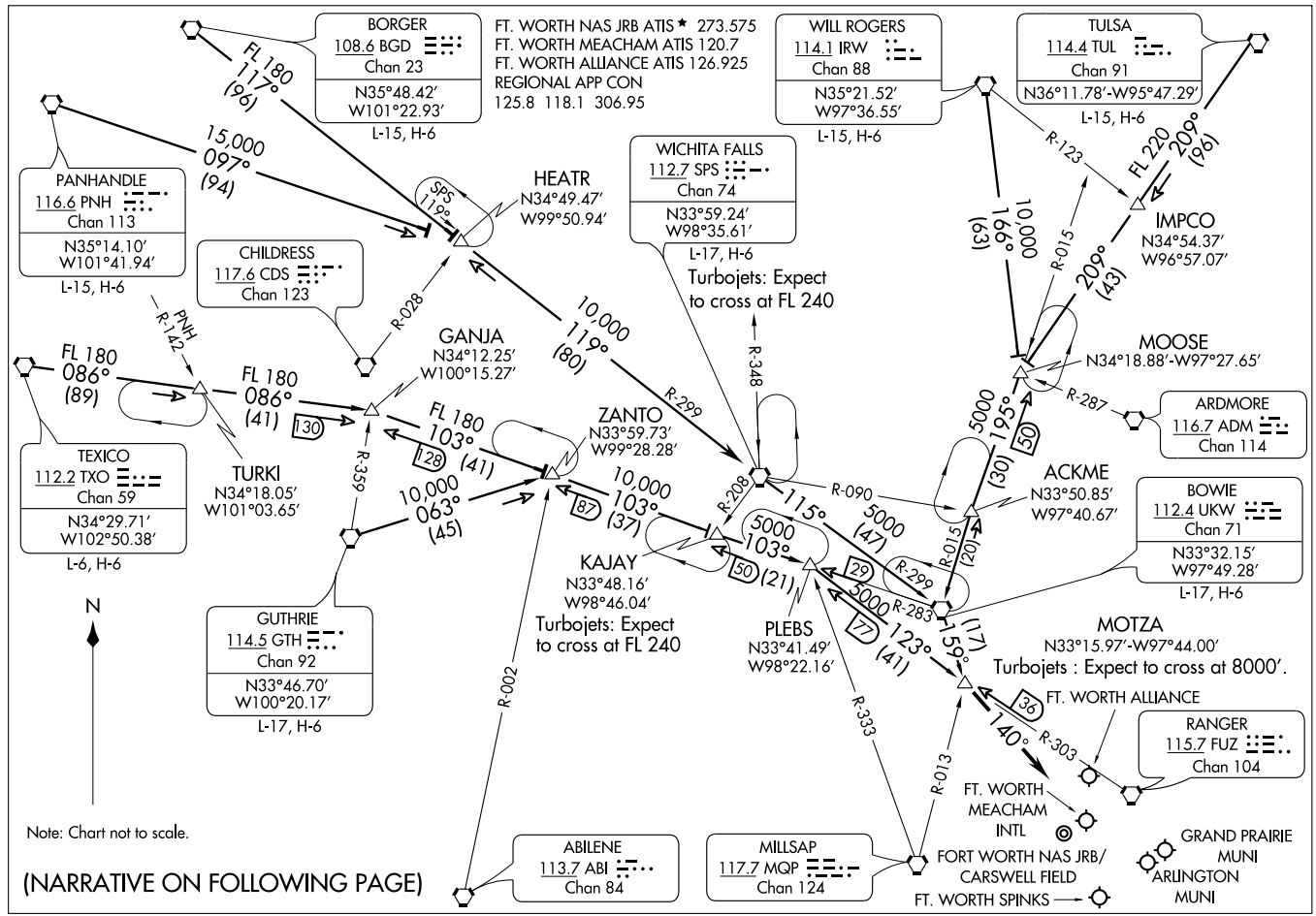
TEMPLE TRANSITION (TPL.KNEAD6): From over TPL VOR/DME via TPL R-334 to BRIAN INT, then via CVE R-213 to KNEAD INT. Thence . . . .

WACO TRANSITION (ACT.KNEAD6): From over ACT VORTAC via ACT R-305 to BRIAN INT, then via CVE R-213 to KNEAD INT. Thence . . . .

WINK TRANSITION (INK.KNEAD6): From over INK VORTAC via INK R-071 and TQA R-254 to TQA VOR/DME, then via TQA R-082 to GEENI INT, then via JEN R-267 to JEN VORTAC, then via JEN R-064 to KNEAD INT. Thence . . . .

. . . . From over KNEAD INT via CVE R-213 to TILLA INT, thence via heading 075° for vectors to final approach course.

SC-2, 08 APR 2010 to 06 MAY 2010


MOTZA SIX ARRIVAL
(MOTZA.MOTZA6) 07298
ST-6918 (FAA)
DALLAS-FT. WORTH, TEXAS
FT. WORTH NAS JRB ATIS ★ 273.575
FT. WORTH MEACHAM ATIS 120.7
FT. WORTH ALLIANCE ATIS 126.925
REGIONAL APP CON
125.8 118.1 306.95
BORGER
108.6 BGD
Chan 23
N35°48.42′
W101°22.93′
L-15, H-6
WILL ROGERS
114.1 IRW
Chan 88
N35°21.52′
W97°36.55′
L-15, H-6
TULSA
114.4 TUL
Chan 91
N36°11.78′-W95°47.29′
L-15, H-6
PANHANDLE
116.6 PNH
Chan 113
N35°14.10′
W101°41.94′
L-15, H-6
CHILDRESS
117.6 CDS
Chan 123
WICHITA FALLS
112.7 SPS
Chan 74
N33°59.24′
W98°35.61′
L-17, H-6
HEATR
N34°49.47′
W99°50.94′
IMPCO
N34°54.37′
W96°57.07′
GANJA
N34°12.25′
W100°15.27′
MOOSE
N34°18.88′-W97°27.65′
ARDMORE
116.7 ADM
Chan 114
TEXICO
112.2 TXO
Chan 59
N34°29.71′
W102°50.38′
L-6, H-6
TURKI
N34°18.05′
W101°03.65′
ZANTO
N33°59.73′
W99°28.28′
ACKME
N33°50.85′
W97°40.67′
BOWIE
112.4 UKW
Chan 71
N33°32.15′
W97°49.28′
L-17, H-6
KAJAY
N33°48.16′
W98°46.04′
PLEBS
N33°41.49′
W98°22.16′
MOTZA
N33°15.97′-W97°44.00′
GUTHRIE
114.5 GTH
Chan 92
N33°46.70′
W100°20.17′
L-17, H-6
RANGER
115.7 FUZ
Chan 104
ABILENE
113.7 ABI
Chan 84
MILLSAP
117.7 MQP
Chan 124
FORT WORTH NAS JRB/
CARSWELL FIELD
FT. WORTH SPINKS
FT. WORTH
MEACHAM
INTL
GRAND PRAIRIE
MUNI
ARLINGTON
MUNI
FT. WORTH ALLIANCE
Turbojets: Expect
to cross at FL 240
Turbojets: Expect
to cross at FL 240
Turbojets : Expect to cross at 8000′.
FL 180
117°
(96)
15,000
097°
(94)
SPS
119°
10,000
119°
(80)
FL 180
086°
(89)
FL 180
086°
(41)
FL 180
103°
(41)
10,000
063°
(45)
10,000
103°
(37)
5000
103°
(21)
5000
115°
(47)
5000
123°
(41)
5000
159°
(17)
10,000
166°
(63)
5000
195°
(30)
FL 220
209°
(96)
209°
(43)
140°
R-123
R-015
R-348
R-299
R-208
R-090
R-287
R-359
R-028
PNH
R-142
R-002
R-333
R-013
R-303
130
128
87
50
29
27
36
N
Note: Chart not to scale.
(NARRATIVE ON FOLLOWING PAGE)

MOTZA SIX ARRIVAL

ARRIVAL DESCRIPTION

BORGER TRANSITION (BGD.MOTZA6): From over BGD VORTAC via BGD R-117 to HEATR INT, then via SPS R-299 to SPS VORTAC, then via SPS R-115 and UKW R-299 to UKW VORTAC, then via UKW R-159 to MOTZA INT. Thence . . . .

BOWIE TRANSITION (UKW.MOTZA6): From over UKW VORTAC via UKW R-159 to MOTZA INT. Thence . . . .

GUTHRIE TRANSITION (GTH.MOTZA6): From over GTH VORTAC via GTH R-063 to ZANTO INT, then via UKW R-283 to PLEBS INT, then via FUZ R-303 to MOTZA INT. Thence . . . .

PANHANDLE TRANSITION (PNH.MOTZA6): From over PNH VORTAC via PNH R-097 to HEATR INT, then via SPS R-299 to SPS VORTAC, then via SPS R-115 and UKW R-299 to UKW VORTAC, then via UKW R-159 to MOTZA INT. Thence . . . .

TEXICO TRANSITION (TXO.MOTZA6): From over TXO VORTAC via TXO R-086 to GANJA INT, then via UKW R-283 to PLEBS INT, then via FUZ R-303 to MOTZA INT. Thence . . . .

TULSA TRANSITION (TUL.MOTZA6): From over TUL VORTAC via TUL R-209 to MOOSE INT, then via UKW R-015 to UKW VORTAC, then via UKW R-159 to MOTZA INT. Thence . . . .

WICHITA FALLS TRANSITION (SPS.MOTZA6): From over SPS VORTAC via SPS R-115 and UKW R-299 to UKW VORTAC, then via UKW R-159 to MOTZA INT. Thence . . . .

WILL ROGERS TRANSITION (IRW.MOTZA6): From over IRW VORTAC via IRW R-166 to MOOSE INT, then via UKW R-015 to UKW VORTAC, then via UKW R-159 to MOTZA INT. Thence . . . .

. . . . From over MOTZA INT, thence via heading 140° for vectors to final approach course.

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APP CRS	Rwy Idg	4000
355°	TDZE	589
	Apt Elev	589

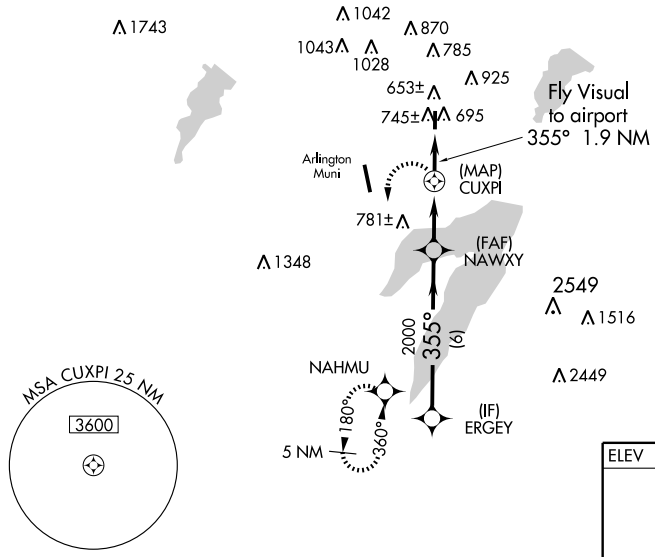
RNAV (GPS) RWY 35
GRAND PRAIRIE MUNI (GPM)

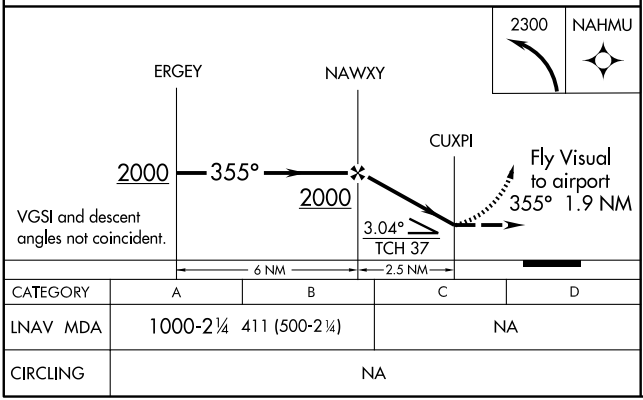
DME/DME RNP-0.3 NA. If local altimeter setting not received, use Arlington Muni altimeter setting.

MISSED APPROACH: Climbing left turn to 2300 direct NAHMU and hold.

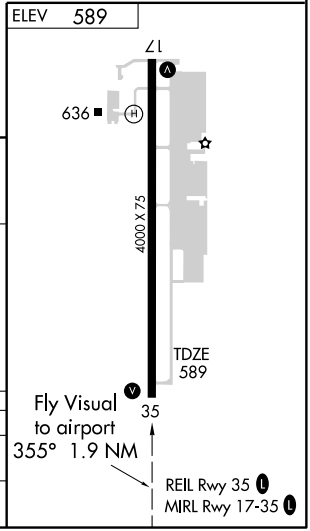
AWOS-3	REGIONAL APP CON	GRAND PRAIRIE TOWER★	GND CON	UNICOM
118.475	135.975 379.9	128.55 (CTAF) L	121.15	122.8

RADAR REQUIRED

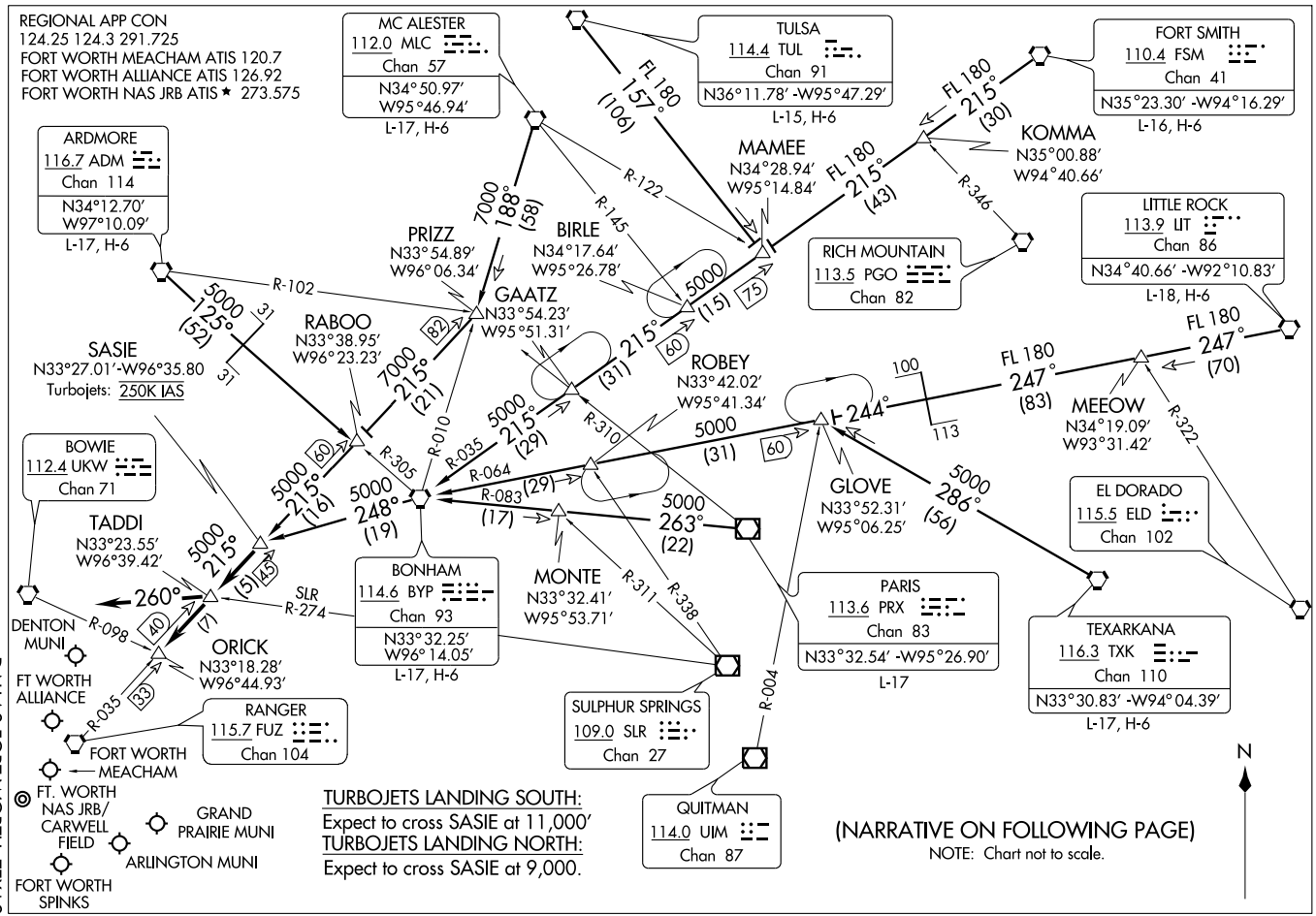




CATEGORY	A	B	C	D
LNAV MDA	1000-2¼ 411 (500-2¼)		NA	
CIRCLING	NA			



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SASIE TWO ARRIVAL

(SASIE.SASIE2) 09351

ST-6918 (FAA)

DALLAS-FORT WORTH, TEXAS

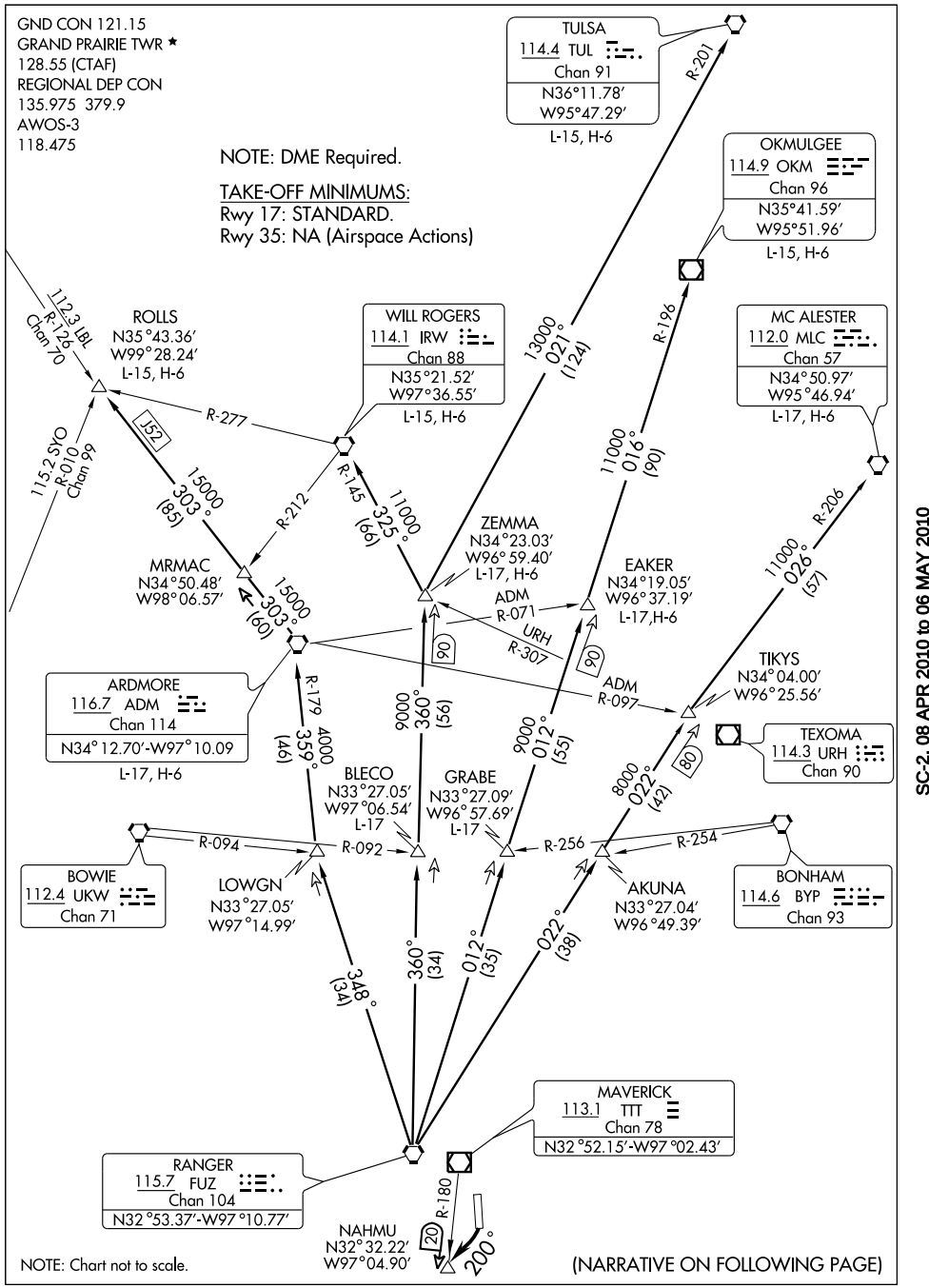
ARRIVAL DESCRIPTION

ARDMORE TRANSITION (ADM.SASIE2): From over ADM VORTAC via ADM R-125 and BYP R-305 to RABOO INT, then via FUZ R-035 to SASIE INT. Thence. . . .
BONHAM TRANSITION (BYP.SASIE2): From over BYP VORTAC via BYP R-248 to SASIE INT. Thence. . . .
FORT SMITH TRANSITION (FSM.SASIE2): From over FSM VORTAC via FSM R-215 to MAMEE INT, then via BYP R-035 to BYP VORTAC, then via BYP R-248 to SASIE INT. Thence. . . .
LITTLE ROCK TRANSITION (LIT.SASIE2): From over LIT VORTAC via LIT R-247 and BYP R-064 to GLOVE INT, then via BYP R-064 to BYP VORTAC, then via BYP R-248 to SASIE INT. Thence. . . .
MC ALESTER TRANSITION (MLC.SASIE2): From over MLC VORTAC via MLC R-188 to PRIZZ INT, then via FUZ R-035 to SASIE INT. Thence. . . .
PARIS TRANSITION (PRX.SASIE2): From over PRX VOR/DME via PRX R-263 and BYP R-083 to BYP VORTAC, then via BYP VORTAC R-248 to SASIE INT. Thence. . . .
TEXARKANA TRANSITION (TXK.SASIE2): From over TXK VORTAC via TXK R-286 to GLOVE INT, then via BYP R-064 to BYP VORTAC, then via BYP R-248 to SASIE INT. Thence. . . .
TULSA TRANSITION (TUL.SASIE2): From over TUL VORTAC via TUL R-157 to MAMEE INT, then via BYP R-035 to BYP VORTAC, the via BYP R-248 to SASIE INT. Thence. . . .
. . . . From over SASIE INT via FUZ R-035 to TADDI INT or ORICK INT (when directed by ATC). Depart TADDI INT heading 260° for vectors to final approach course.

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TEXOMA ONE DEPARTURE

SL-9209 (FAA)



NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 17: Climbing right turn via heading 200° and TTT R-180 to NAHMU/TTT VOR/DME 20 DME, expect radar vectors to appropriate route, maintain 2000 feet and expect filed altitude 10 minutes after departure.
TAKE-OFF RUNWAY 35: NA

ARDMORE TRANSITION (TEX1.ADM): From over FUZ VORTAC via FUZ R-348 to LOWGN INT, then via ADM R-179 to ADM VORTAC.

BLECO TRANSITION (TEX1.BLECO): (ATC assigned.) From over FUZ VORTAC via FUZ R-360 to BLECO INT.

EAKER TRANSITION (TEX1.EAKER): (For aircraft inbound to the Tulsa terminal area.) From over FUZ VORTAC via FUZ R-012 to EAKER INT.

GRABE TRANSITION (TEX1.GRABE): (ATC assigned.) From over FUZ VORTAC via FUZ R-012 to GRABE INT.

MCALESTER TRANSITION (TEX1.MLC): (For all aircraft overflying the MLC VORTAC or intercepting J105.) From over FUZ VORTAC via FUZ R-022 to TIKYS INT, then via MLC R-206 to MLC VORTAC.

OKMULGEE TRANSITION (TEX1.OKM): (For all aircraft overflying OKM VOR/DME proceeding via J181 to BDF to destinations in the Chicago terminal area and north.) From over FUZ VORTAC via FUZ R-012 to EAKER INT, then via OKM R-196 to OKM VOR/DME.

ROLLS TRANSITION (TEX1.ROLLS): (For all aircraft proceeding northwestbound via J52.) From over FUZ VORTAC via FUZ R-348 to LOWGN INT, then via ADM R-179 to ADM VORTAC, then via ADM R-303 to ROLLS INT.

TULSA TRANSITION (TEX1.TUL): (For all aircraft overflying TUL VORTAC.) From over FUZ VORTAC via FUZ R-360 to ZEMMA INT, then via TUL R-201 to TUL VORTAC.

WILL ROGERS TRANSITION (TEX1.IRW): (For all aircraft inbound to the Oklahoma City area or overflying IRW VORTAC.) From over FUZ VORTAC via FUZ R-360 to ZEMMA INT, then via IRW R-145 to IRW VORTAC.

ZEMMA TRANSITION (TEX1.ZEMMA): (ATC assigned.) From over FUZ VORTAC via FUZ R-360 to ZEMMA INT.

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VOR/DME TTT	APP CRS	Rwy Idg	4000
113.1	356°	TDZE	589
Chan 78		Apt Elev	589

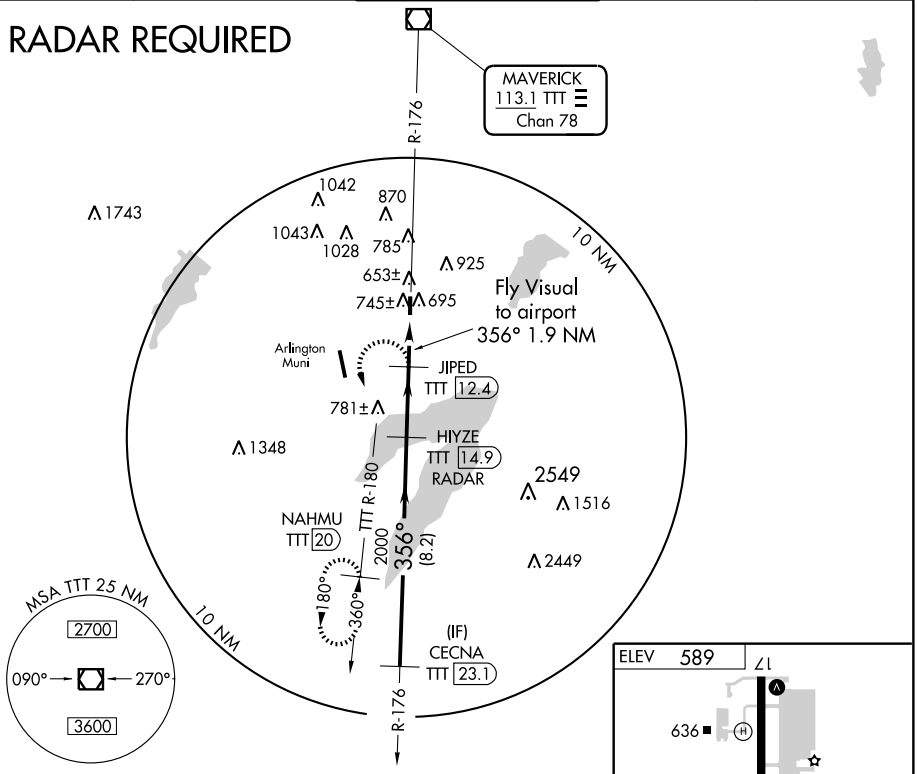
VOR/DME RWY 35
GRAND PRAIRIE MUNI (GPM)

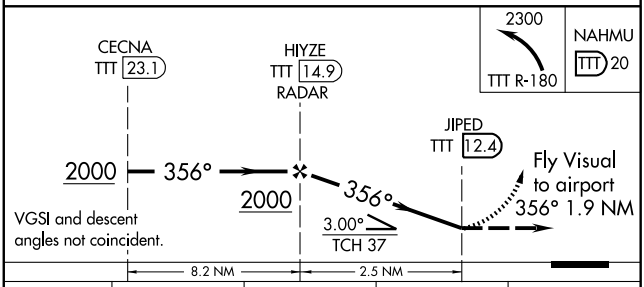
If local altimeter setting not received, use Arlington Muni altimeter setting.

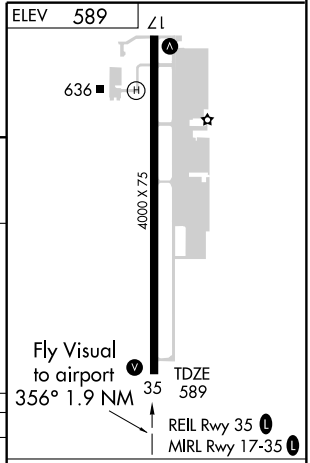
MISSED APPROACH: Climbing left turn to 2300 via TTT R-180 to NAHMU/20 DME and hold.

AWOS-3	REGIONAL APP CON	GRAND PRAIRIE TOWER★	GND CON	UNICOM
118.475	135.975 379.9	128.55 (CTAF) L	121.15	122.8

RADAR REQUIRED



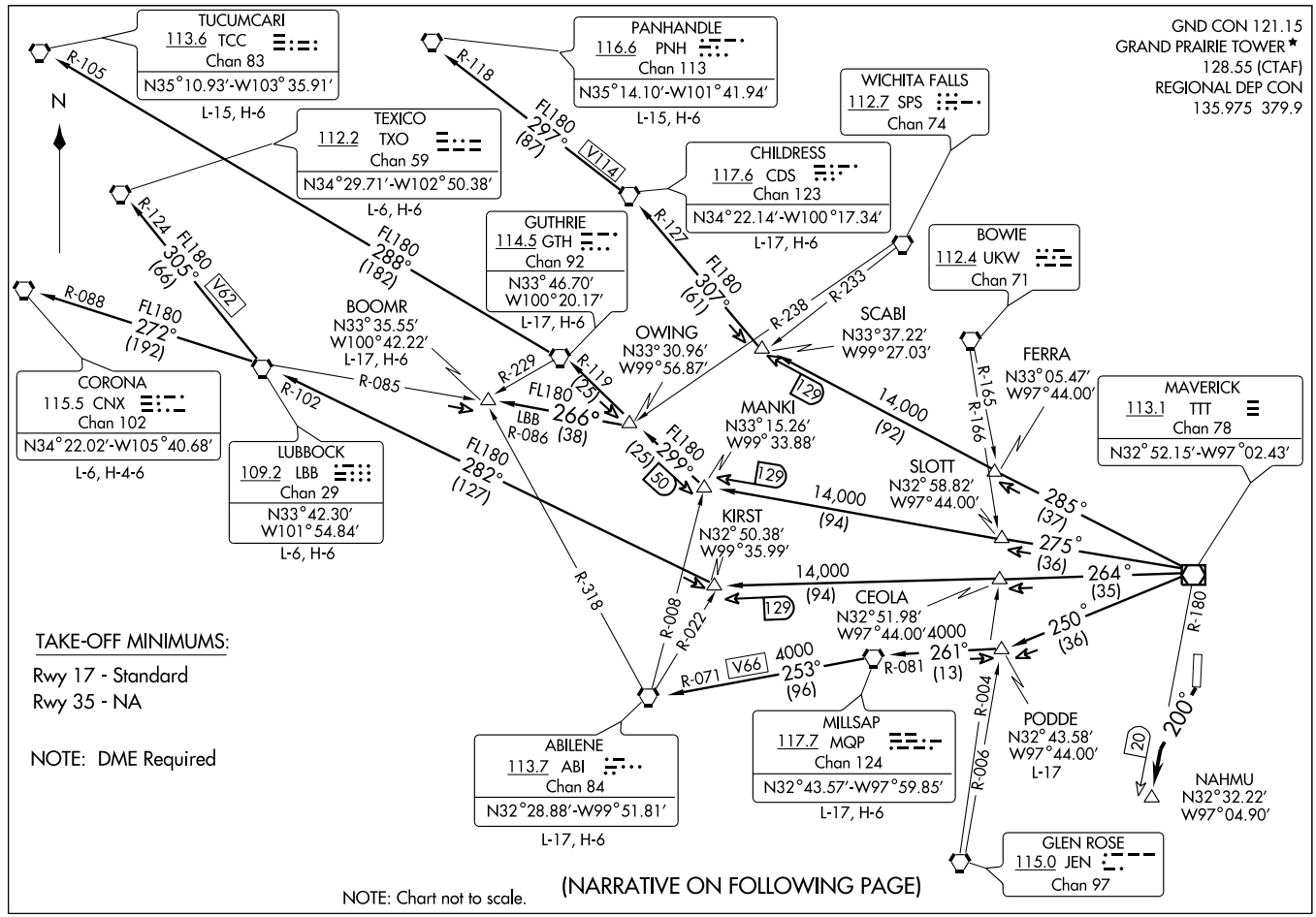




CATEGORY	A	B	C	D
S-35	1040-2¼ 451 (500-2¼)		NA	
CIRCLING	NA			

Knots	60	90	120	150	180
Min:Sec					

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(FWORTH5.11) 08269

WORTH FIVE DEPARTURE

SI-9209 (FAA)

GRAND PRAIRIE MUNI (GPM)

GRAND PRAIRIE, TEXAS

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 17: Climbing right turn via heading 200° and TTT VOR/DME R-180 to NAHMU/TTT 20 DME, expect vectors to appropriate route, maintain 2000 feet and expect filed altitude 10 minutes after departure.

TAKE-OFF RUNWAY 35: NA

ABILENE TRANSITION (WORTH5.ABI): From over TTT VOR/DME via TTT R-250 to PODDE INT, then via MQP R-081 to MQP VORTAC, then via MQP R-253 and ABI R-071 to ABI VORTAC.

BOOMR TRANSITION (WORTH5.BOOMR): From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to OWING INT, then via LBB R-086 to BOOMR INT.

CHILDRESS TRANSITION (WORTH5.CDS): From over TTT VOR/DME via TTT R-285 to SCABI INT, then via CDS R-127 to CDS VORTAC.

CORONA TRANSITION (WORTH5.CNX): From over TTT VOR/DME via TTT R-264 to KIRST INT, then via LBB R-102 to LBB VORTAC, then via LBB R-272 and CNX R-088 to CNX VORTAC.

GUTHRIE TRANSITION (WORTH5.GTH): From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to GTH VORTAC.

LUBBOCK TRANSITION (WORTH5.LBB): From over TTT VOR/DME via TTT R-264 to KIRST INT, then via LBB R-102 to LBB VORTAC.

MILLSAP TRANSITION (WORTH5.MQP): From over TTT VOR/DME via TTT R-250 to PODDE INT, then via MQP R-081 to MQP VORTAC.

PANHANDLE TRANSITION (WORTH5.PNH): From over TTT VOR/DME via TTT R-285 to SCABI INT, then via CDS R-127 to CDS VORTAC, then via CDS R-297 and PNH R-118 to PNH VORTAC.

PODDE TRANSITION (WORTH5.PODDE): (ATC Assigned) From over TTT VOR/DME via TTT R-250 to PODDE INT.

TEXICO TRANSITION (WORTH5.TXO): From over TTT VOR/DME via TTT R-264 to KIRST INT, then via LBB R-102 to LBB VORTAC, then via LBB R-305 and TXO R-124 to TXO VORTAC.

TUCUMCARI TRANSITION (WORTH5.TCC): From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to GTH VORTAC, then via GTH R-288 and TCC R-105 to TCC VORTAC.

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ILS 2 RWY 17

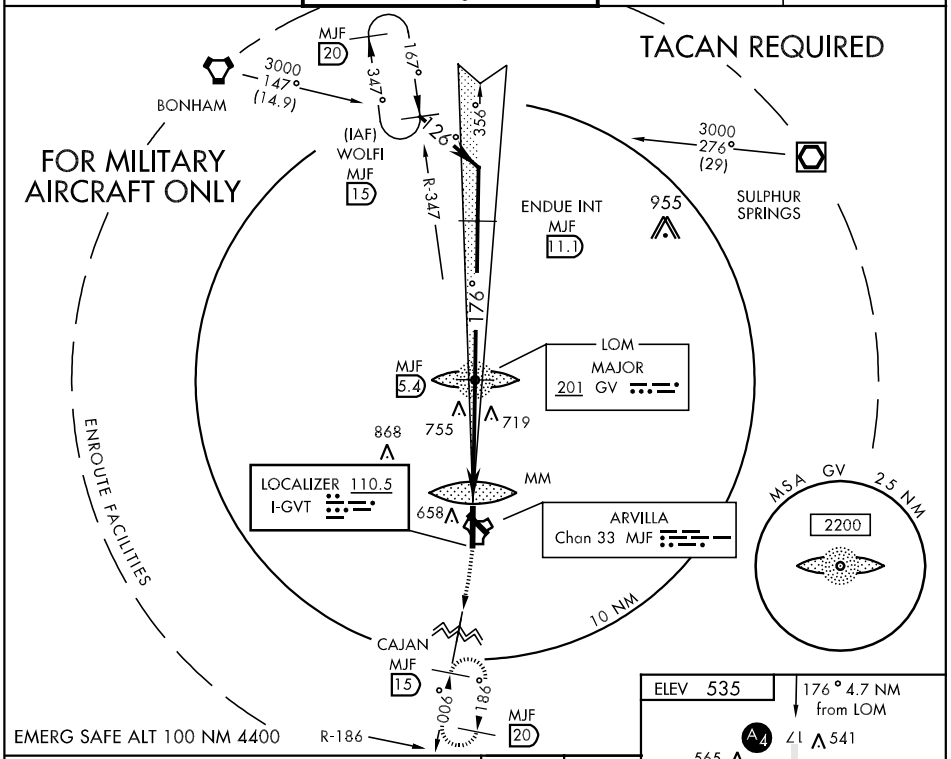
LOC I-GVT	APCH CRS	Rwy ldg / TDZE / Arpt Elev	AL-5138 [USAF]	GREENVILLE/ MAJORS (KGVT)
110.5	176°	8030 / 534 / 535		

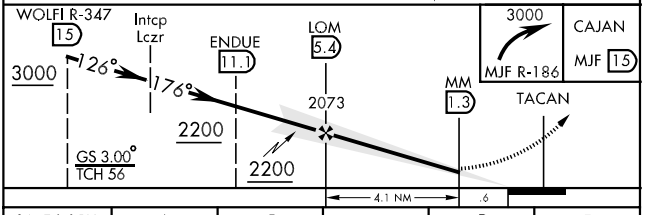
▼ * When ALS inop, increase CAT DE vis to 1¾ miles.
** When ALS inop, increase CAT D vis to 2 miles, CAT E vis to 2¼ miles.
▲ NA When control tower closed, use Dallas-Love Field altimeter setting.

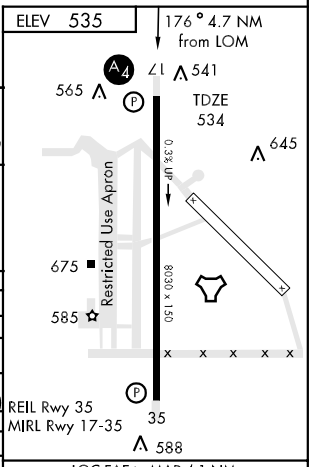
MALS A4

MISSED APPROACH: Climbing right turn to 3000 via MJF TACAN R-186 to CAJAN 15 DME and hold.

FORT WORTH CENTER	MAJORS TOWER ★	GND CON	UNICOM
132.85 360.75	118.65 (CTAF) 385.425	121.7 335.8	122.95







CATEGORY	A	B	C	D	E
S-ILS 17	734-¾ 200 (200-¾)				
S-LOC 17 *	1060-¾ 526 (600-¾)		1060-1¼ 526 (600-1¼)	1060-1½ 526 (600-1½)	
CIRCLING	1060-1 525 (600-1)		1060-1½ 525 (600-1½)	1100-2 565 (600-2)	1280-2¾ 745 (800-2¾)
DALLAS–LOVE ALTIMETER SETTING MINIMUMS					
S-ILS 17	837-1 303 (400-1)				
S-LOC 17**	1160-¾ 626 (700-¾)		1160-1½ 626 (700-1½)	1160-1¾ 626 (700-1¾)	1160-2 626 (700-2)
CIRCLING	1160-1 625 (700-1)		1160-1¾ 625 (700-1¾)	1180-2 645 (700-2)	1380-3 845 (900-3)

LOC FAF to MAP 4.1 NM					
Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

LOC I-GVT	APP CRS	Rwy Idg	8030
110.5	176°	TDZE	534
		Apt Elev	535

ILS or LOC RWY 17

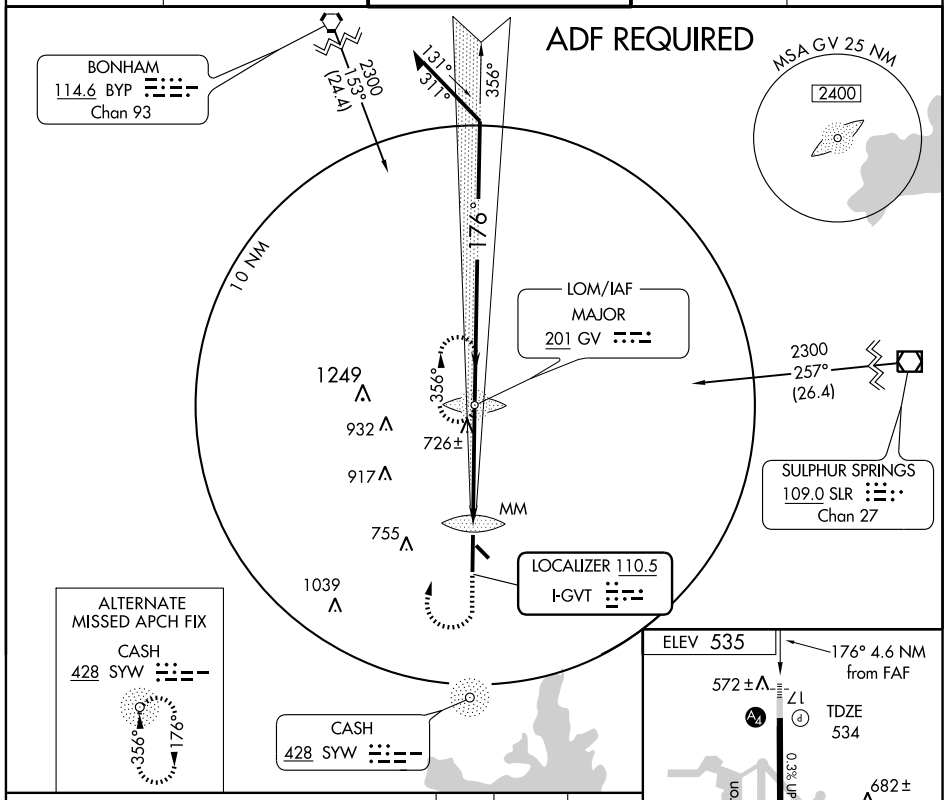
GREENVILLE/ MAJORS (GVT)

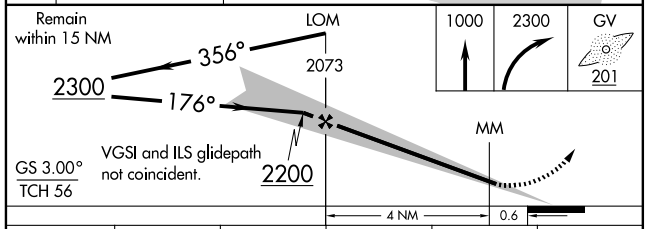
When local altimeter setting not received, use Terrell altimeter setting and increase DA 64 feet and all MDA 80 feet and increase S-ILS 17 all Cats visibility ¼ mile, S-LOC 17 Cat A, B, C and D visibility ¼ mile, Cat E visibility ½ mile, and circling Cat C and E visibility ¼ mile. Inoperative table does not apply to S-LOC 17 Cat C. ADF Required.

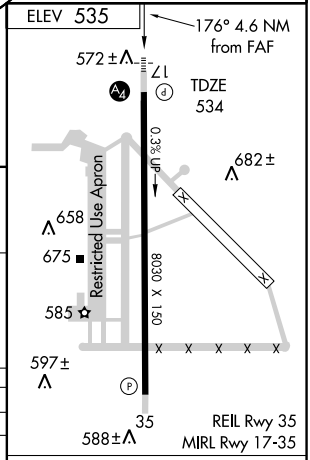
MALS

MISSED APPROACH: Climb to 1000 then climbing right turn to 2300 direct GV LOM and hold, continue climb-in-hold to 2300.

AWOS-3	FORT WORTH CENTER	MAJORS TOWER ★	GND CON	UNICOM
133.425	132.85 360.75	118.65 (CTAF) L 385.425	121.7 335.8	122.95







CATEGORY	A	B	C	D	E
S-ILS 17	734-¾ 200 (200-¾)				
S-LOC 17	1060-¾ 526 (600-¾)		1060-1½ 526 (600-1½)	1060-1¾ 526 (600-1¾)	
CIRCLING	1060-1 525 (600-1)		1060-1½ 525 (600-1½)	1100-2 565 (600-2)	1280-2¾ 745 (800-2¾)

FAF to MAP 4.6 NM

Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32

SC-2, 08 APR 2010 to 06 MAY 2010

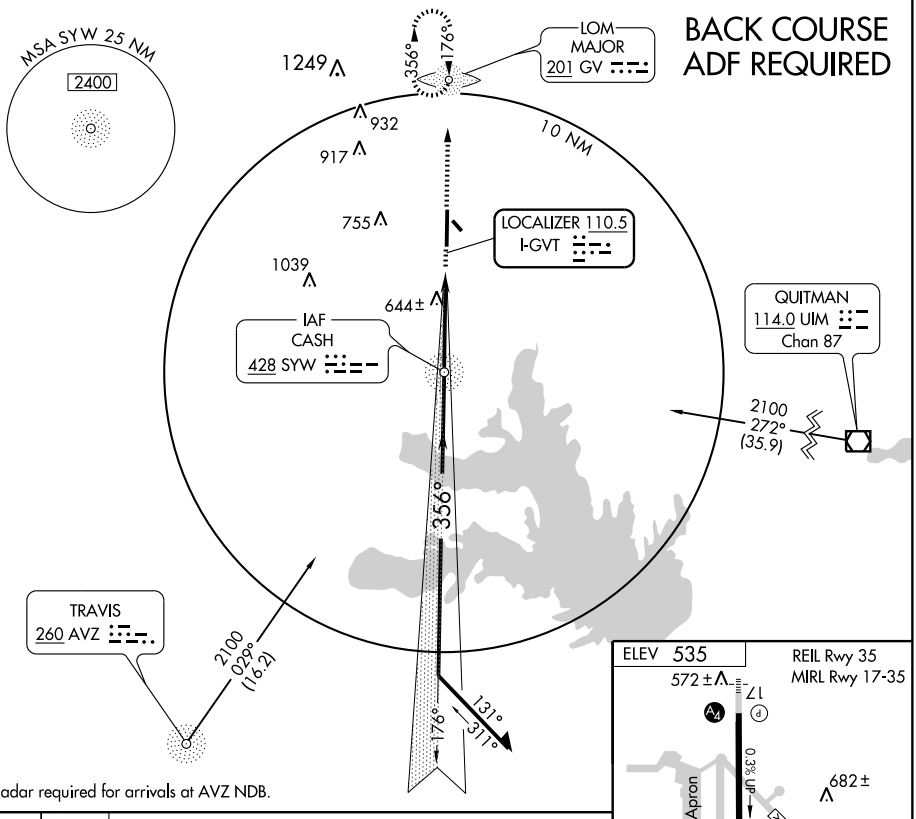
LOC I-GVT	APP CRS	Rwy Idg	8030
110.5	356°	TDZE	531
		Apt Elev	535

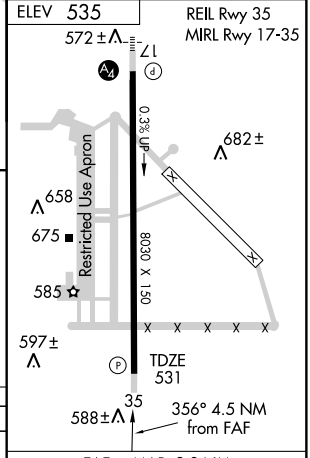
LOC BC RWY 35
GREENVILLE/MAJORS (GVT)

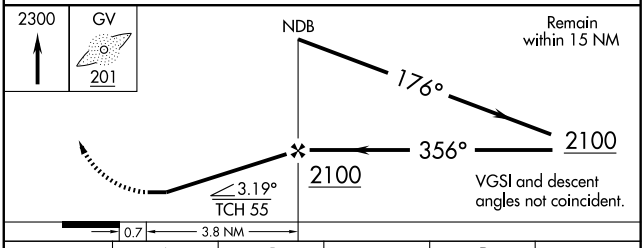
Visibility reduction by helicopters NA. When local altimeter setting not received, use Terrell altimeter setting and increase all MDAs 80 feet and increase S-35 Cat C, D, and E visibility ¼ mile, circling Cat E visibility ¼ mile.

MISSED APPROACH: Climb to 2300 direct GV LOM and hold.

AWOS-3	FORT WORTH CENTER	MAJORS TOWER ★	GND CON	UNICOM
133.425	132.85 360.75	118.65 (CTAF) L 385.425	121.7 335.8	122.95







CATEGORY	A	B	C	D	E
S-35	980-1 449 (500-1)		980-1¼ 449 (500-1¼)	980-1½ 449 (500-1½)	
CIRCLING	1040-1 505 (600-1)		1040-1½ 505 (600-1½)	1100-2 565 (600-2)	1280-2¾ 745 (800-2¾)

FAF to MAP 3.8 NM

Knots	60	90	120	150	180
Min:Sec	3:48	2:32	1:54	1:31	1:16

SC-2, 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	8030
CH 86205	176°	TDZE	534
W17A		Apt Elev	535

RNAV (GPS) RWY 17

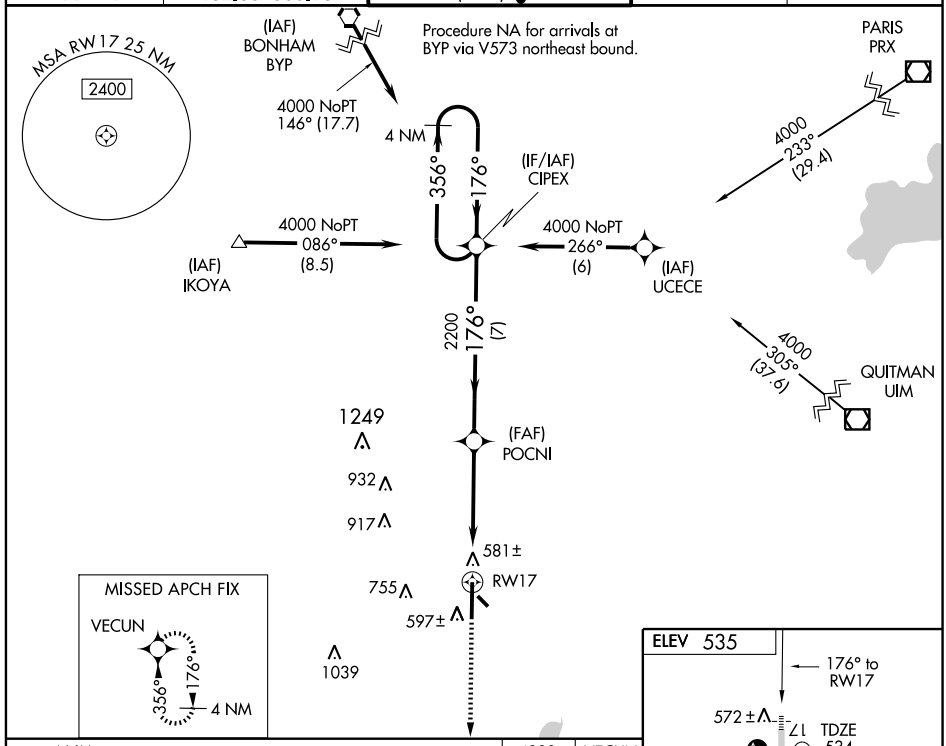
GREENVILLE/MAJORS (GVT)

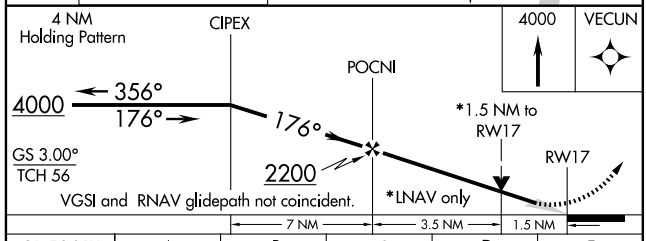
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. VDP and Baro-VNAV NA when using Terrell altimeter setting. When local altimeter setting not received, use Terrell altimeter setting and increase all DA 64 feet and MDA 80 feet and increase LPV visibility all Cats ¼ mile, LNAV/VNAV Cat A, B, and C visibility ½ mile, Cat D and E visibility ¼ mile and LNAV Cat C and D visibility ¼ mile and Cat E visibility ½ mile and circling Cat C and E visibility ¼ mile. Inoperative table does not apply to LNAV Cat C.

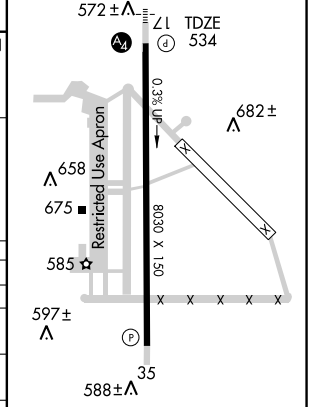
MALS

MISSED APPROACH: Climb to 4000 direct VECUN and hold, continue climb-in hold to 4000.

AWOS-3	FORT WORTH CENTER	MAJORS TOWER ★	GND CON	UNICOM
133.425	132.85 360.75	118.65 (CTAF) L 385.425	121.7 335.8	122.95







CATEGORY	A	B	C	D	E
LPV DA	798-1 264 (300-1)				
LNAV/VNAV DA	849-¾ 315 (400-¾)			849-1 315 (400-1)	
LNAV MDA	1060-¾ 526 (600-¾)		1060-1½ 526 (600-1½)	1060-1¾ 526 (600-1¾)	
CIRCLING	1060-1 525 (600-1)		1060-1½ 525 (600-1½)	1100-2 565 (600-2)	1280-2¾ 745 (800-2¾)

SC-2, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	8030
356°	TDZE	531
	Apt Elev	535

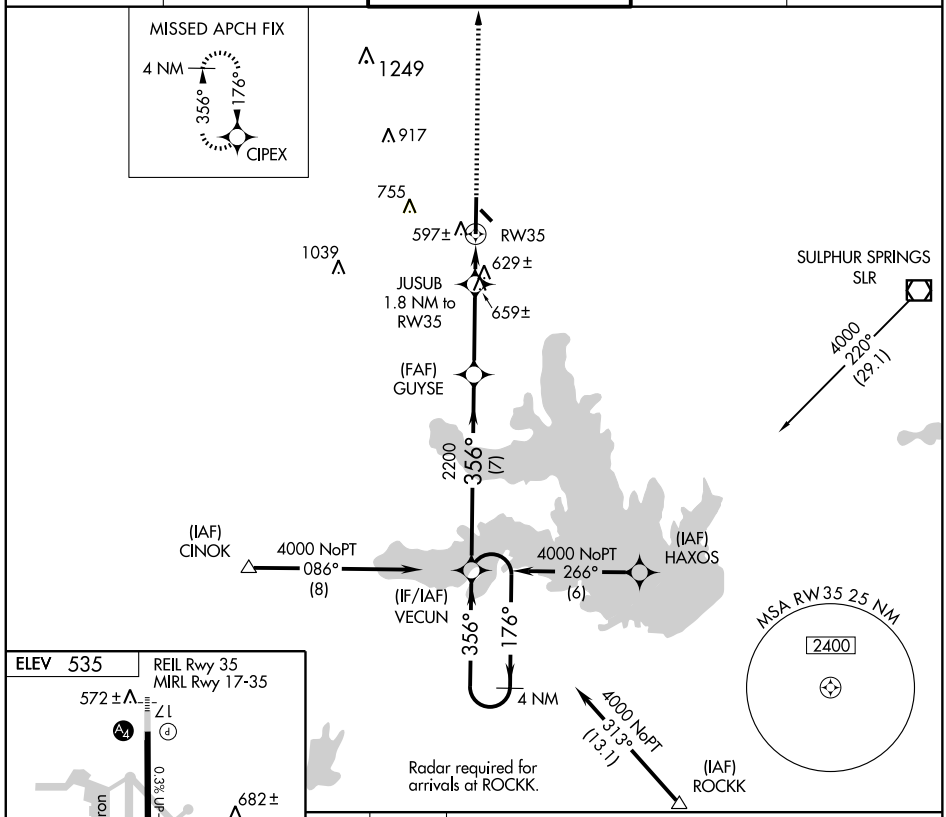
RNAV (GPS) RWY 35

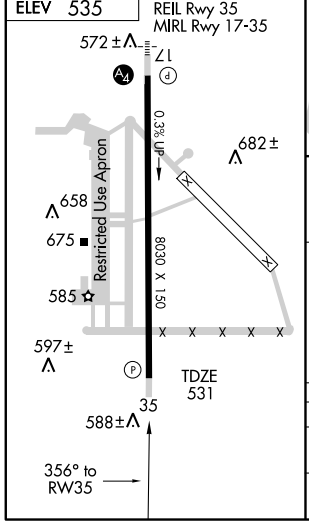
GREENVILLE/ MAJORS (GVT)

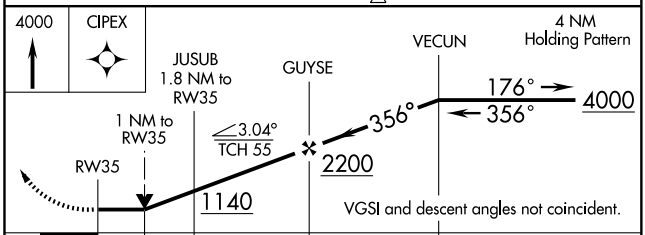
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. VDP NA when using Terrell altimeter setting. When local altimeter setting not received, use Terrell altimeter setting and increase all MDA 80 feet and increase LNAV Cat C, D, and E visibility ¼ mile and circling Cat E visibility ¼ mile.

MISSED APPROACH: Climb to 4000 direct CIPEX and hold, continue climb-in-hold to 4000.

AWOS-3	FORT WORTH CENTER	MAJORS TOWER ★	GND CON	UNICOM
133.425	132.85 360.75	118.65 (CTAF) L 385.425	121.7 335.8	122.95







CATEGORY	A	B	C	D	E
LNAV MDA	900-1 369 (400-1)			900-1¼ 369 (400-1¼)	
CIRCLING	1040-1 505 (600-1)		1040-1½ 505 (600-1½)	1100-2 565 (600-2)	1280-2¾ 745 (800-2¾)

SC-2, 08 APR 2010 to 06 MAY 2010

TACAN RWY 17

TACAN MJF Chan 33	APCH CRS 167°	Rwy ldg 8030 TDZE 534 Arpt Elev 535

AL-5138 [USAF]

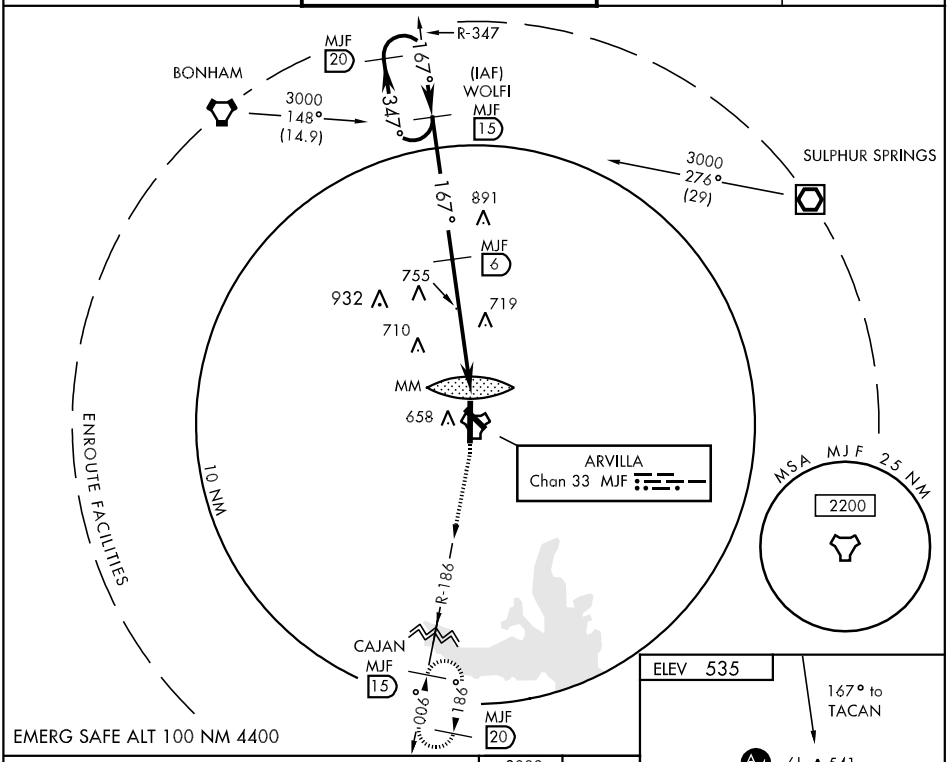
GREENVILLE/ MAJORS (KGVT)

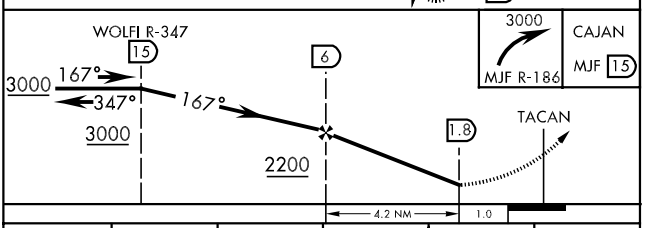
▼ * When ALS inop, increase CAT DE vis to 1¾ miles.
** When ALS inop, increase CAT D vis to 2 miles, CAT E vis to 2¼ miles.
▲ NA When control tower closed, use Dallas-Love Field altimeter setting.

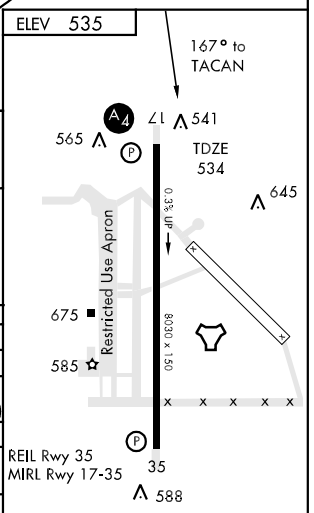
MALS A4

MISSED APPROACH: Climb to 3000 via MJF TACAN R-186 to CAJAN 15 DME and hold.

FORT WORTH CENTER	MAJORS TOWER *	GND CON	UNICOM
132.85 360.75	118.65 (CTAF) 385.425	121.7 335.8	122.95







CATEGORY	A	B	C	D	E
S-17 *	1060-1¼ 526 (600-1¼)			1060-1½ 526 (600-1½)	
CIRCLING	1060-1¼ 525 (600-1¼)		1060-1½ 525 (600-1½)	1100-2 565 (600-2)	1280-2¾ 745 (800-2¾)
DALLAS–LOVE ALTIMETER SETTING MINIMUMS					
S-17 **	1160-1¼ 626 (700-1¼)		1160-1½ 626 (700-1½)	1160-1¾ 626 (700-1¾)	1160-2 626 (700-2)
CIRCLING	1160-1¼ 625 (700-1¼)		1160-1¾ 625 (700-1¾)	1180-2 645 (700-2)	1380-3 845 (900-3)

TACAN RWY 35

TACAN MJF Chan 33	APCH CRS 006°	Rwy ldg 8030 TDZE 531 Arpt Elev 535

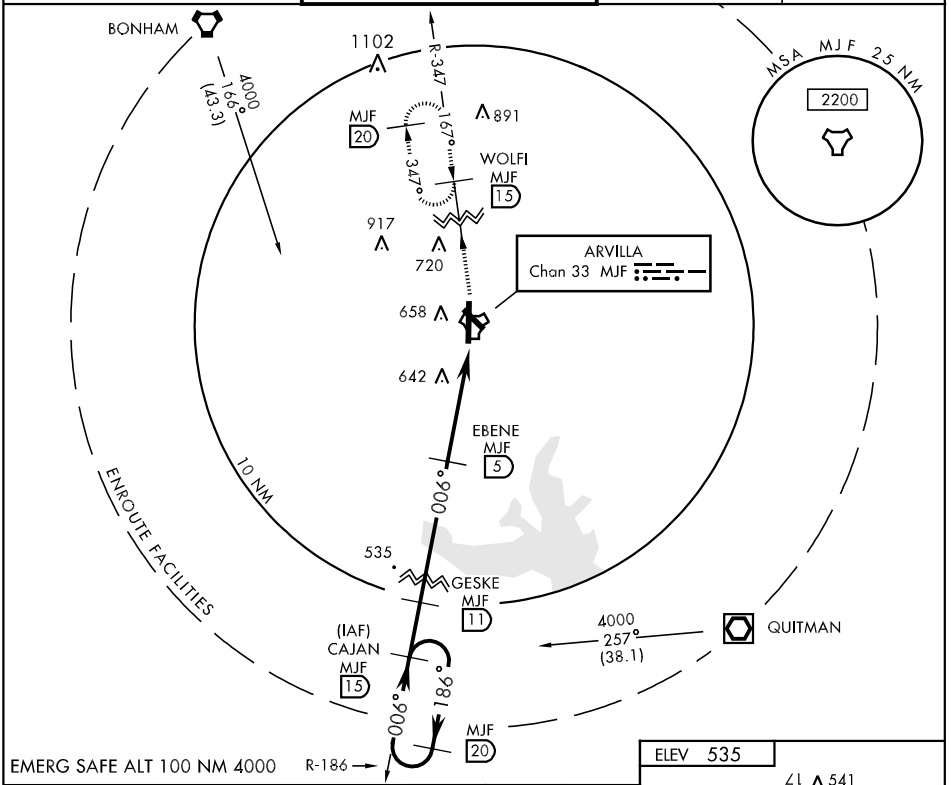
AL-5138 [USAF]

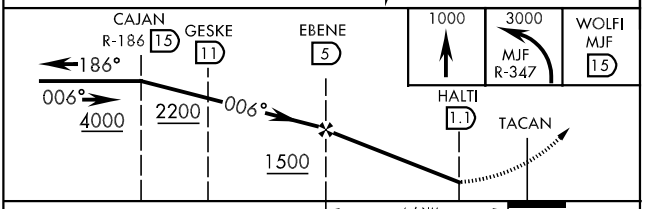
GREENVILLE/MAJORS (KGVT)

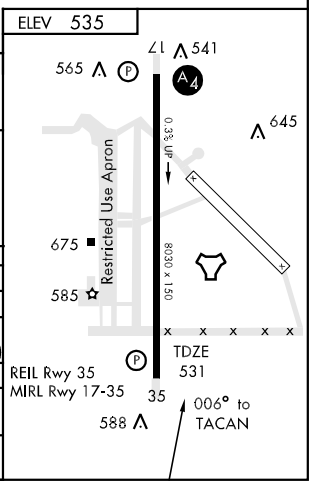
NA When control tower closed, use Dallas-Love Field altimeter setting.

MISSED APPROACH: Climb to 1000 then climbing left turn to 3000 via MJF TACAN R-347 to WOLFI 15 DME and hold.

FORT WORTH CENTER	MAJORS TOWER ★	GND CON	UNICOM
132.85 360.75	118.65 (CTAF) 385.425	121.7 335.8	122.95







CATEGORY	A	B	C	D	E
S-35	900-1 369 (400-1)			900-1¼ 369 (400-1¼)	
CIRCLING	1040-1 505 (600-1)		1040-1½ 505 (600-1½)	1100-2 565 (600-2)	1280-2¾ 745 (800-2¾)
DALLAS–LOVE FIELD ALTIMETER SETTING MINIMUMS					
S-35	1000-1 469 (500-1)		1000-1¼ 469 (500-1¼)	1000-1½ 469 (500-1½)	1000-1¾ 469 (500-1¾)
CIRCLING	1140-1 605 (700-1)		1140-1¾ 605 (700-1¾)	1180-2 645 (700-2)	1380-3 845 (900-3)

VORTAC BYP	APP CRS	Rwy Idg	8030
114.6	157°	TDZE	534
Chan 93		Apt Elev	535

VOR/DME RWY 17

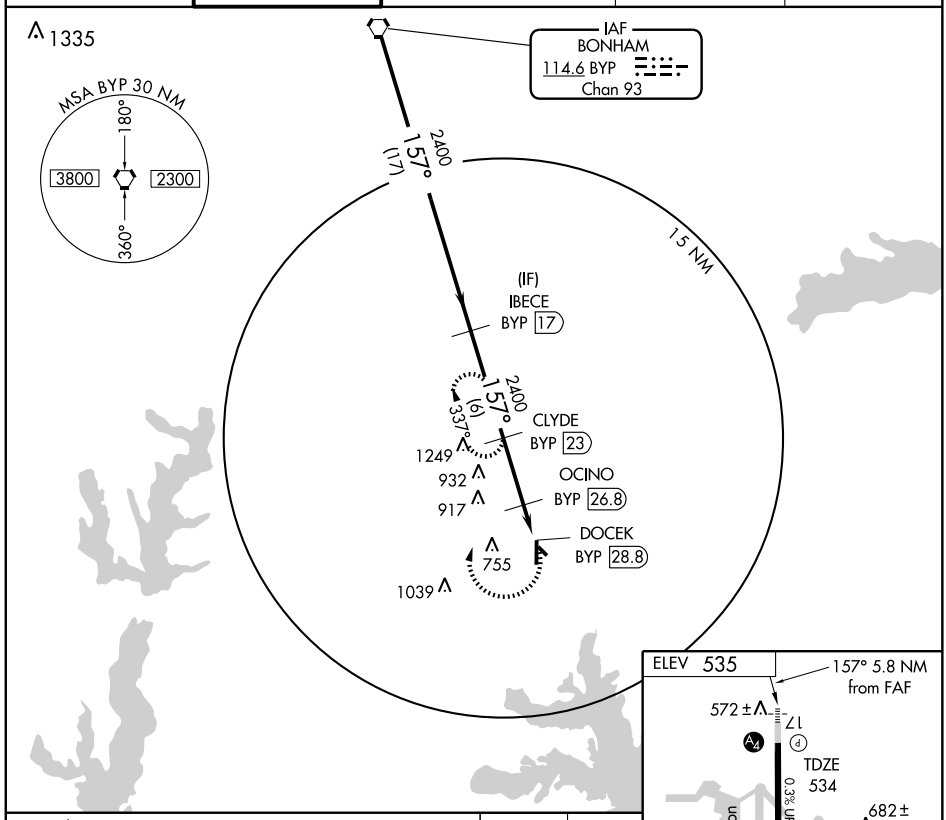
GREENVILLE/ MAJORS (GVT)

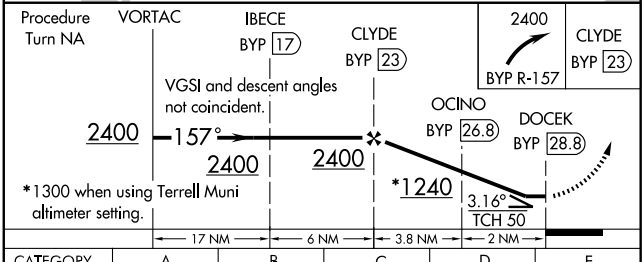
If local altimeter setting not received, use Terrell Muni altimeter setting and increase all MDAs 80 feet.

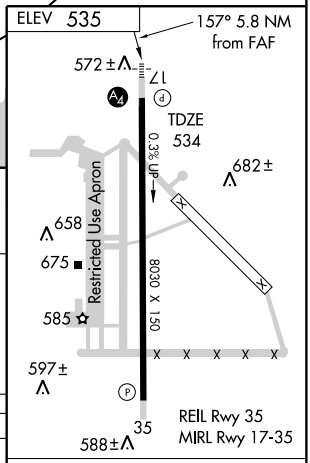
MALS

MISSED APPROACH: Climbing right turn to 2400 via BYP R-157 to CLYDE /23 DME and hold.

AWOS-3	FORT WORTH CENTER	MAJORS TOWER ★	GND CON	UNICOM
133.425	132.85 360.75	118.65 (CTAF) 385.425	121.7 335.8	122.95







CATEGORY	A	B	C	D	E
S-17	1120-1 586 (600-1)	1120-1¼ 586 (600-1¼)	1120-1½ 586 (600-1½)	1120-2 586 (600-2)	
CIRCLING	1120-1 585 (600-1)	1120-1¼ 585 (600-1¼)	1120-1½ 585 (600-1½)	1120-2 585 (600-2)	1280-2¾ 745 (800-2¾)

Knots	60	90	120	150	180
Min:Sec					

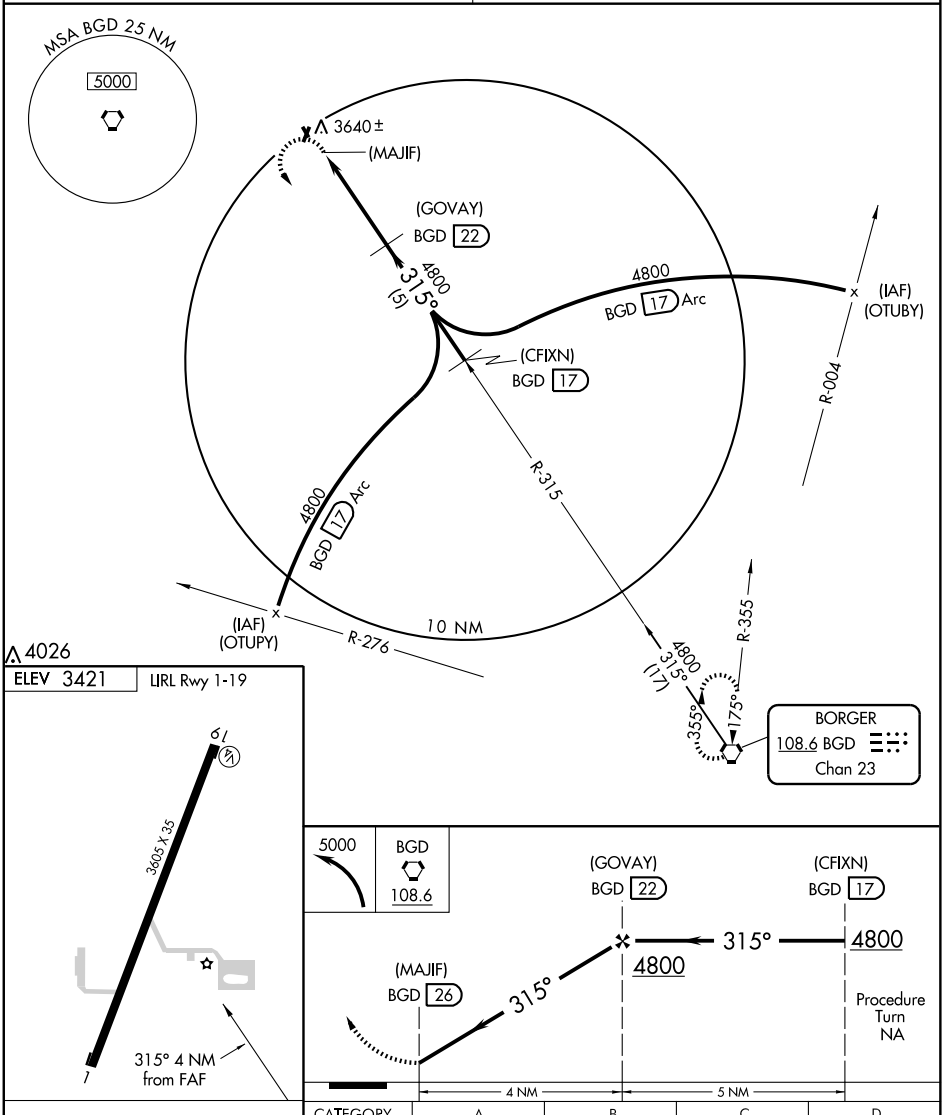
SC-2. 08 APR 2010 to 06 MAY 2010

VORTAC BGD 108.6 Chan 23	APP CRS 315°	Rwy Idg N/A TDZE N/A Apt Elev 3421

VOR/DME or GPS-A

GRUVER/ CLUCK RANCH (2E3)

⚠ NA Use Dalhart altimeter setting; when not available, use Amarillo altimeter setting and increase all MDAs 40 feet.	MISSED APPROACH: Climbing left turn to 5000 direct BGD VORTAC and hold.
ALBUQUERQUE CENTER 127.85 285.475	(CTAF) 122.9



Knots	60	90	120	150	180
Min:Sec					

CATEGORY	A	B	C	D
CIRCLING	4140-1 700 (700-1)	4140-1¼ 700 (700-1¼)	NA	

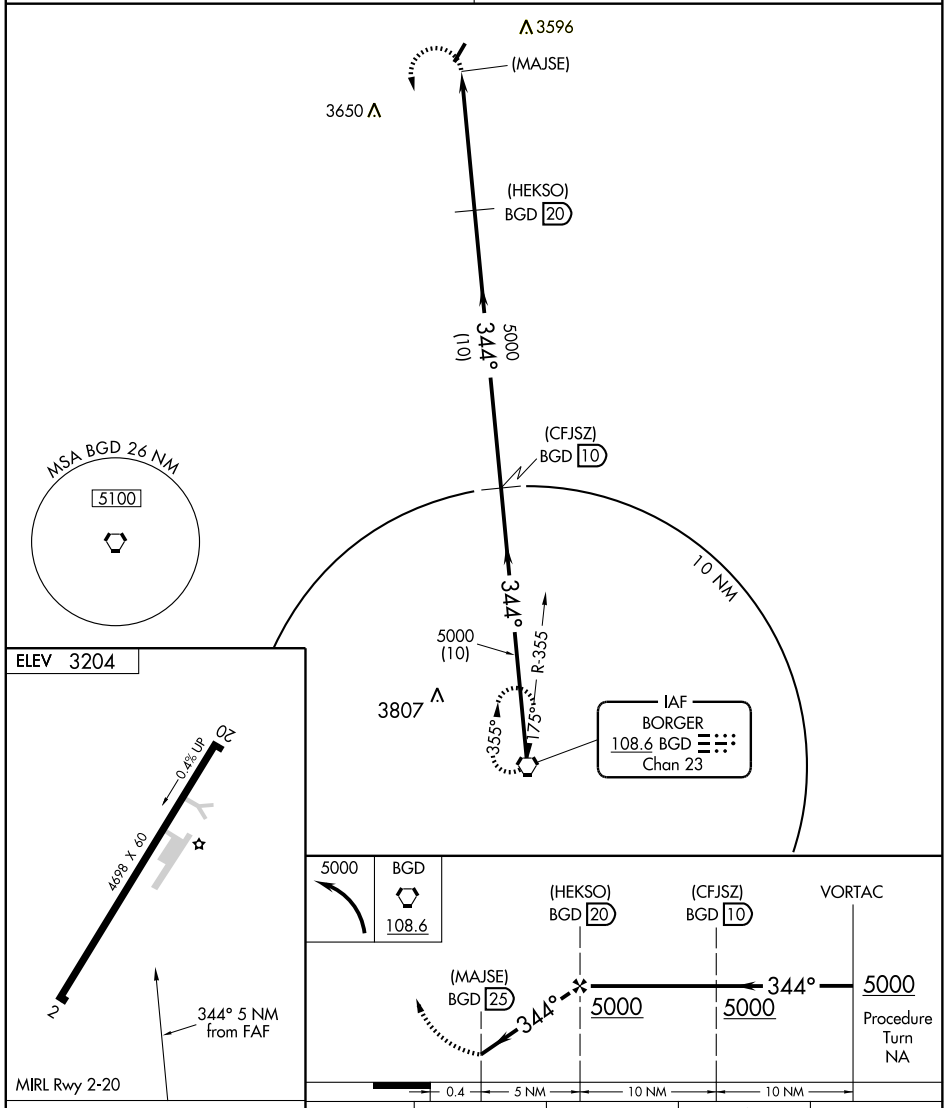
SC-2, 08 APR 2010 to 06 MAY 2010

VORTAC BGD 108.6 Chan 23	APP CRS 344°	Rwy Idg N/A TDZE N/A Apt Elev 3204

VOR/DME or GPS-B

GRUVER MUNI (E19)

⚠ NA Use Liberal, KS altimeter setting.	MISSED APPROACH: Climbing left turn to 5000 direct BGD VORTAC and hold.
ALBUQUERQUE CENTER 127.85 285.475	CTAF 122.9



Knots	60	90	120	150	180
Min:Sec					

CATEGORY	A	B	C	D
CIRCLING	4080-1 876 (900-1)	4080-1¼ 876 (900-1¼)	4080-2½ 876 (900-2½)	NA

SC-2, 08 APR 2010 to 06 MAY 2010

NDB MNZ 251	APP CRS 350°	Rwy Idg 5000 TDZE 1299 Apt Elev 1299

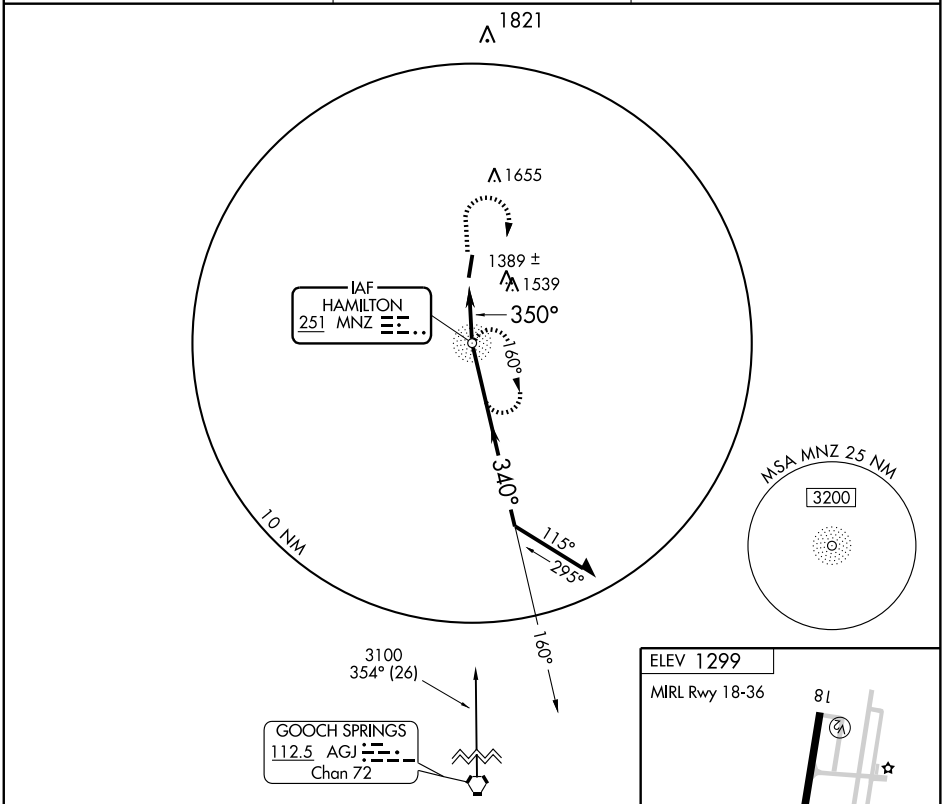
NDB RWY 36

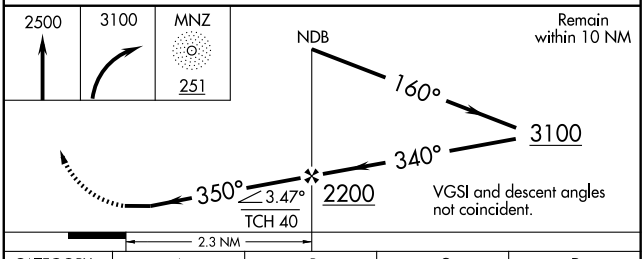
HAMILTON MUNI (MNZ)

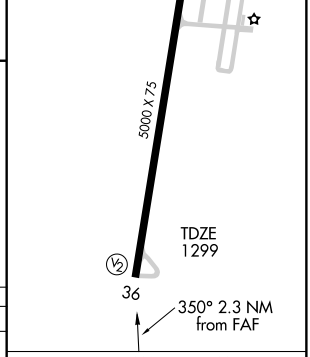
Visibility reduction by helicopters NA.
When local altimeter setting not received, use Comanche altimeter setting and increase all MDA 80 feet, and Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 2500 then climbing right turn to 3100 direct MNZ NDB and hold.

AWOS-3	GRAY APP CON	UNICOM
118.525	120.075 323.15	122.7 (CTAF)







CATEGORY	A	B	C	D
S-36	1700-1 401 (500-1)		1700-1¼ 401 (500-1¼)	NA
CIRCLING	1700-1 401 (500-1)	1760-1 461 (500-1)	1900-1¾ 601 (700-1¾)	NA

FAF to MAP 2.3 NM

Knots	60	90	120	150	180
Min:Sec	2:18	1:32	1:09	0:55	0:46

SC-3. 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	5000
182°	TDZE	1299
	Apt Elev	1299

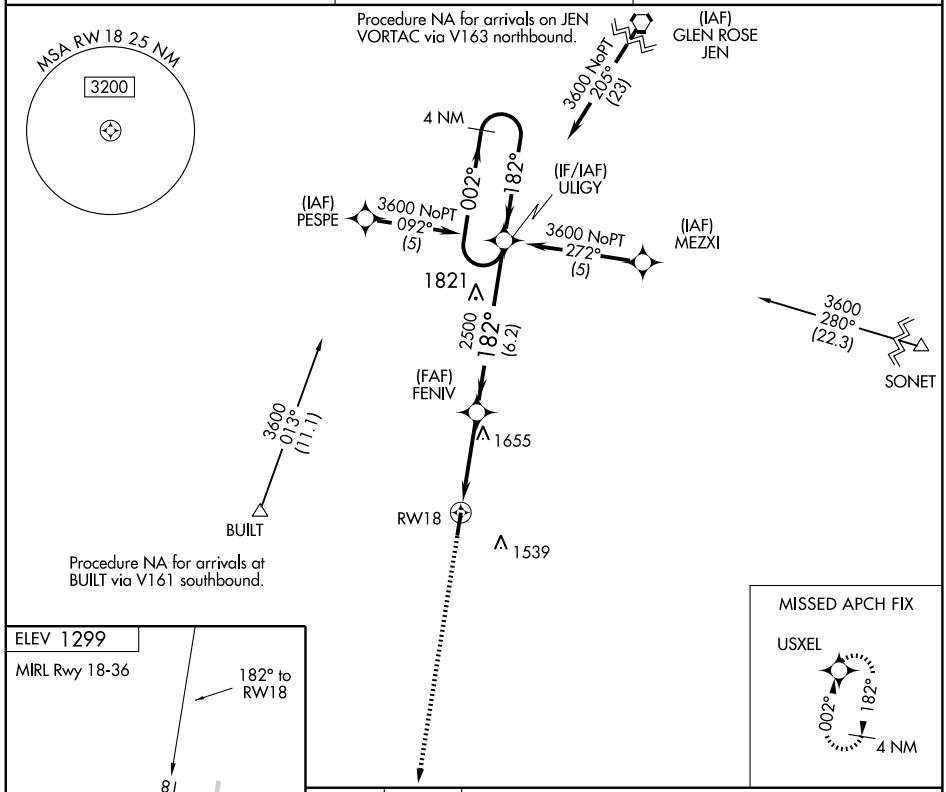
RNAV (GPS) RWY 18

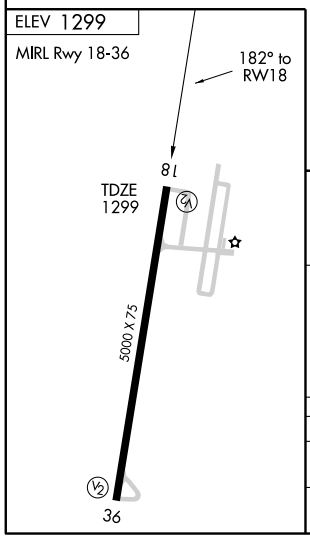
HAMILTON MUNI (MNZ)

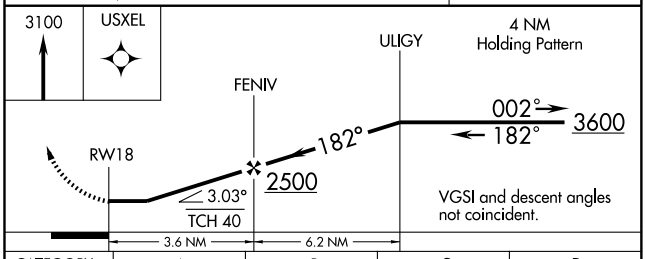
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Comanche altimeter setting and increase all MDA 80 feet, increase LNAV Cat B visibility ¼ mile and Cat C visibility ½ mile, increase Circling Cat B visiblity ¼ mile and Cat C visibility ½ mile.

MISSED APPROACH: Climb to 3100 direct USXEL and hold.

AWOS-3	GRAY APP CON	UNICOM
118.525	120.075 323.15	122.7 (CTAF)







CATEGORY	A	B	C	D
LNAV MDA	1960-1 661 (700-1)		1960-1¾ 661 (700-1¾)	NA
CIRCLING	1960-1 661 (700-1)		1960-1¾ 661 (700-1¾)	NA

SC-3. 08 APR 2010 to 06 MAY 2010

HAMILTON, TEXAS AL-6984 (FAA) 09351

APP CRS	Rwy Idg	5000
002°	TDZE	1299
	Apt Elev	1299

RNAV (GPS) RWY 36

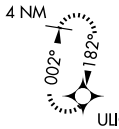
HAMILTON MUNI (MNZ)

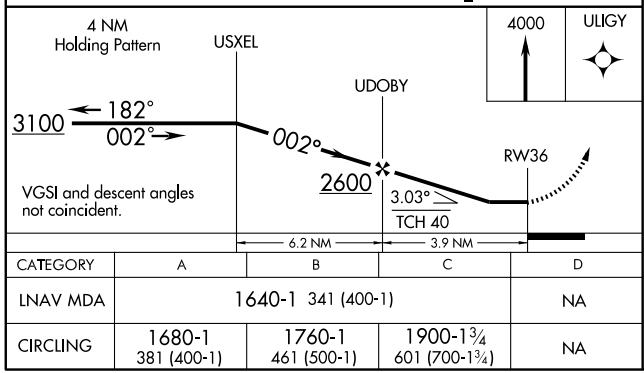
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Comanche altimeter setting and increase all MDA 80 feet, increase LNAV and Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 4000 direct ULIGY and hold, continue climb-in-hold to 4000.

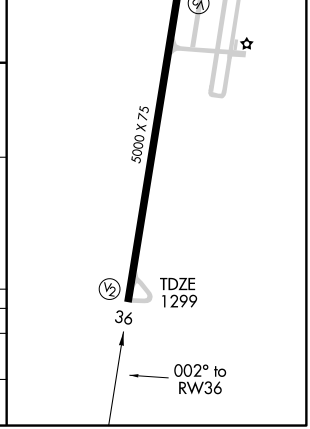
AWOS-3	GRAY APP CON	UNICOM
118.525	120.075 323.15	122.7 (CTAF)

MISSED APCH FIX





CATEGORY	A	B	C	D
LNAV MDA	1640-1 341 (400-1)			NA
CIRCLING	1680-1 381 (400-1)	1760-1 461 (500-1)	1900-1¾ 601 (700-1¾)	NA

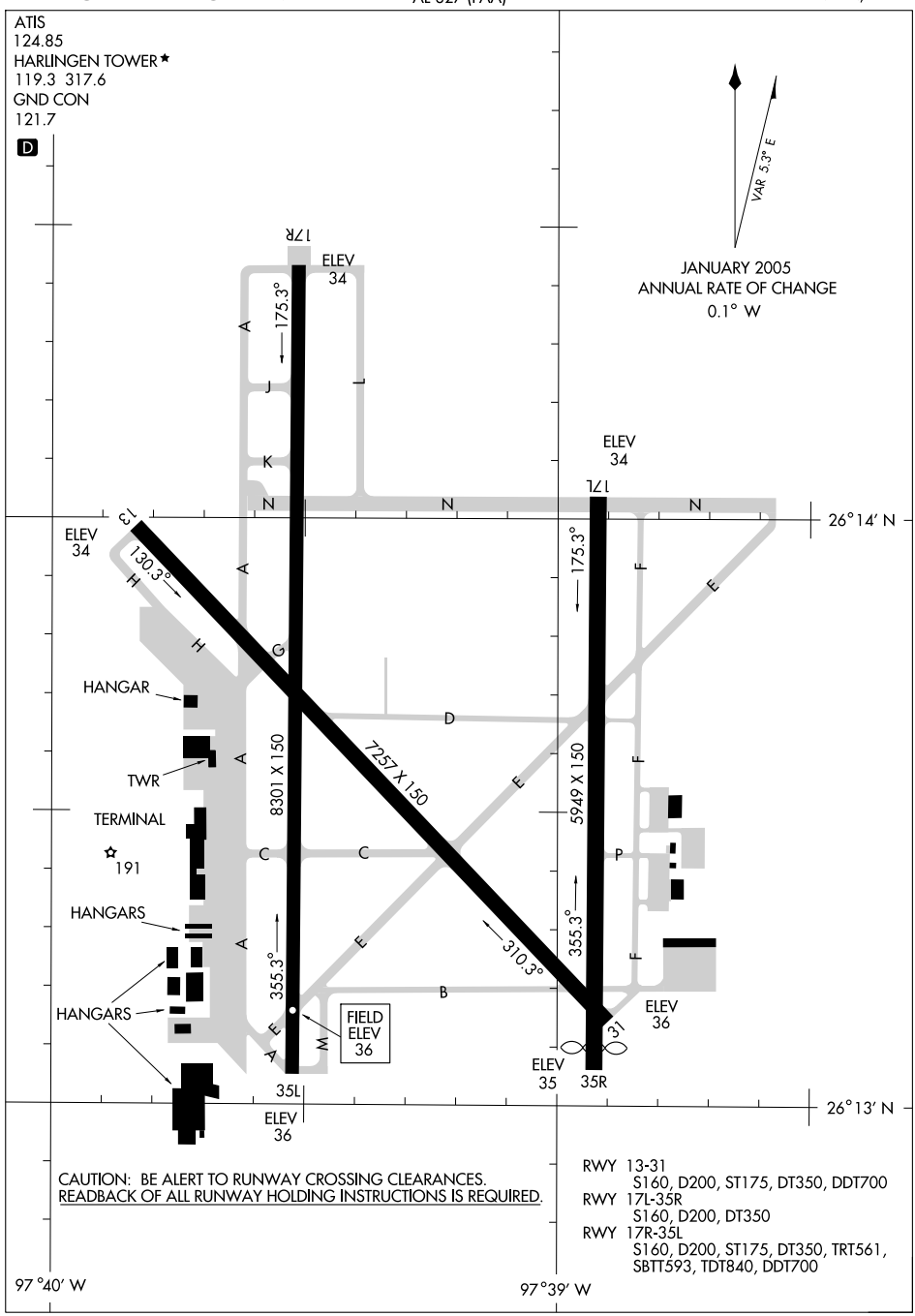


SC-3, 08 APR 2010 to 06 MAY 2010

AIRPORT DIAGRAM

AL-827 (FAA)

HARLINGEN/ VALLEY INTL (HRL)
HARLINGEN, TEXAS



LOC/DME I-HRL	APP CRS	Rwy Idg	8301
111.5	176°	TDZE	34
Chan 52		Apt Elev	36

ILS or LOC RWY 17R

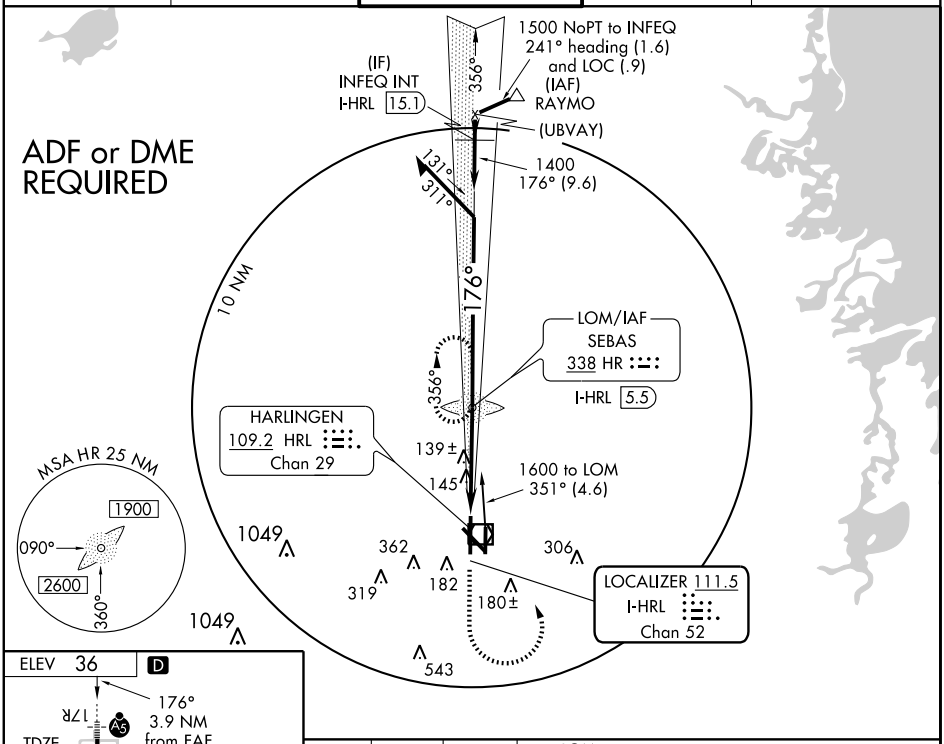
HARLINGEN/ VALLEY INTL (HRL)

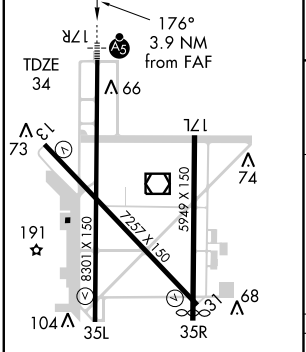
For inoperative MALSR increase S-LOC 17R Cats D and E visibility to RVR 5000. Procedure turn NA Cat E. Alternate Minimums: Cat E NA. *RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 800 then climbing left turn to 1600 direct SEBAS LOM and hold.

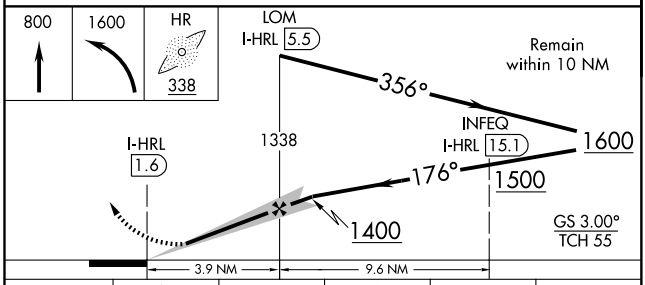
ATIS	VALLEY APP CON	HARLINGEN TOWER ★	GND CON	UNICOM
124.85	120.7 239.0	119.3 (CTAF) L 317.6	121.7	122.95





FAF to MAP 3.9 NM

Knots	60	90	120	150	180
Min:Sec	3:54	2:36	1:57	1:34	1:18



CATEGORY	A	B	C	D	E
S-ILS 17R	*234/24 200 (200-½)				
S-LOC 17R	400/24 366 (400-½)			400/40 366 (400-¾)	
CIRCLING	500-1 464 (500-1)		500-1½ 464 (500-1½)	680-2 644 (700-2)	NA

SC-3. 08 APR 2010 to 06 MAY 2010

HARLINGEN, TEXAS

AL-827 (FAA)

LOC/DME I-HRL	APP CRS	Rwy Idg	8301
111.5	356°	TDZE	36
Chan 52		Apt Elev	36

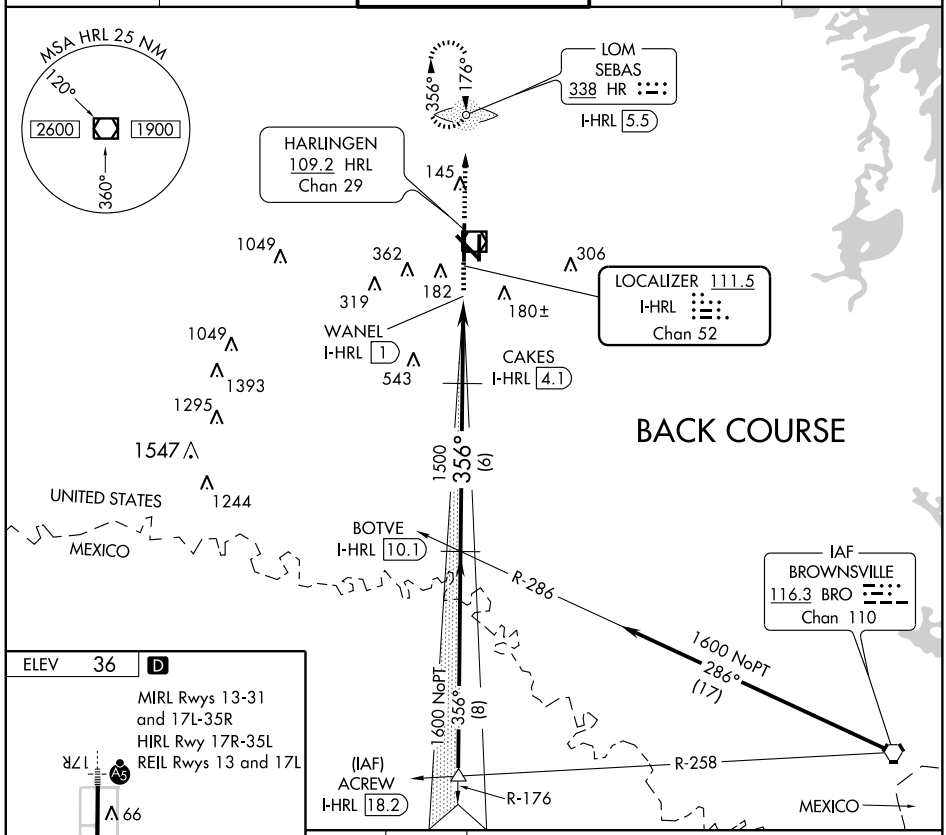
LOC/DME BC RWY 35L

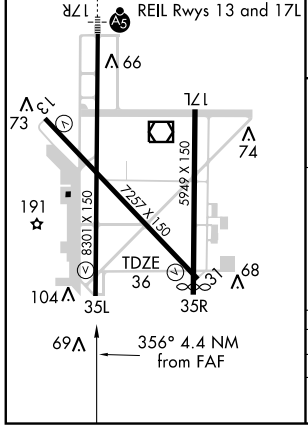
HARLINGEN/ VALLEY INTL (HRL)

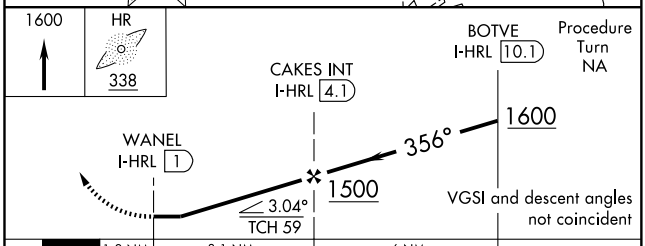
LOC BC unusable from 1NM inbound.
Disregard glide slope indications.

MISSED APPROACH: Climb to 1600 via I-HRL north course to SEBAS/I-HRL 5.5 DME and hold.

ATIS	VALLEY APP CON	HARLINGEN TOWER ★	GND CON	UNICOM
124.85	120.7 239.0	119.3 (CTAF) 317.6	121.7	122.95







CATEGORY	A	B	C	D
S-35L	420-1½ 384 (400-1½)			
CIRCLING	500-1½ 464 (500-1½)			680-2 644 (700-2)

SC-3. 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	7257
131°	TDZE	35
	Apt Elev	36

RNAV (GPS) RWY 13

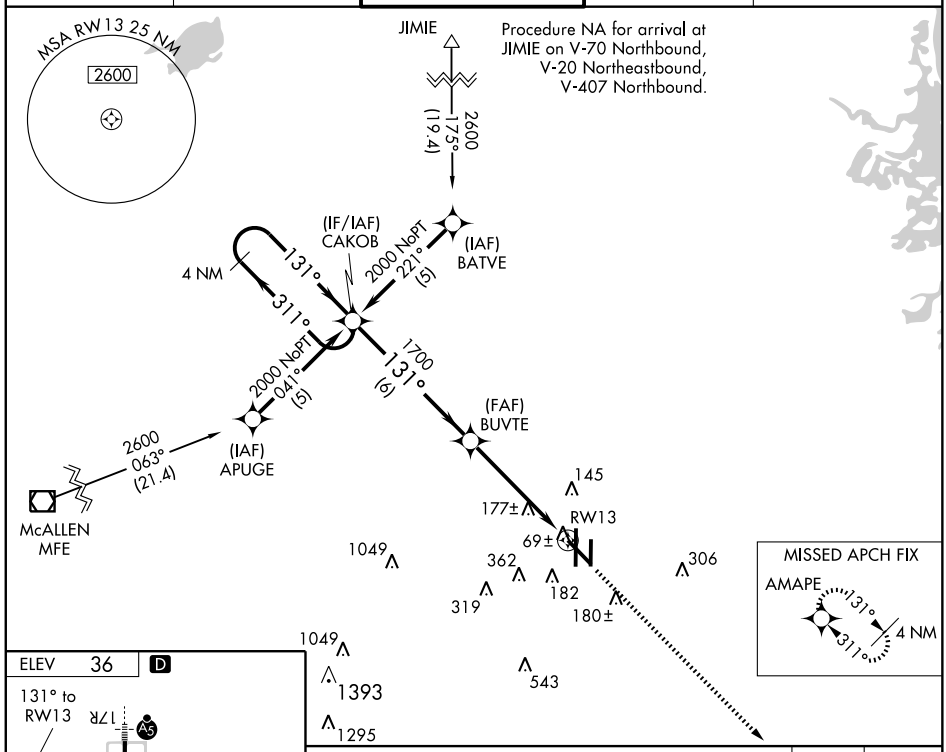
HARLINGEN/VALLEY INTL (HRL)

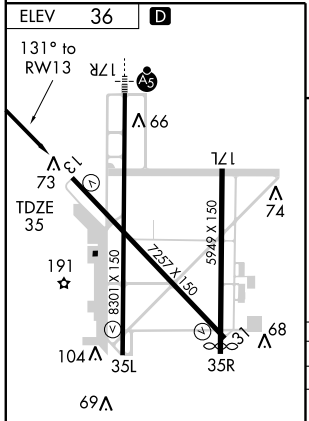
Baro-VNAV NA below -15°C (5°F).
GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.

NA

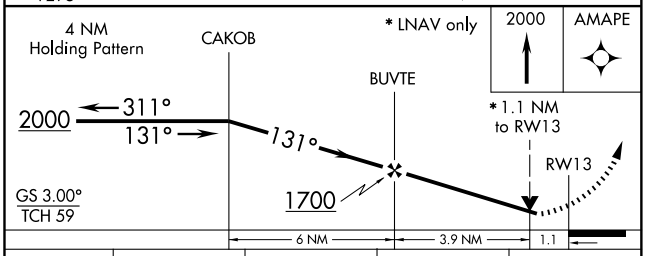
MISSED APPROACH: Climb to 2000 direct AMAPE WP and hold.

ATIS	VALLEY APP CON	HARLINGEN TOWER ★	GND CON	UNICOM
124.85	120.7 239.0	119.3 (CTAF) 317.6	121.7	122.95





HIRL Rwy 17R-35L
REIL Rwys 13 and 17L
MIRL Rwys 13-31 and 17L-35R



CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	360-1 325 (400-1)			
LNAV MDA	440-1 405 (500-1)		440-1¼ 405 (500-1¼)	
CIRCLING	500-1 464 (500-1)		500-1½ 464 (500-1½)	680-2 644 (700-2)

SC-3, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	5949
176°	TDZE	34
	Apt Elev	36

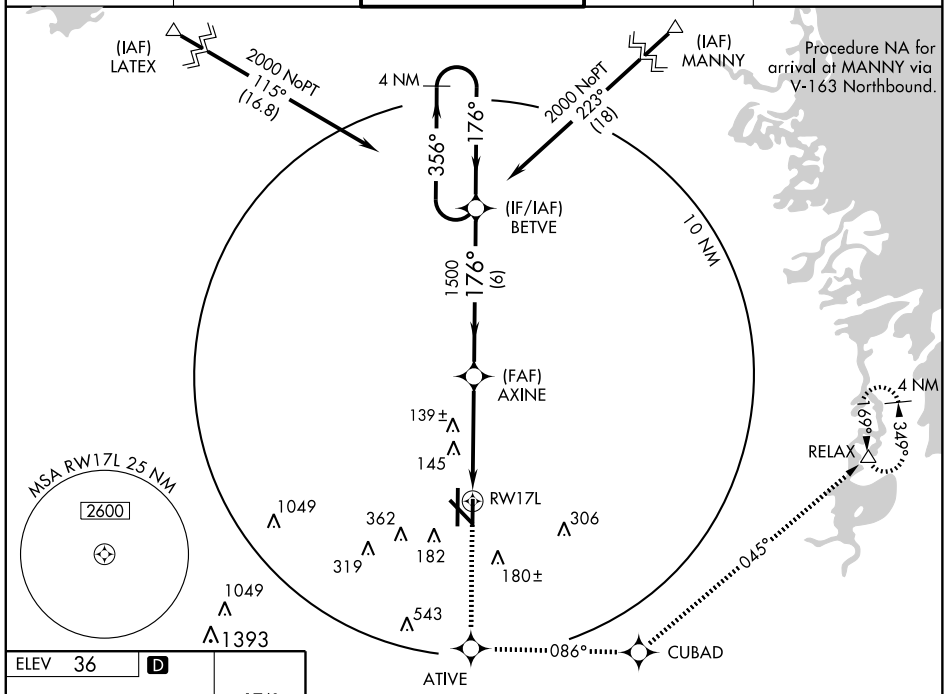
RNAV (GPS) RWY 17L

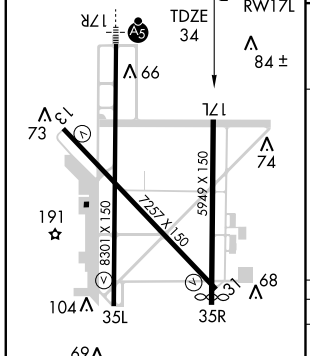
HARLINGEN/ VALLEY INTL (HRL)

V A NA W — Baro-VNAV NA below -15°C (5°F). GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. Straight in minimums NA when control tower closed.

MISSED APPROACH: Climb to 2000 direct ATIVE and via 086° track to CUBAD and via 045° track to RELAX and hold.

ATIS	VALLEY APP CON	HARLINGEN TOWER ★	GND CON	UNICOM
124.85	120.7 239.0	119.3 (CTAF) L 317.6	121.7	122.95

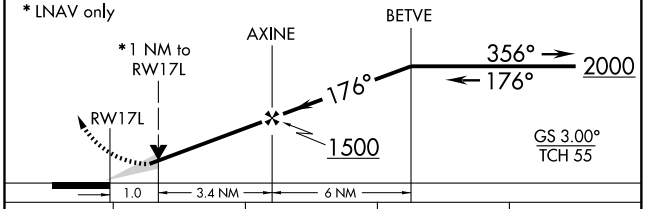




HIRL Rwy 17R-35L
REIL Rwys 13 and 17L
MIRL Rwys 13-31 and 17L-35R

2000	ATIVE	086° TRK	CUBAD	045° TRK	RELAX

4 NM Holding Pattern



CATEGORY	A	B	C	D
LNAV/ VNAV DA	360-1 326 (400-1)			
LNAV MDA	400-1 366 (400-1)			400-1¼ 366 (400-1¼)
CIRCLING	500-1 464 (500-1)		500-1½ 464 (500-1½)	680-2 644 (700-2)

SC-3, 08 APR 2010 to 06 MAY 2010

RNAV (GPS) RWY 17R

HARLINGEN/ VALLEY INTL (HRL)

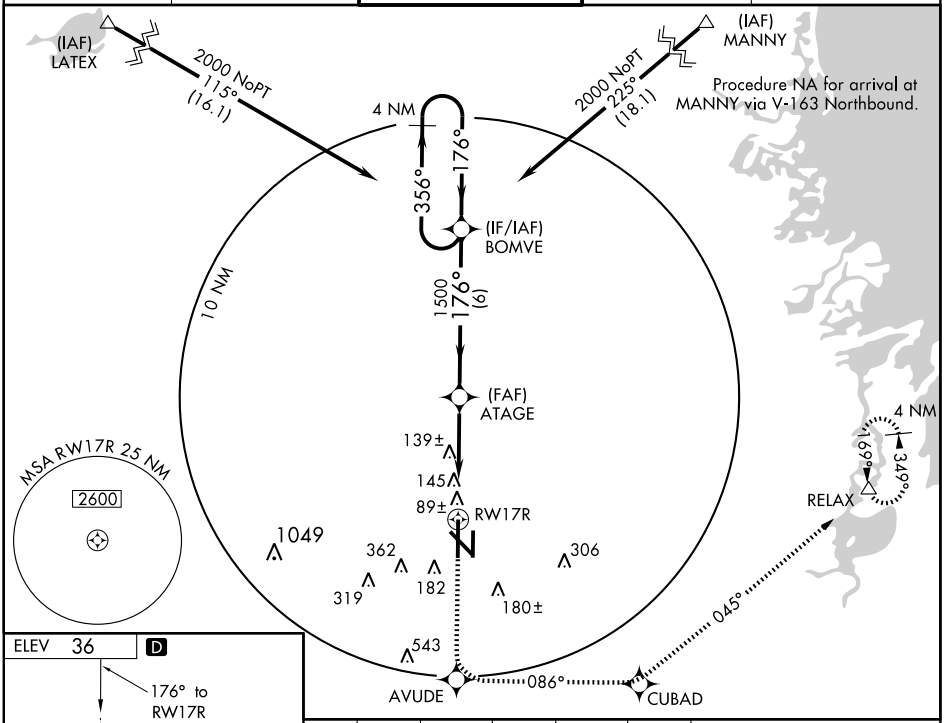
APP CRS	Rwy Idg	8301
176°	TDZE	34
	Apt Elev	36

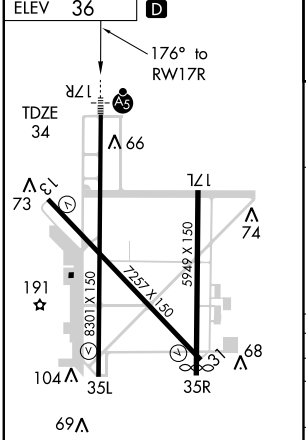
T A NA W — Baro-VNAV NA below -15°C (5°F). GPS or RNP -0.3 required. DME/DME RNP-0.3 NA. For inoperative MALSR increase LNAV/VNAV Cat D visibility to RVR 5000, LNAV Cat D visibility to RVR 6000.

MALSR

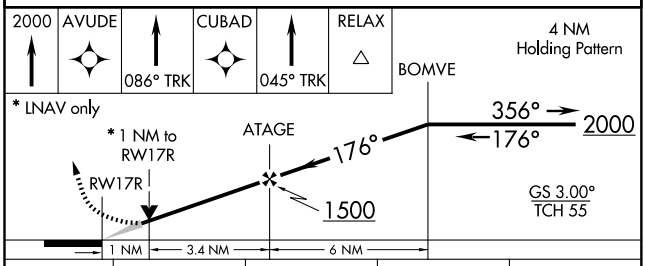
MISSED APPROACH: Climb to 2000 direct AVUDE and via 086° track to CUBAD and via 045° track to RELAX and hold.

ATIS	VALLEY APP CON	HARLINGEN TOWER★	GND CON	UNICOM
124.85	120.7 239.0	119.3 (CTAF) L 317.6	121.7	122.95





HIRL Rwy 17R-35L
REIL Rwys 13 and 17L
MIRL Rwys 13-31 and 17L-35R



CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	360/24 326 (400-½)			360/40 326 (400-¾)
LNAV MDA	400/24 366 (400-½)			400/50 366 (400-1)
CIRCLING	500-1 464 (500-1)		500-1½ 464 (500-1½)	680-2 644 (700-2)

SC-3, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	7257
311°	TDZE	36
	Apt Elev	36

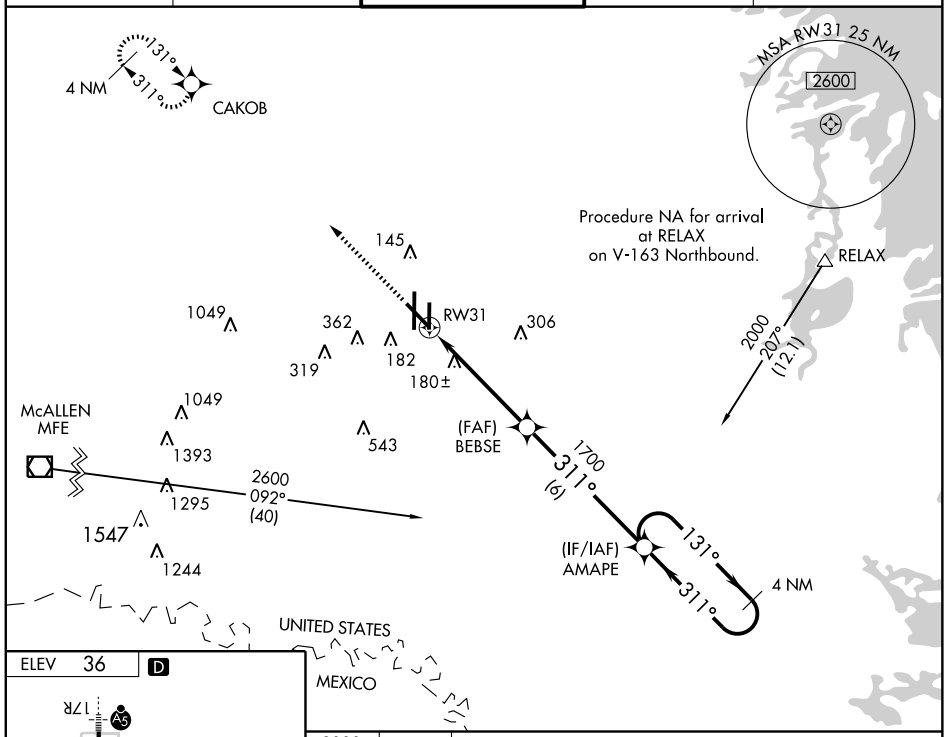
RNAV (GPS) RWY 31

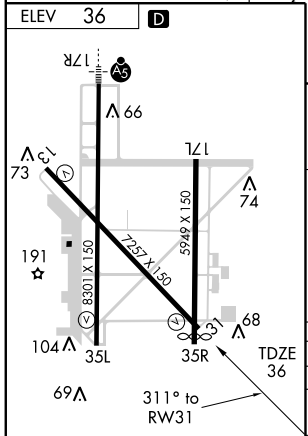
HARLINGEN/ VALLEY INTL (HRL)

Baro-VNAV NA below -15°C (5°F).
GPS or RNP -0.3 required.
DME/DME RNP-0.3 NA.

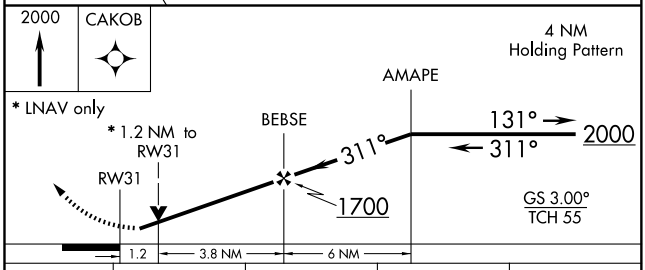
MISSED APPROACH: Climb to 2000 direct CAKOB WP and hold.

ATIS	VALLEY APP CON	HARLINGEN TOWER ★	GND CON	UNICOM
124.85	120.7 239.0	119.3 (CTAF) L 317.6	121.7	122.95





HIRL Rwy 17R-35L
REIL Rwys 13 and 17L
MIRL Rwys 13-31 and 17L-35R



CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/ VNAV DA	320-1 284 (300-1)			
LNAV MDA	480-1 444 (500-1)		480-1¼ 444 (500-1¼)	480-1½ 444 (500-1½)
CIRCLING	500-1 464 (500-1)		500-1½ 464 (500-1½)	680-2 644 (700-2)

SC-3, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	8301
356°	TDZE	36
	Apt Elev	36

RNAV (GPS) RWY 35L

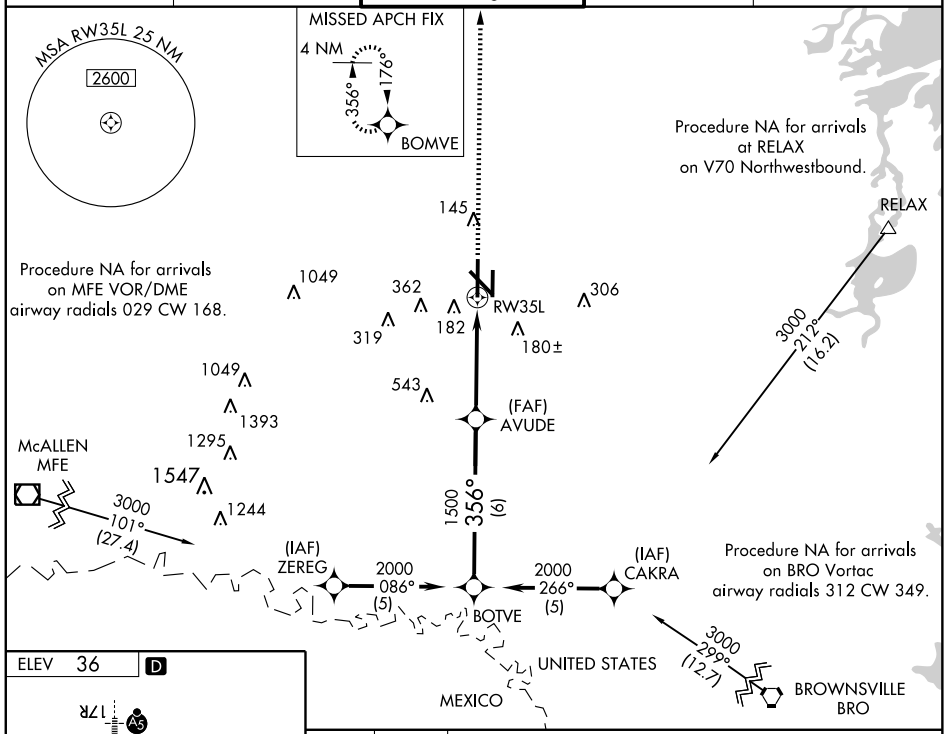
HARLINGEN/ VALLEY INTL (HRL)

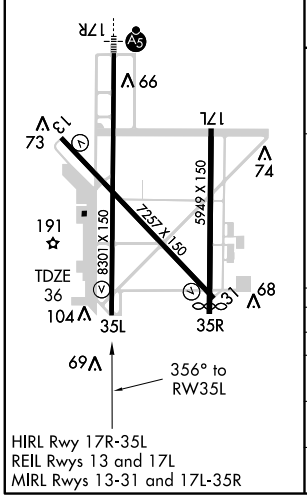
T
A NA
W

Baro-VNAV NA below -15°C (5°F).
GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.

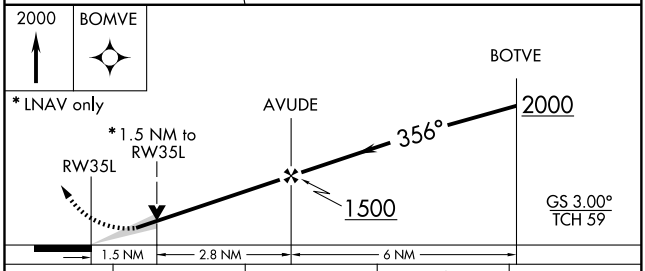
MISSED APPROACH: Climb to 2000 direct BOMVE and hold.

ATIS	VALLEY APP CON	HARLINGEN TOWER ★	GND CON	UNICOM
124.85	120.7 239.0	119.3 (CTAF) L 317.6	121.7	122.95





HIRL Rwy 17R-35L
REIL Rwys 13 and 17L
MIRL Rwys 13-31 and 17L-35R



CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/ VNAV DA	460-1½ 424 (500-1½)			
LNAV MDA	580-1 544 (600-1)		580-1½ 544 (600-1½)	580-1¾ 544 (600-1¾)
CIRCLING	580-1½ 544 (600-1½)			680-2 644 (700-2)

SC-3, 08 APR 2010 to 06 MAY 2010

HARLINGEN, TEXAS

AL-827 (FAA)

VOR/DME or TACAN Y RWY 31

HARLINGEN/ VALLEY INTL (HRL)

VORTAC BRO 116.3 Chan 110	APP CRS 311°	Rwy Idg 7257 TDZE 36 Apt Elev 36

MISSED APPROACH: Climbing right turn to 2000 via BRO R-311 to ZOCKE/12 DME and hold.

ATIS	VALLEY APP CON	HARLINGEN TOWER ★	GND CON	UNICOM
124.85	120.7 239.0	119.3 (CTAF) L 317.6	121.7	122.95

MSA BRO 25 NM
180°
2600
1500
060°

145
1049
362
182
306
319
TOVBE
BRO 23
180±
RECOL
BRO 18
543
1049
1393
1295
1547
1244
1700
(6)
311°
131°
1 min
311°
(IAF)
ZOCKE
BRO 12
2000
311°
(12)
UNITED STATES
MEXICO
IAF
BROWNSVILLE
116.3 BRO
Chan 110
UNITED STATES
MEXICO

ELEV 36 D

17R
A5
66
13
73
17L
74
191
5949 X 150
7257 X 150
8301 X 150
104
35L
35R
31
68
TDZE
36
69
311° 5 NM
from FAF

MIRL Rwys 13-31 and 17L-35R
HIRL Rwy 17R-35L
REIL Rwys 13 and 17L

2000
BRO
R-311
116.3
ZOCKE
BRO 12

One Minute Holding Pattern

ZOCKE
BRO 12
RECOL
BRO 18
131°
311°
2000
TOVBE
BRO 23
311°
1700
3.03°
TCH 55
5 NM
6 NM

CATEGORY	A	B	C	D
S-31	620-1 584 (600-1)	620-1¼ 584 (600-1¼)	620-1½ 584 (600-1½)	620-1¾ 584 (600-1¾)
CIRCLING	620-1 584 (600-1)	620-1¼ 584 (600-1¼)	620-1½ 584 (600-1½)	680-2 644 (700-2)

SC-3, 08 APR 2010 to 06 MAY 2010

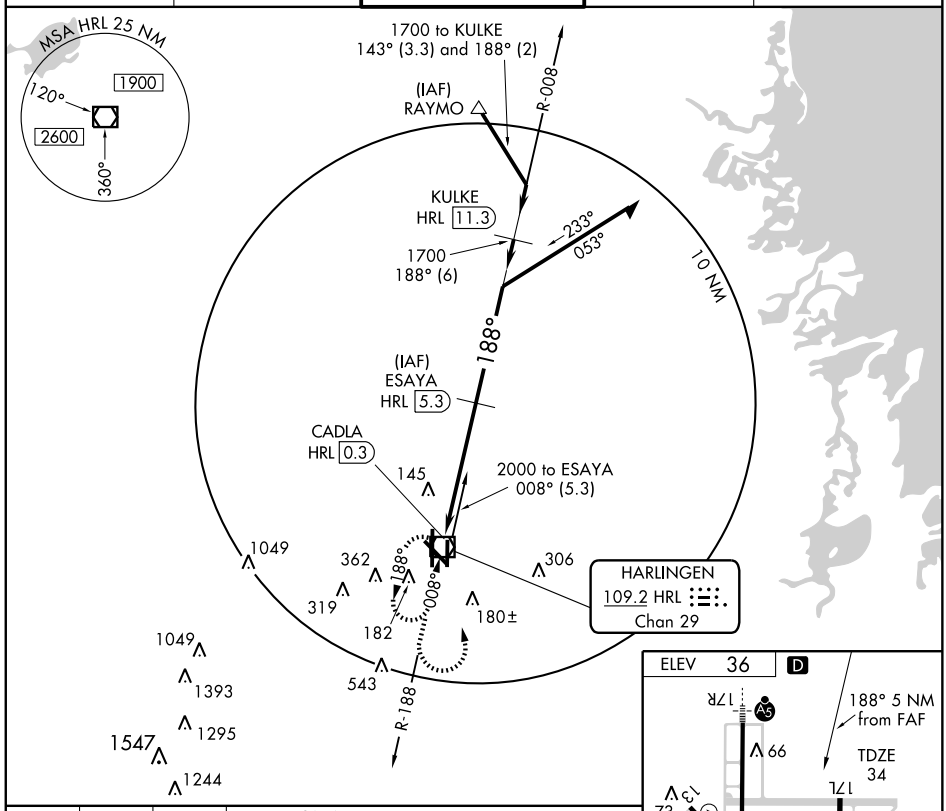
VOR/DME HRL	APP CRS	Rwy Idg 5949
109.2	188°	TDZE 34
Chan 29		Apt Elev 36

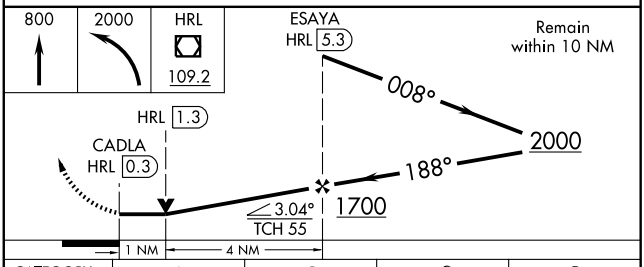
VOR/DME RWY 17L

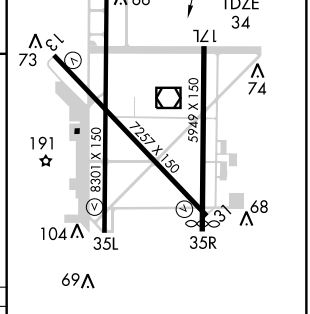
HARLINGEN/ VALLEY INTL (HRL)

MISSED APPROACH: Climb to 800 then climbing left turn to 2000 direct HRL VOR/DME and hold.

ATIS	VALLEY APP CON	HARLINGEN TOWER ★	GND CON	UNICOM
124.85	120.7 239.0	119.3 (CTAF) 317.6	121.7	122.95







CATEGORY	A	B	C	D
S-17L	400-1 366 (400-1)			400-1¼ 366 (400-1¼)
CIRCLING	500-1 464 (500-1)		500-1½ 464 (500-1½)	680-2 644 (700-2)

HIRL Rwy 17R-35L
REIL Rwys 13 and 17L
MIRL Rwys 13-31 and 17L-35R

SC-3, 08 APR 2010 to 06 MAY 2010

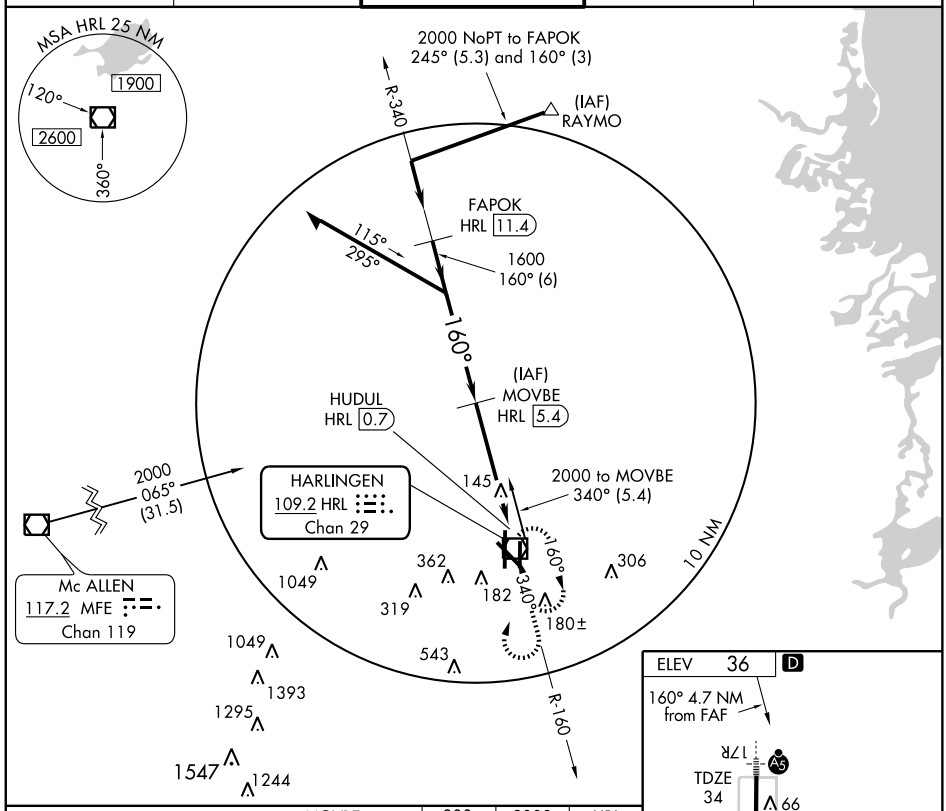
VOR/DME HRL	APP CRS	Rwy Idg	8301
109.2	160°	TDZE	34
Chan 29		Apt Elev	36

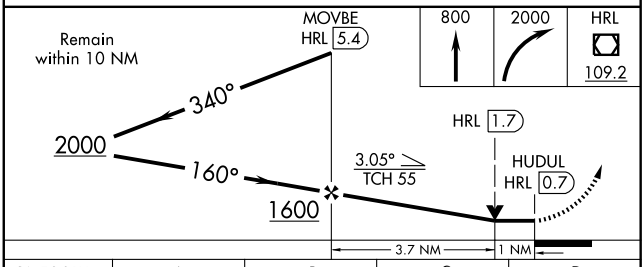
VOR/DME RWY 17R

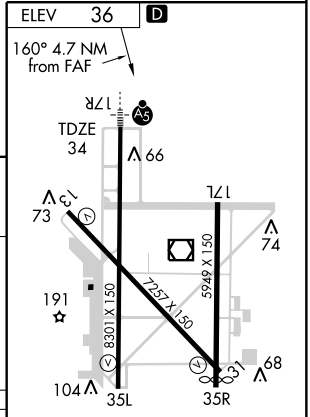
HARLINGEN/ VALLEY INTL (HRL)

MISSED APPROACH: Climb to 800 then climbing right turn to 2000 direct HRL VOR/DME and hold.

ATIS	VALLEY APP CON	HARLINGEN TOWER ★	GND CON	UNICOM
124.85	120.7 239.0	119.3 (CTAF) L 317.6	121.7	122.95







MIRL Rwys 13-31 and 17L-35R
HIRL Rwy 17R-35L
REIL Rwys 13 and 17L

CATEGORY	A	B	C	D
S-17R	400/24 366 (400-½)			400/50 366 (400-1)
CIRCLING	500-1 464 (500-1)		500-1½ 464 (500-1½)	680-2 644 (700-2)

SC-3. 08 APR 2010 to 06 MAY 2010

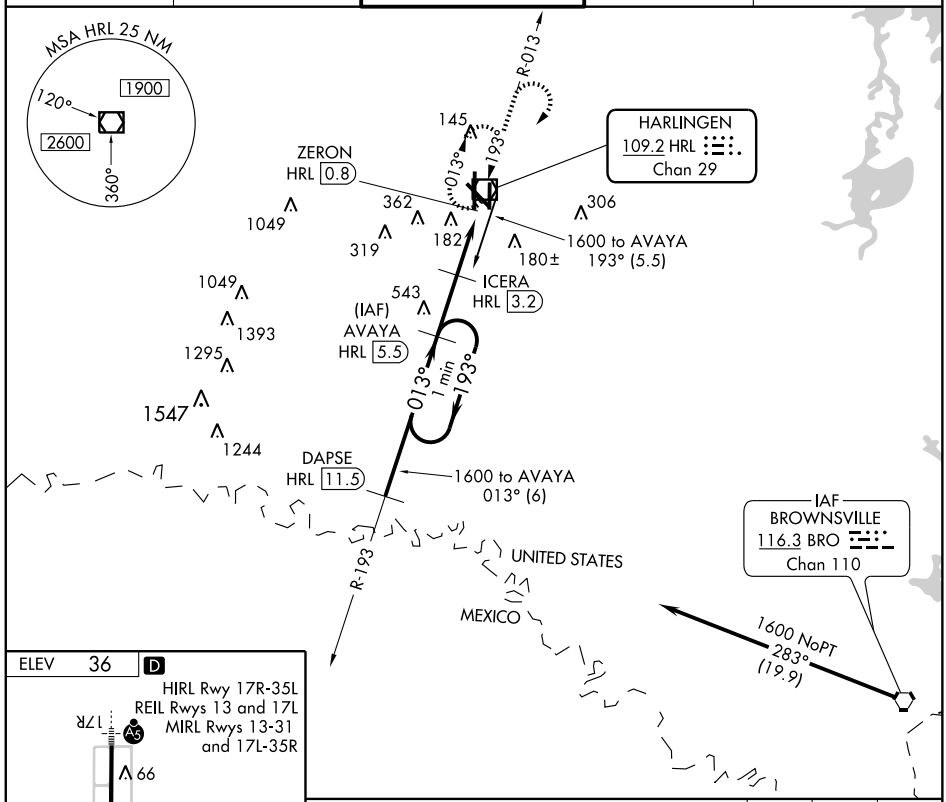
VOR/DME HRL	APP CRS	Rwy Idg	8301
109.2	013°	TDZE	36
Chan 29		Apt Elev	36

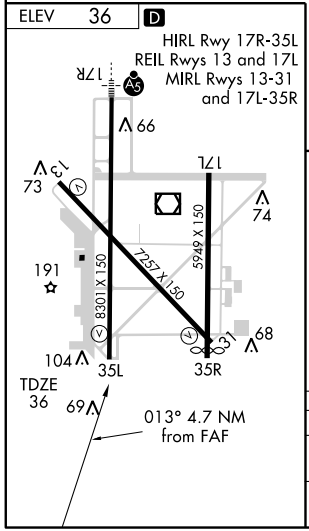
VOR/DME RWY 35L

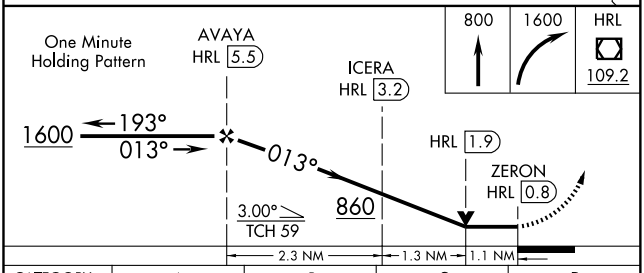
HARLINGEN/ VALLEY INTL (HRL)

MISSED APPROACH: Climb to 800 then climbing right turn to 1600 direct HRL VOR/DME and hold.

ATIS	VALLEY APP CON	HARLINGEN TOWER ★	GND CON	UNICOM
124.85	120.7 239.0	119.3 (CTAF) Ⓛ 317.6	121.7	122.95







CATEGORY	A	B	C	D
S-35L	440-1 404 (500-1)		440-1¼ 404 (500-1¼)	
CIRCLING	500-1 464 (500-1)		500-1½ 464 (500-1½)	680-2 644 (700-2)

SC-3. 08 APR 2010 to 06 MAY 2010

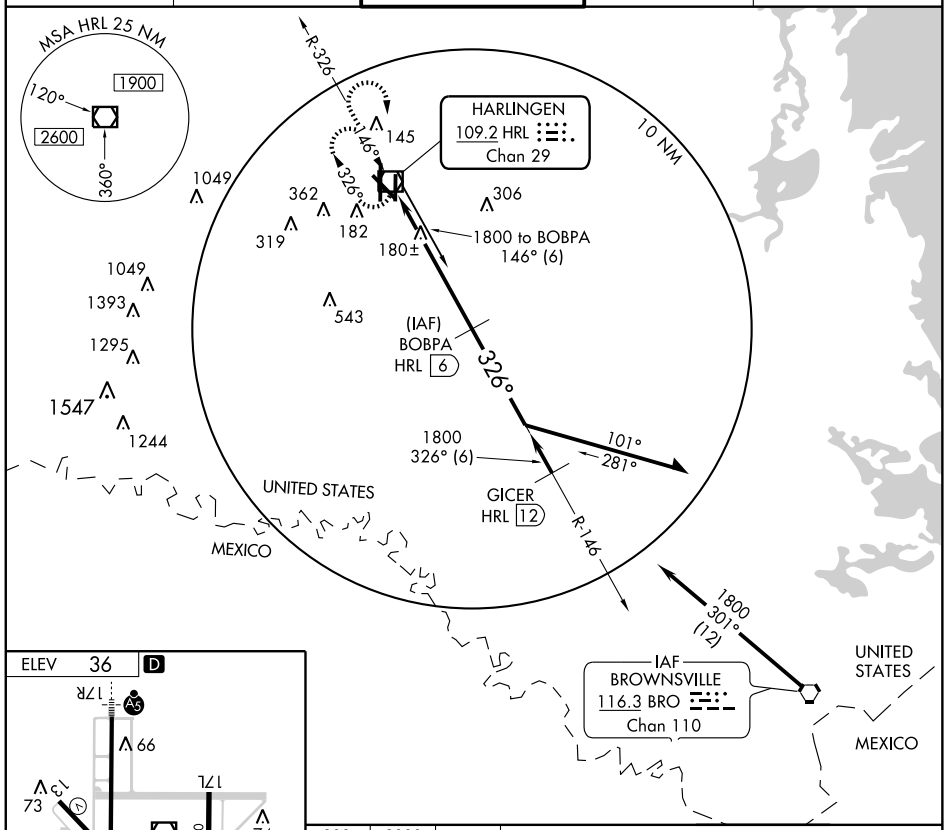
VOR/DME HRL 109.2 Chan 29	APP CRS 326°	Rwy Idg 7257 TDZE 36 Apt Elev 36

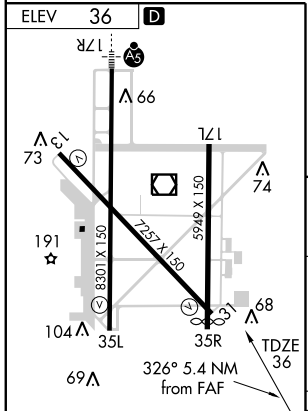
VOR/DME Z RWY 31

HARLINGEN/ VALLEY INTL (HRL)

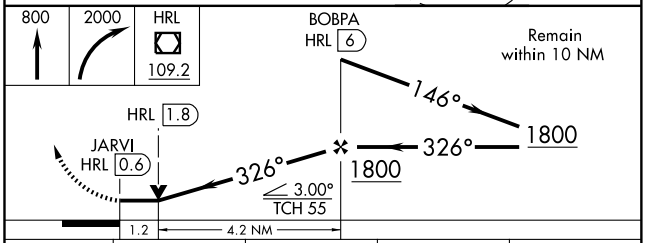
MISSED APPROACH: Climb to 800 then climbing right turn to 2000 direct HRL VOR/DME and hold.

ATIS	VALLEY APP CON	HARLINGEN TOWER ★	GND CON	UNICOM
124.85	120.7 239.0	119.3 (CTAF) L 317.6	121.7	122.95





HIRL Rwy 17R-35L
REIL Rwys 13 and 17L
MIRL Rwys 13-31 and 17L-35R



CATEGORY	A	B	C	D
S-31	480-1 444 (500-1)		480-1¼ 444 (500-1¼)	
CIRCLING	500-1 464 (500-1)		500-1½ 464 (500-1½)	680-2 644 (700-2)

SC-3. 08 APR 2010 to 06 MAY 2010

NDB AKL	APP CRS	Rwy Idg	3204
407	185°	TDZE	1623
		Apt Elev	1624

NDB or GPS RWY 18

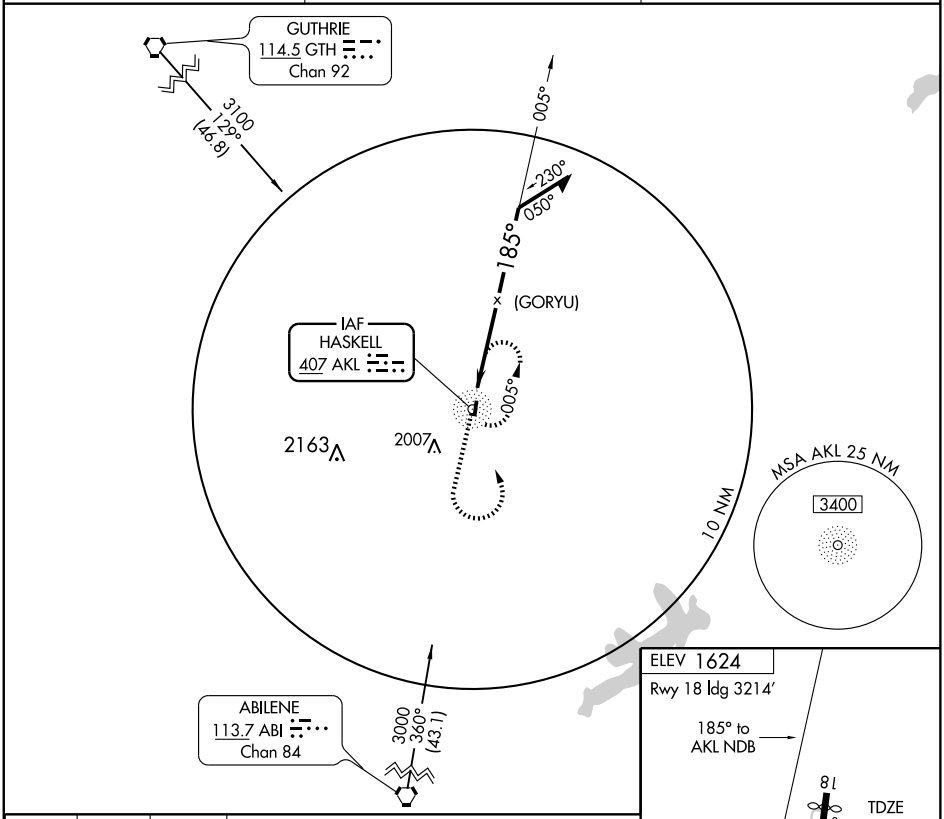
HASKELL MUNI (15F)

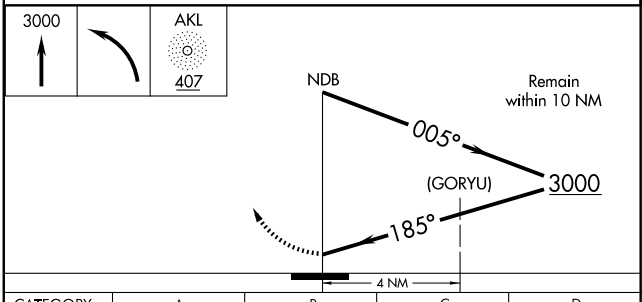
Use Abilene altimeter setting.

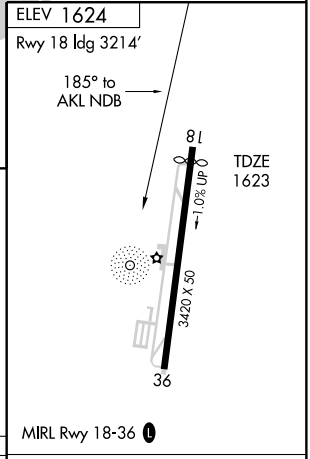
NA

MISSED APPROACH: Climb to 3000, then left turn direct AKL NDB and hold.

FORT WORTH CENTER	CTAF	122.8 L
133.5 350.35	122.9	







CATEGORY	A	B	C	D
S-18	2360-1	737 (800-1)	NA	
CIRCLING	2360-1	736 (800-1)	NA	

Knots	60	90	120	150	180
Min:Sec					

SC-2, 08 APR 2010 to 06 MAY 2010

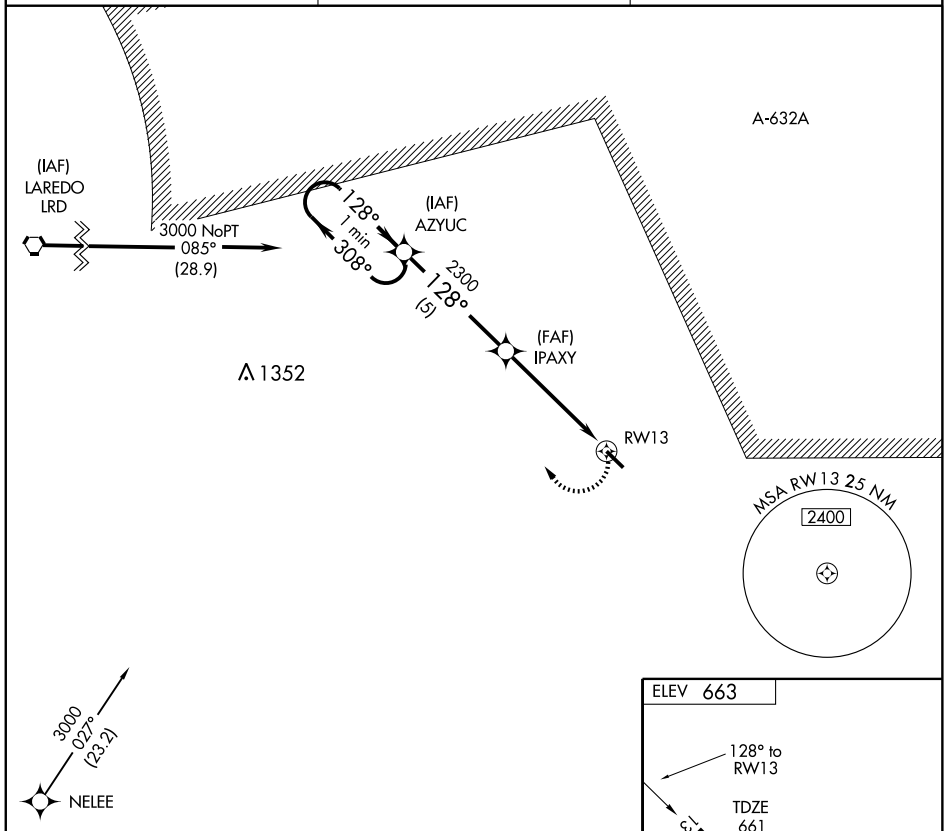
APP CRS	Rwy Idg	5003
128°	TDZE	661
	Apt Elev	663

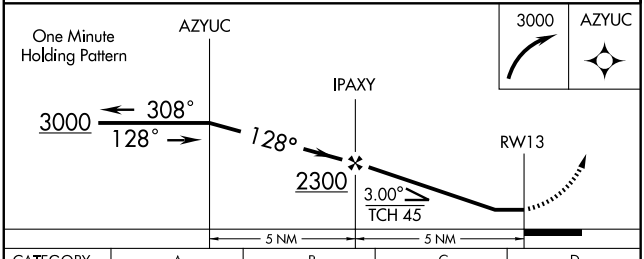
GPS RWY 13

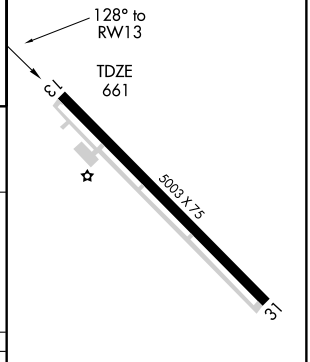
HEBBRONVILLE/ JIM HOGG COUNTY (HBV)

NA	Use Laredo Intl altimeter setting.	MISSED APPROACH: Climbing right turn to 3000 direct AZYUC WP and hold.

AWOS-3	HOUSTON CENTER	UNICOM
118.075	127.8 307.2	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-13	1220-1	559 (600-1)	1220-1½ 559 (600-1½)	NA
CIRCLING	1240-1	577 (600-1)	1260-1½ 597 (600-1½)	NA

MIRL Rwy 13-31 L

SC-3, 08 APR 2010 to 06 MAY 2010

NDB HBV	APP CRS	Rwy Idg	5003
266	139°	TDZE	661
		Apt Elev	663

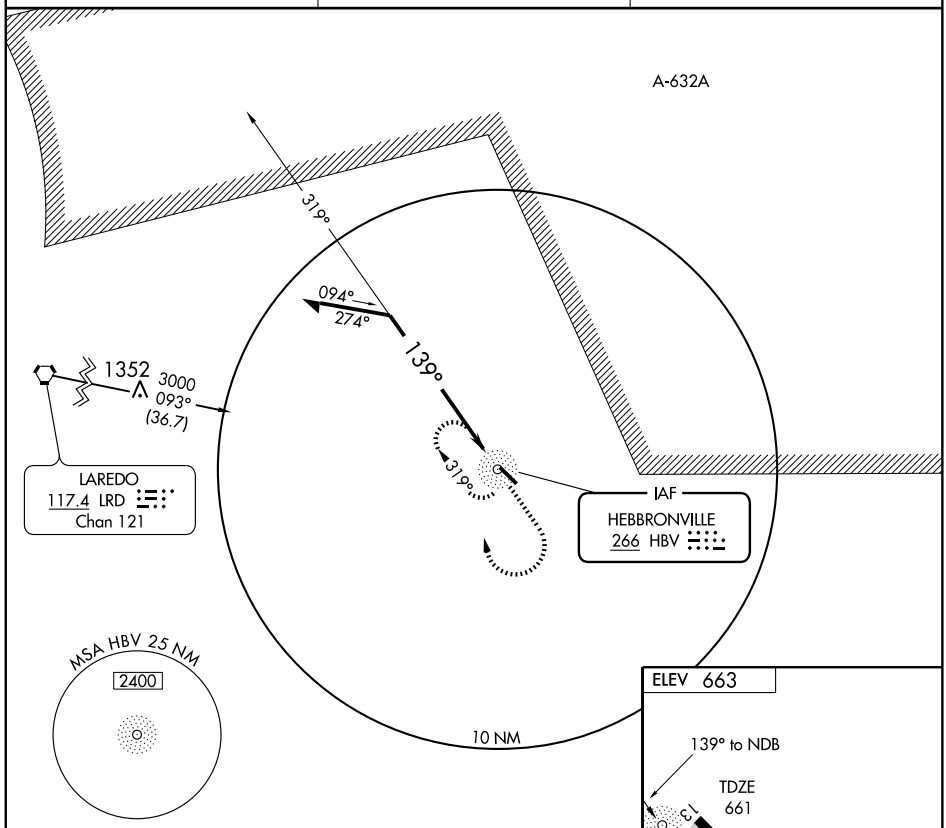
NDB RWY 13

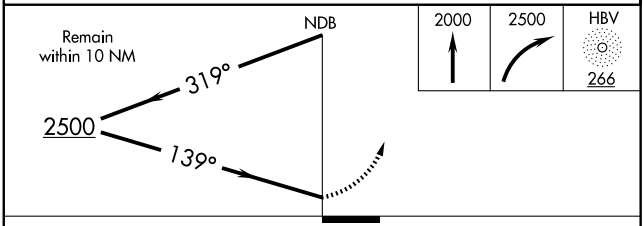
HEBBRONVILLE/JIM HOGG COUNTY (HBV)

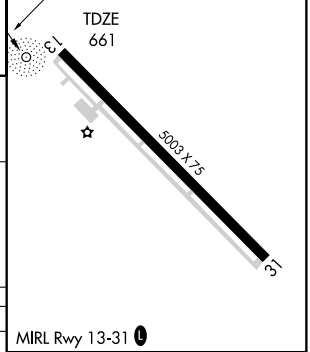
NA — Use Laredo Intl altimeter setting.

MISSED APPROACH: Climb to 2000 then climbing right turn to 2500 direct HBV NDB and hold

AWOS-3	HOUSTON CENTER	UNICOM
118.075	127.8 307.2	122.8 (CTAF) L







MIRL Rwy 13-31 L

CATEGORY	A	B	C	D
S-13	1400-1	739 (800-1)	1400-2 739 (800-2)	NA
CIRCLING	1400-1	737 (800-1)	1400-2 737 (800-2)	NA

Knots	60	90	120	150	180
Min:Sec					

SC-3. 08 APR 2010 to 06 MAY 2010

NDB HNO 371	APP CRS 164°	Rwy Idg NA TDZE NA Apt Elev 442

NDB-B

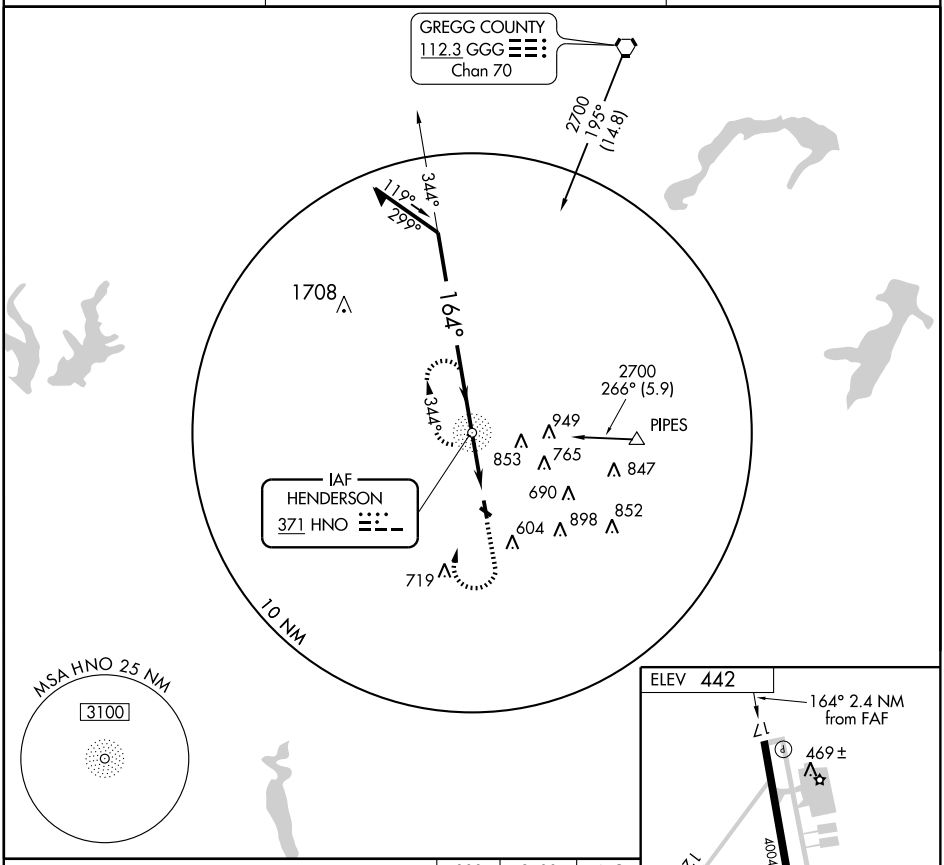
HENDERSON/ RUSK COUNTY (RFI)

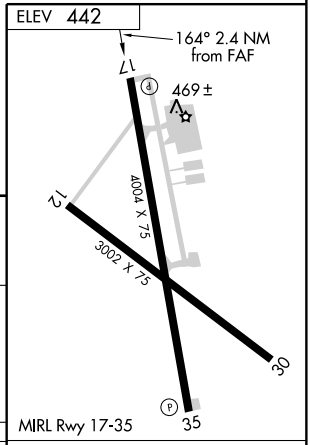
NA

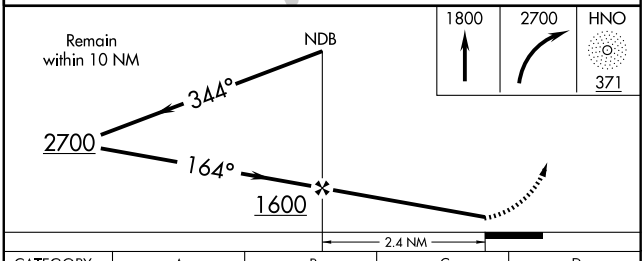
Use East Texas Rgnl altimeter setting; when not received, procedure not authorized.

MISSED APPROACH: Climb to 1800 then climbing right turn to 2700 direct HNO NDB and hold.

AWOS-3	LONGVIEW APP CON ★	UNICOM
119.375	118.25 270.3	122.8 (CTAF)







CATEGORY	A	B	C	D
CIRCLING	1080-1 638 (700-1)		1080-1¾ 638 (700-1¾)	NA

FAF to MAP 2.4 NM

Knots	60	90	120	150	180
Min:Sec	2:24	1:36	1:12	0:58	0:48

SC-2, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	4004
167°	TDZE	442
	Apt Elev	442

RNAV (GPS) RWY 17

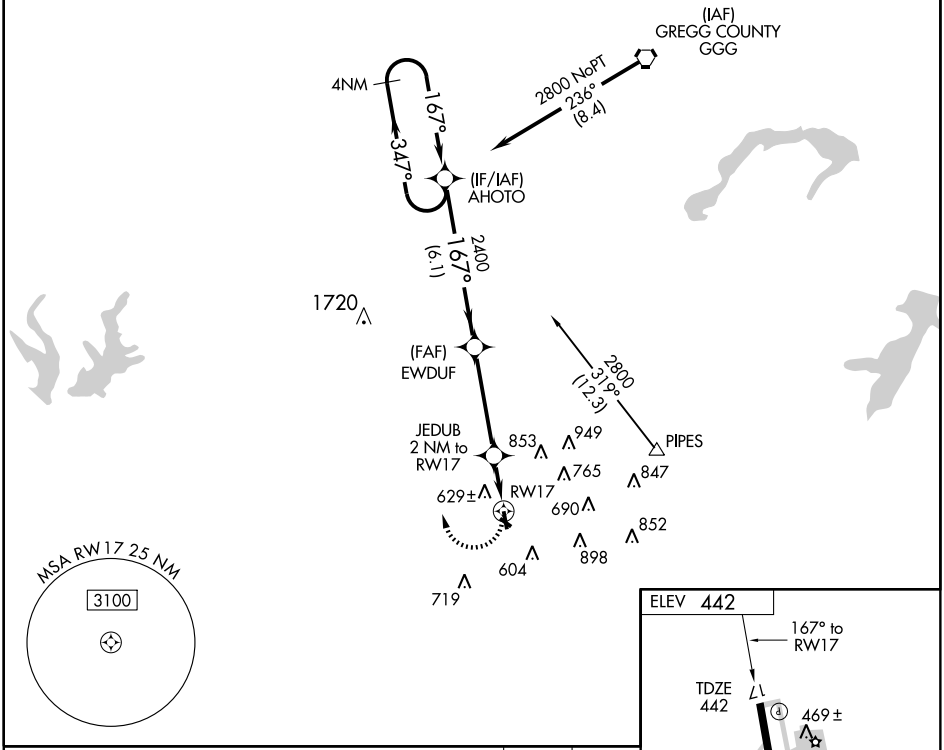
HENDERSON/ RUSK COUNTY (RFI)

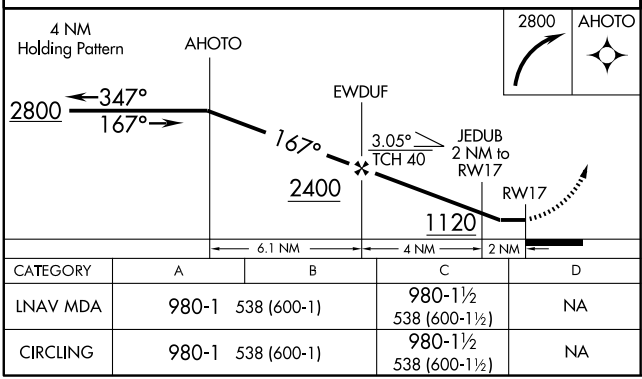
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Longview altimeter setting and increase all MDA 60 feet.

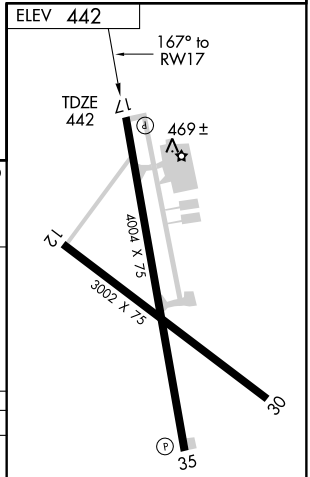
MISSED APPROACH: Climbing right turn to 2800 direct AHOTO and hold.

AWOS-3	LONGVIEW APP CON ★	UNICOM
119.375	118.25 270.3	122.8 (CTAF)

Procedure NA for arrivals at GGG VORTAC via V94 East Bound.







CATEGORY	A	B	C	D
LNAV MDA	980-1	538 (600-1)	980-1½ 538 (600-1½)	NA
CIRCLING	980-1	538 (600-1)	980-1½ 538 (600-1½)	NA

MIRL Rwy 17-35

SC-2, 08 APR 2010 to 06 MAY 2010

VORTAC GGG	APP CRS	Rwy Idg	NA
112.3	190°	TDZE	NA
Chan 70		Apt Elev	442

VOR/DME-A

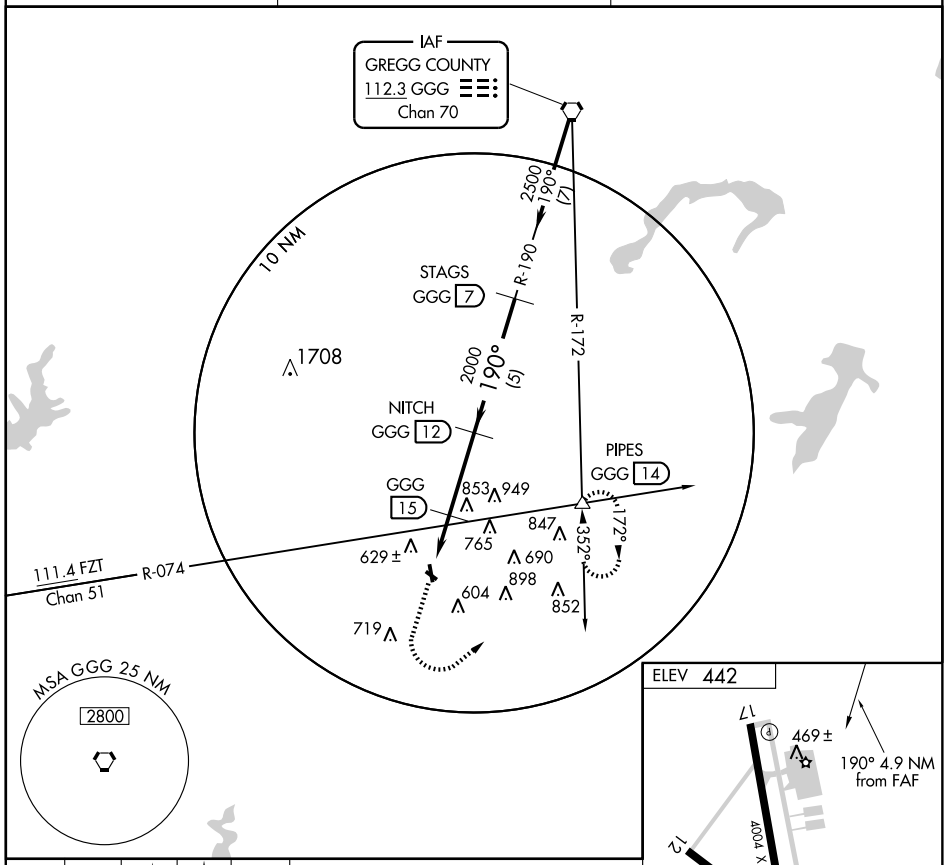
HENDERSON/ RUSK COUNTY (RFI)

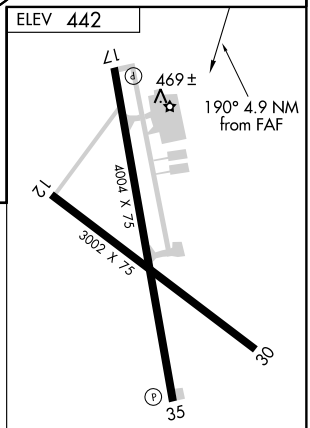
Use East Texas Rgnl altimeter setting; when not received, procedure not authorized.

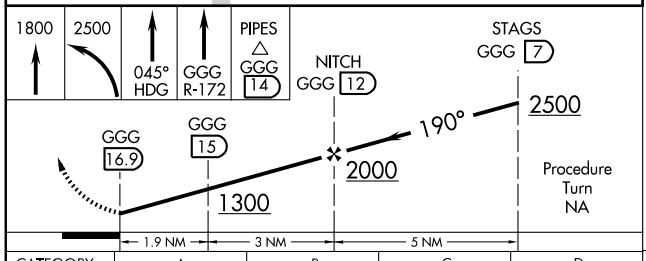
NA

MISSED APPROACH: Climb to 1800 then climbing left turn to 2500 via heading 045° and GGG R-172 to PIPES Int/14 DME and hold.

AWOS-3	LONGVIEW APP CON ★	UNICOM
119.375	118.25 270.3	122.8 (CTAF)







CATEGORY	A	B	C	D
CIRCLING	1220-1 778 (800-1)	1220-1½ 778 (800-1½)	1220-2¼ 778 (800-2¼)	NA

Knots	60	90	120	150	180
Min:Sec					

SC-2, 08 APR 2010 to 06 MAY 2010

NDB HRX	APP CRS		
341	201°	Rwy Idg	6100
		TDZE	3783
		Apt Elev	3783

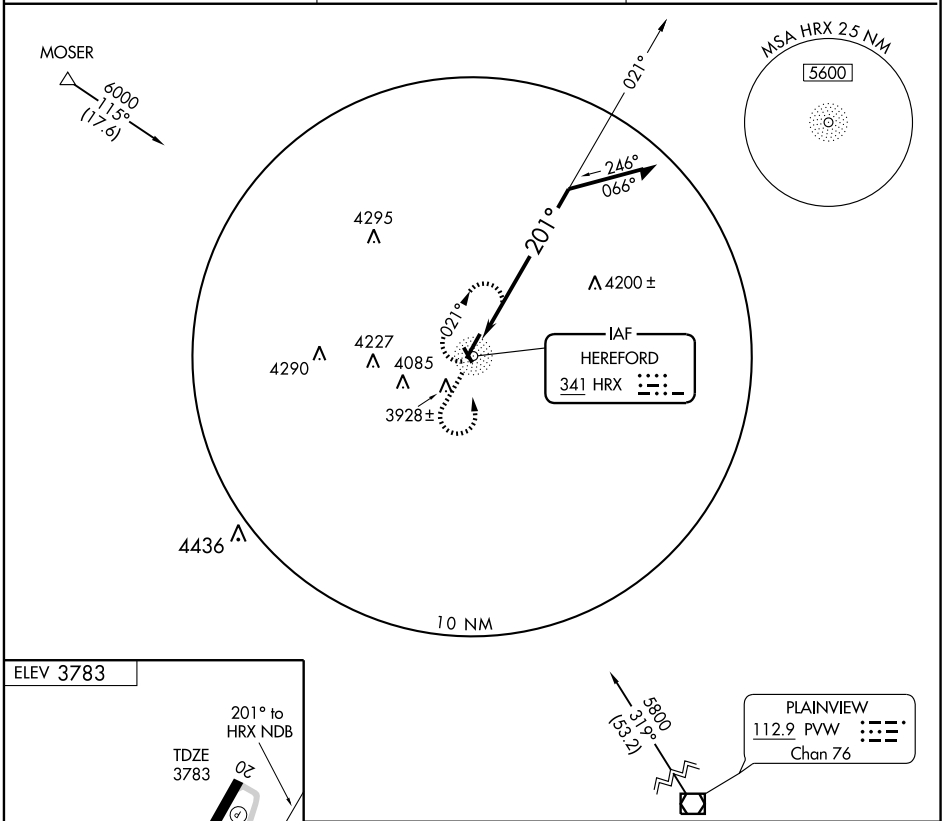
NDB RWY 20
HEREFORD MUNI (HRX)

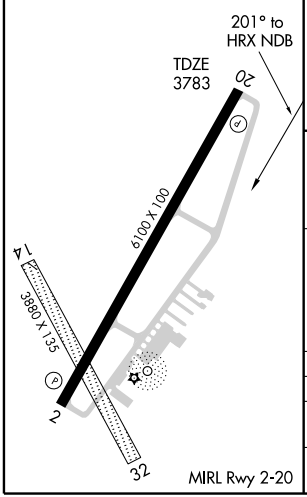
NA

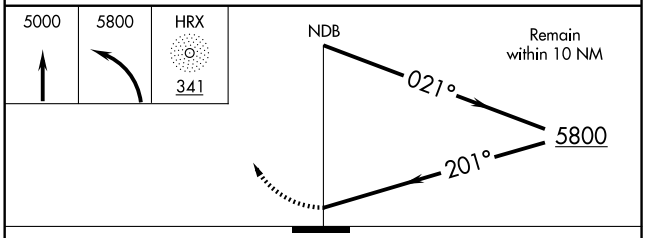
Use Amarillo Intl altimeter setting.

MISSED APPROACH: Climb to 5000 then climbing left turn to 5800 direct HRX NDB and hold.

AWOS-3	AMARILLO APP CON ★	UNICOM
118.05	119.5 307.0	122.8 (CTAF)







CATEGORY	A	B	C	D
S-20	4420-1	637 (700-1)	4420-1¾ 637 (700-1¾)	4420-2 637 (700-2)
CIRCLING	4420-1	637 (700-1)	4420-1¾ 637 (700-1¾)	4440-2 657 (700-2)

SC-2, 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	6100
CH 50416	020°	TDZE	3786
W02A		Apt Elev	3788

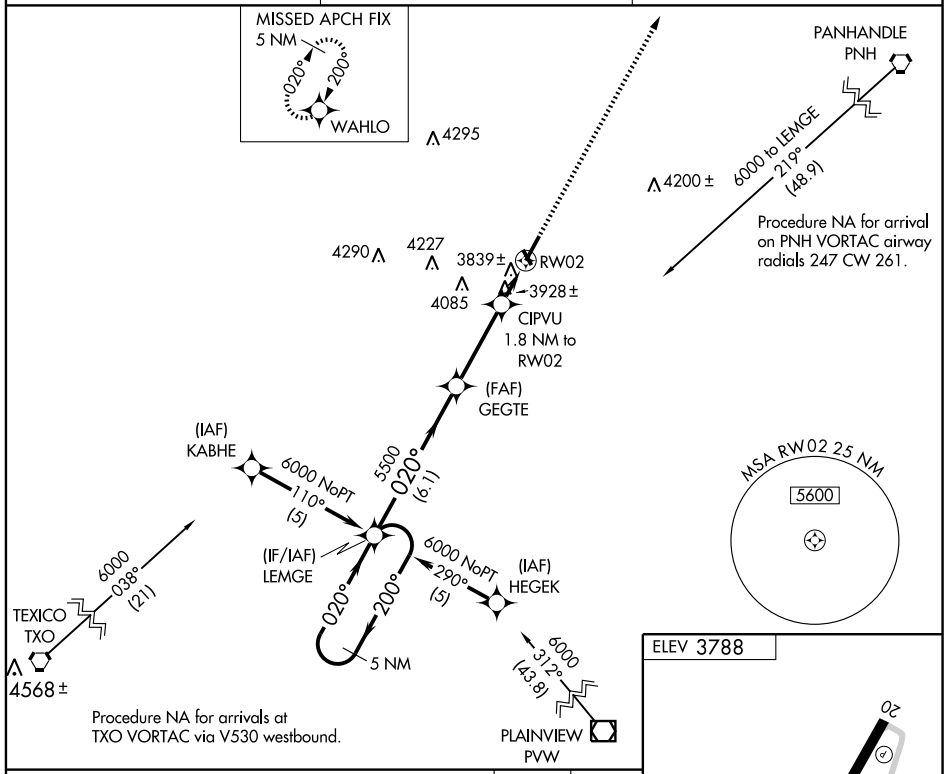
RNAV (GPS) RWY 2

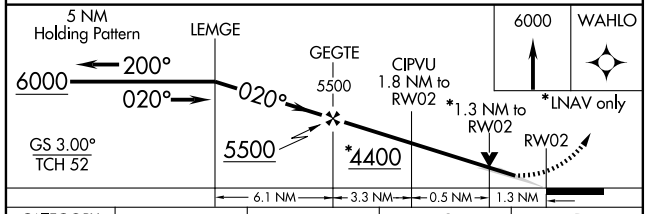
HEREFORD MUNI (HRX)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C (-7°F) or above 41°C (105°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Amarillo Intl altimeter setting and increase all DA 112 feet and all MDA 120 feet, increase LPV all Cats, LNAV/VNAV all Cats, LNAV Cats C and D, and Circling Cats C and D visibility ¼ mile. Baro-VNAV NA when using Amarillo Intl altimeter setting. VDP NA with Amarillo Intl altimeter setting.

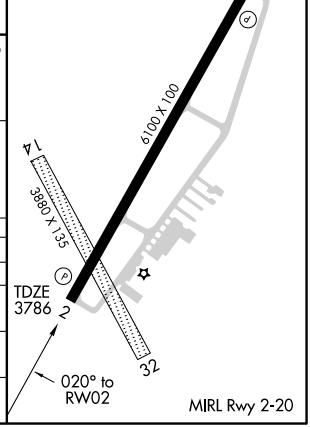
MISSED APPROACH: Climb to 6000 direct WAHLO and hold.

AWOS-3	AMARILLO APP CON★	UNICOM
118.05	119.5 307.0	122.8 (CTAF)





CATEGORY	A	B	C	D
LPV DA	3986-¾ 200 (200-¾)			
LNAV/VNAV DA	4126-1¼ 340 (400-1¼)			
LNAV MDA	4240-1 454 (500-1)		4240-1¼ 454 (500-1¼)	4240-1½ 454 (500-1½)
CIRCLING	4240-1 452 (500-1)	4280-1 492 (500-1)	4280-1½ 492 (500-1½)	4340-2 552 (600-2)



SC-2, 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	6100
CH 61216	200°	TDZE	3786
W20A		Apt Elev	3788

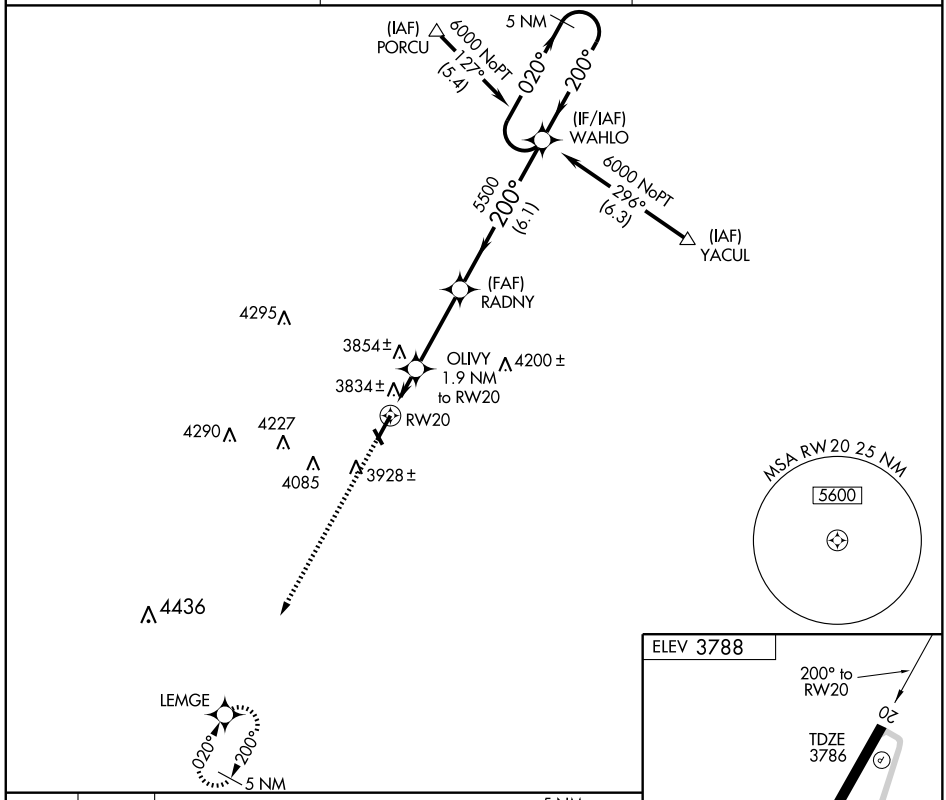
RNAV (GPS) RWY 20

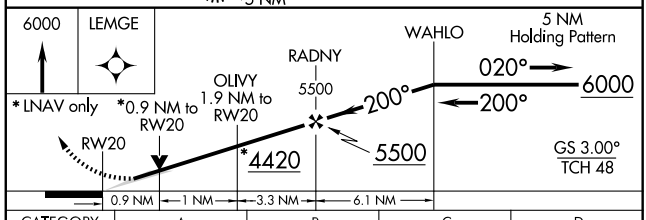
HEREFORD MUNI (HRX)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C (-7°F) or above 41°C (105°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Amarillo Intl altimeter setting and increase all DA 112 feet and all MDA 120 feet, increase LPV and LNAV/VNAV all Cats, LNAV Cat C, and Circling Cats C and D visibilities ¼ mile, and increase LNAV Cat D visibility ½ mile. Baro-VNAV NA when using Amarillo Intl altimeter setting. VDP NA with Amarillo Intl altimeter setting.

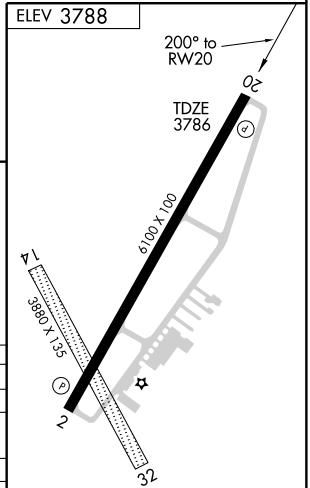
MISSED APPROACH: Climb to 6000 direct LEMGE and hold.

AWOS-3	AMARILLO APP CON*	UNICOM
118.05	119.5 307.0	122.8 (CTAF)





CATEGORY	A	B	C	D
LPV DA	3986-¾ 200 (200-¾)			
LNAV/VNAV DA	4120-1¼ 334 (400-1¼)			
LNAV MDA	4120-1 334 (400-1)			
CIRCLING	4160-1 372 (400-1)	4280-1 492 (500-1)	4280-1½ 492 (500-1½)	4340-2 552 (600-2)



SC-2, 08 APR 2010 to 06 MAY 2010

VORTAC GAG 115.6 Chan 103	APP CRS 197°	Rwy Idg N/A TDZE N/A Apt Elev 2566

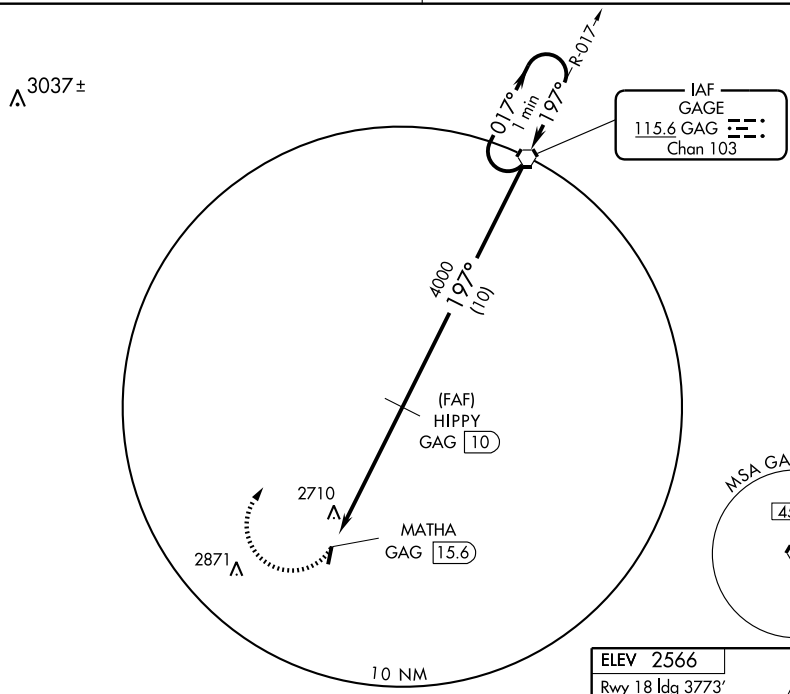
VOR/DME-A

HIGGINS-LIPSCOMB COUNTY (1X1)

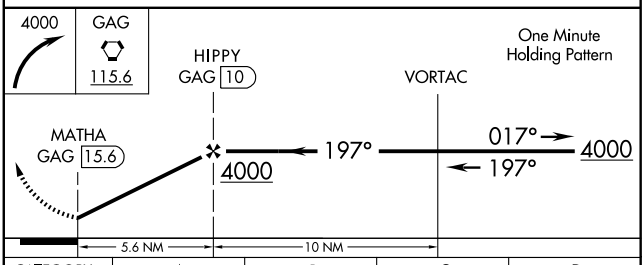
⚠ NA — Use Gage, OK altimeter setting. If not received, procedure not authorized.
Procedure not authorized at night.

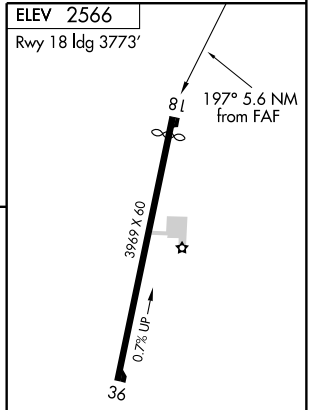
MISSED APPROACH: Climbing right turn to 4000 direct GAG VORTAC and hold.

KANSAS CITY CENTER	CTAF
126.95 379.2	122.9 L



NoPT for arrivals on GAG VORTAC airway radials 299 CW 107.





LIRL Rwy 18-36 L

CATEGORY	A	B	C	D
CIRCLING	3160-1 594 (600-1)		3160-1½ 594 (600-1½)	NA

Knots	60	90	120	150	180
Min:Sec					

SC-2. 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	3998
CH 40308	156°	TDZE	686
W16A		Apt Elev	686

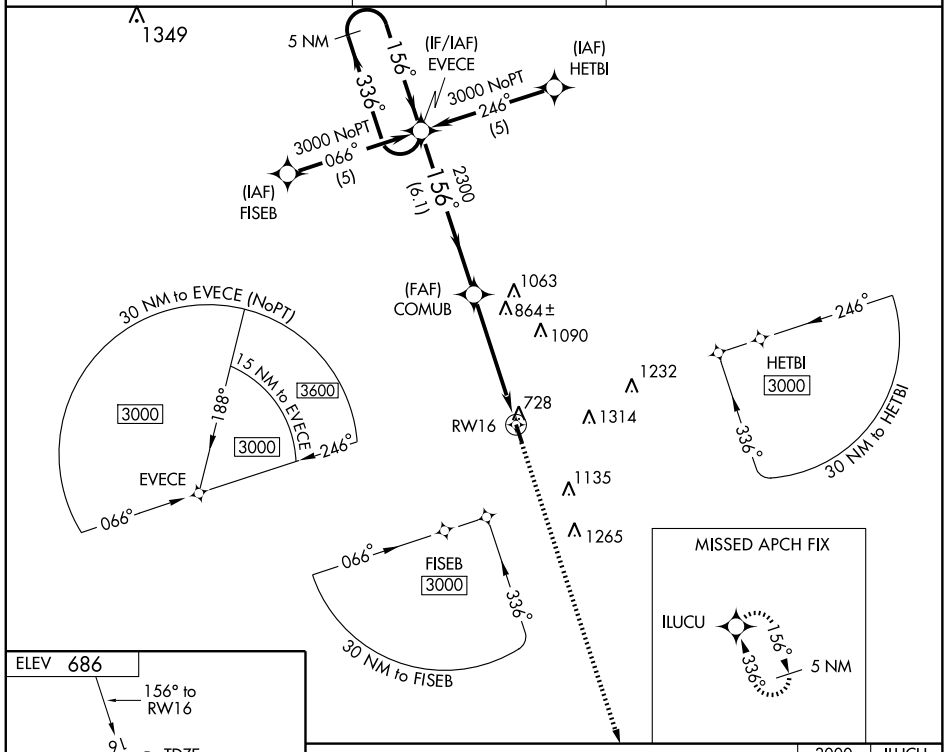
RNAV (GPS) RWY 16
HILLSBORO MUNI (INJ)

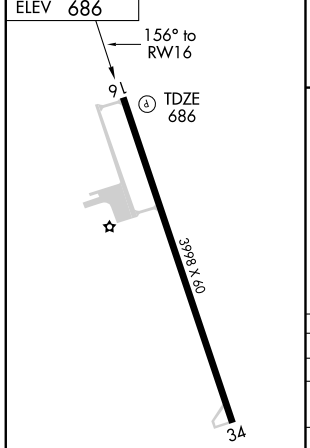
Baro-VNAV NA when using Cleburne Muni altimeter setting. DME/DME RNP-0.3 NA. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F).

Visibility reduction by helicopters NA. When local altimeter setting not received use Cleburne Muni altimeter setting and increase all DA/MDA 80 feet, increase LPV and LNAV/VNAV visibility ¼ mile all Cats.

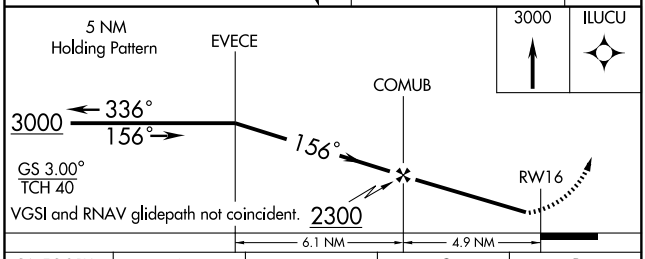
MISSED APPROACH: Climb to 3000 direct ILUCU and hold.

AWOS-3	WACO APP CON	CTAF
118.725	127.65 352.0	122.9





MIRL Rwy 16-34



CATEGORY	A	B	C	D
LPV DA	936-1 250 (300-1)		NA	
LNAV/ VNAV DA	1128-1½ 442 (500-1½)		NA	
LNAV MDA	1120-1 434 (500-1)		NA	
CIRCLING	1180-1 494 (500-1)	1200-1 514 (600-1)	NA	

SC-2, 08 APR 2010 to 06 MAY 2010

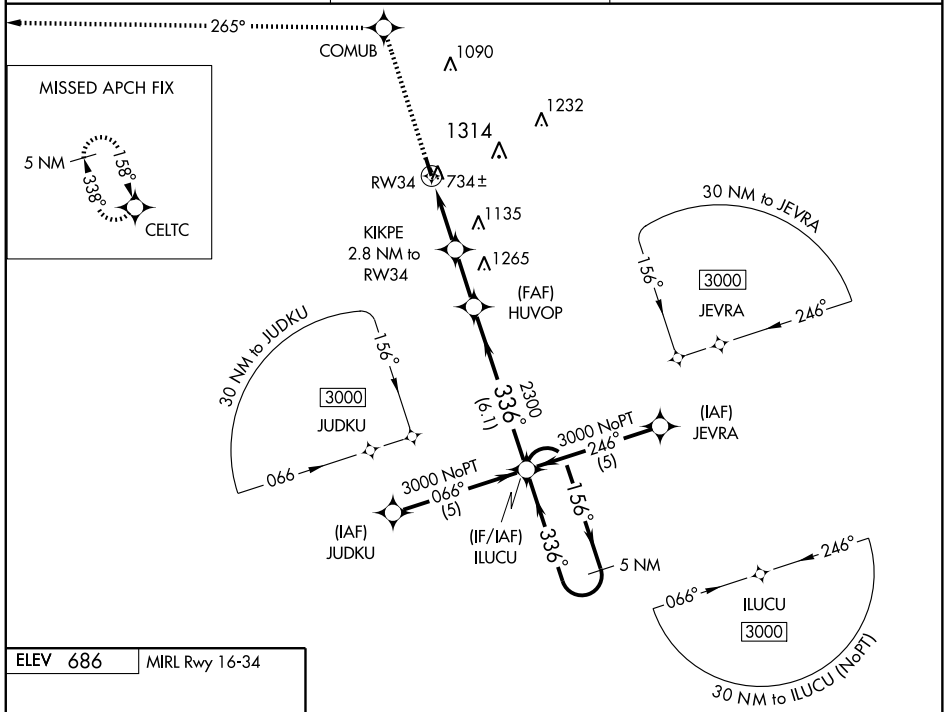
WAAS	APP CRS	Rwy Idg	3998
CH 65908	336	TDZE	684
W34A		Apt Elev	686

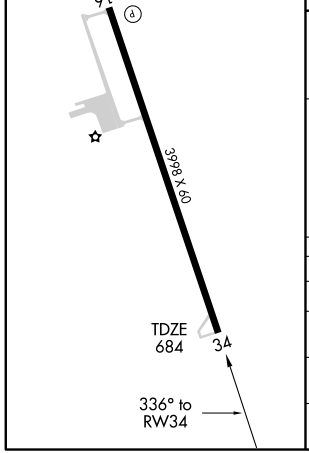
RNAV (GPS) RWY 34
HILLSBORO MUNI (INJ)

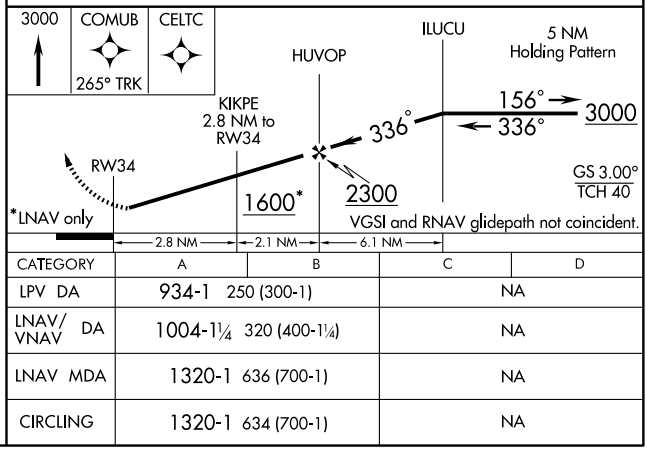
Baro-VNAV NA when using Celburne Muni altimeter setting. DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). Visibility reduction by helicopters NA. When local altimeter setting not received use Cleburne Muni altimeter setting and increase all DA/MDA 80 feet, increase LPV and LNAV/VNAV visibility ¼mile all Cats.

MISSED APPROACH: Climb to 3000 direct COMUB and via 265° track to CELTC and hold.

AWOS-3	WACO APP CON	CTAF
118.725	127.65 352.0	122.9







CATEGORY	A	B	C	D
LPV DA	934-1 250 (300-1)		NA	
LNAV/VNAV DA	1004-1¼ 320 (400-1¼)		NA	
LNAV MDA	1320-1 636 (700-1)		NA	
CIRCLING	1320-1 634 (700-1)		NA	

SC-2, 08 APR 2010 to 06 MAY 2010

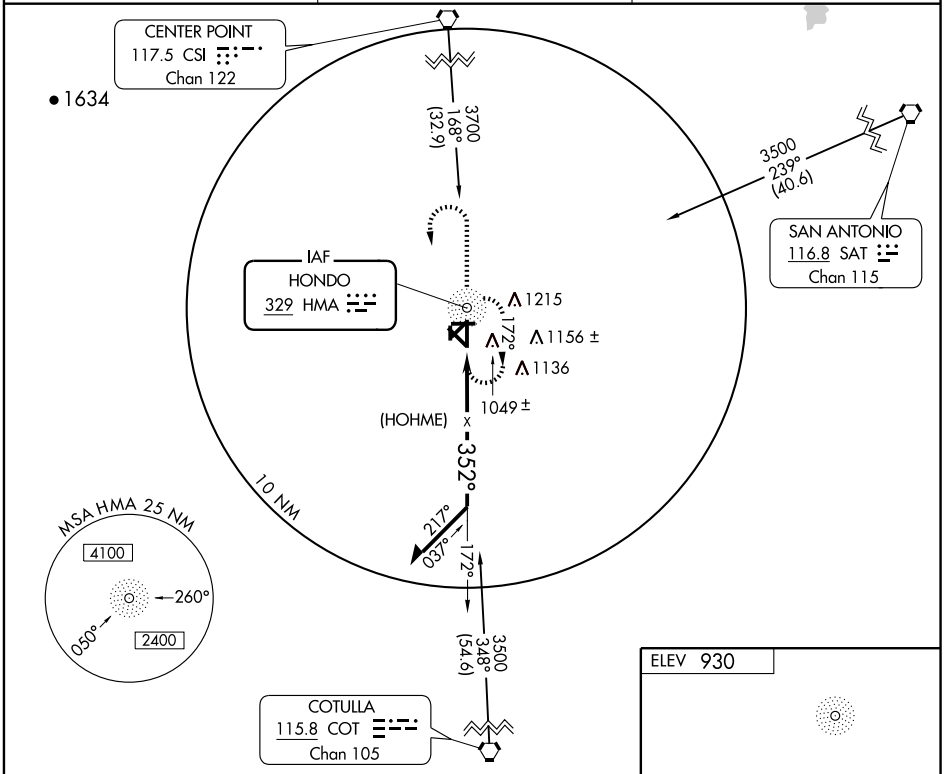
NDB HMA	APP CRS	Rwy Idg	5624
329	352°	TDZE	912
		Apt Elev	930

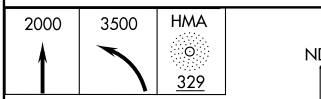
NDB or GPS RWY 35R
HONDO MUNI (HDO)

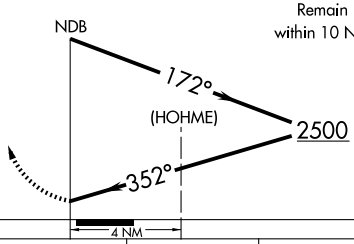
NA

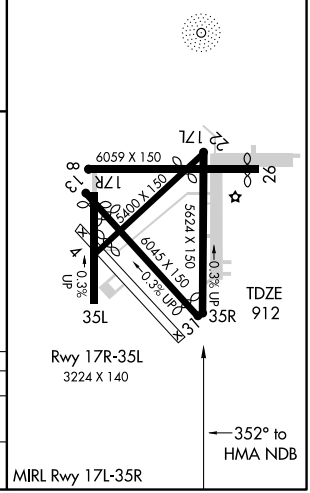
MISSED APPROACH: Climb to 2000 then climbing left turn to 3500 direct to HMA NDB and hold.

ASOS	HOUSTON CENTER	UNICOM
119.675	134.95 269.4	122.725 (CTAF)









CATEGORY	A	B	C	D
S-35R	1460-1	548 (600-1)	1460-1½ 548 (600-1½)	1460-1¾ 548 (600-1¾)
CIRCLING	1460-1	530 (600-1)	1580-1¾ 650 (700-1¾)	1580-2 650 (700-2)

HONDO, TEXAS

AL-195 (FAA)

RNAV (GPS) RWY 17L

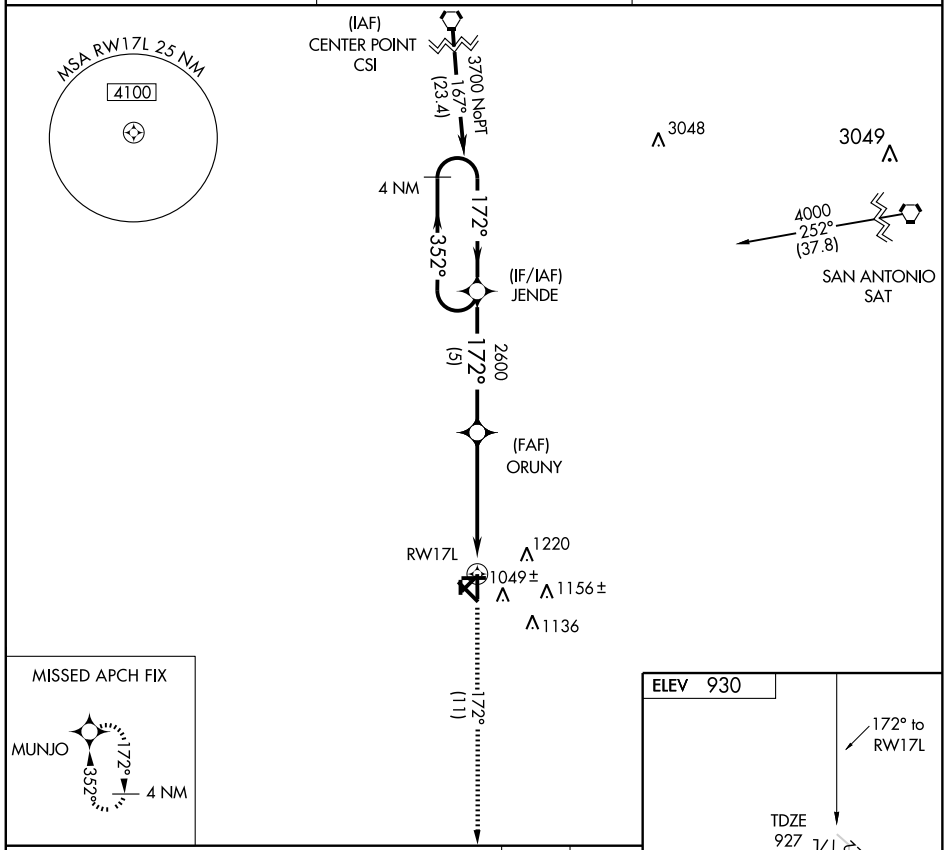
HONDO MUNI (HDO)

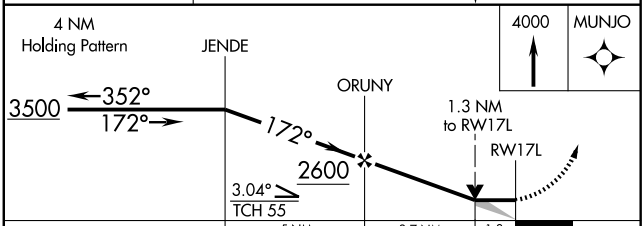
APP CRS	Rwy Idg	5624
172°	TDZE	927
	Apt Elev	930

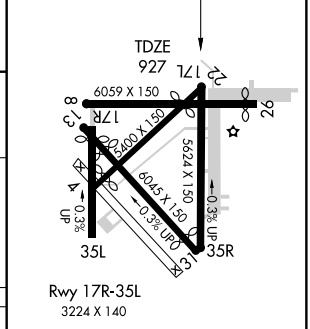
NA DME/DME RNP - 0.3 NA.

MISSED APPROACH: Climb to 4000 direct MUNJO and hold.

ASOS	HOUSTON CENTER	UNICOM
119.675	134.95 269.4	122.725 (CTAF)





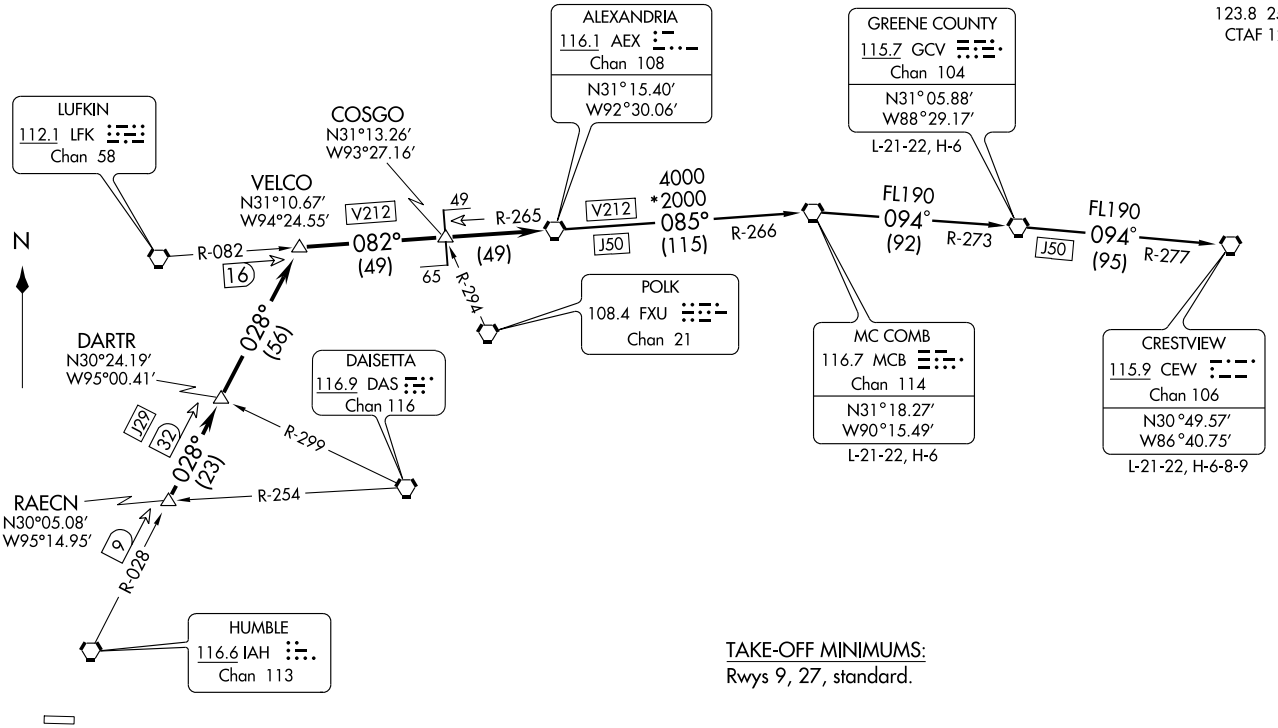


CATEGORY	A	B	C	D
LNAV MDA	1420-1	493 (500-1)	1420-1¼ 493 (500-1¼)	1420-1½ 493 (500-1½)
CIRCLING	1420-1	490 (500-1)	1580-1¾ 650 (700-1¾)	1580-2 650 (700-2)

MIRL Rwy 17L-35R

SC-3, 08 APR 2010 to 06 MAY 2010

CLNC DEL
120.8
HOUSTON DEP CON
123.8 257.7
CTAF 123.0



TAKE-OFF MINIMUMS:
Rwys 9, 27, standard.

NOTE: Radar Required.
NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to RAECN INT, maintain 4000', expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-028 to VELCO INT, then right turn via LFK R-082 and AEX R-265 to AEX VORTAC.

THE FOLLOWING TRANSITIONS ARE ATC ASSIGNED ONLY DO NOT FILE:

CRESTVIEW TRANSITION (AEX4.CEW): (For aircraft being weather rerouted to join a jet route off CEW VORTAC or overflying CEW VORTAC to join a direct route). From over AEX VORTAC via AEX R-085 and MCB R-266 to MCB VORTAC, then via MCB R-094 and GCV R-273 to GCV VORTAC, then via GCV R-094 and CEW R-277 to CEW VORTAC.

GREENE COUNTY TRANSITION (AEX4.GCV): (For aircraft being weather rerouted to join a jet route off GCV VORTAC or overflying GCV VORTAC to join a direct route). From over AEX VORTAC via AEX R-085 and MCB R-266 to MCB VORTAC, then via MCB R-094 and GCV R-273 to GCV VORTAC.

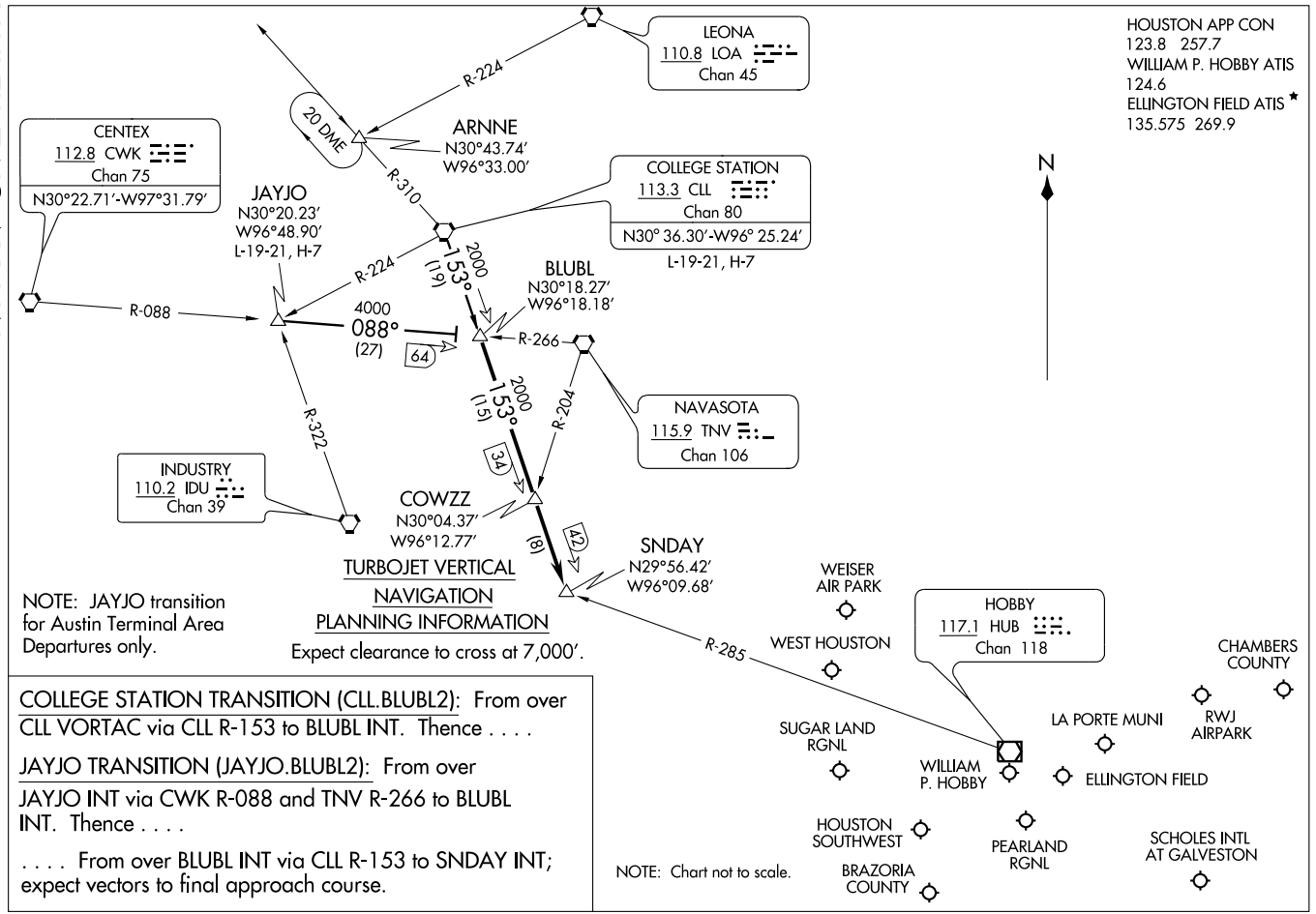
MC COMB TRANSITION (AEX4.MCB): (For aircraft being weather rerouted to join a jet route off MCB VORTAC or overflying MCB VORTAC to join a direct route). From over AEX VORTAC via AEX R-085 and MCB R-266 to MCB VORTAC.

TAKE-OFF OBSTACLES:

Rwy 9, Multiple hangars beginning 239' from DER, 360' right of centerline, up to 42' AGL/106' MSL.
Multiple trees beginning 501' from DER, 355' right of centerline, up to 43' AGL/111' MSL.
Multiple hangars beginning 119' from DER, 498' left of centerline, up to 41' AGL/105' MSL.
Pole 332' from DER, 299' left of centerline, 43' AGL/97' MSL.
Antenna 1172' from DER, 658' left of centerline, 51' AGL/115' MSL.
Multiple trees beginning 558' from DER, 68' left of centerline, up to 58' AGL/122' MSL.

Rwy 27, Multiple trees beginning 1050' from DER, 40' left of centerline, up to 71' AGL/140' MSL.
Vehicle and road 99' from DER, 291' right of centerline, 15' AGL/83' MSL.
Multiple trees beginning 873' from DER, 514' right of centerline, up to 59' AGL/130' MSL.
Multiple transmission poles beginning 1304' from DER, 131' right of centerline, up to 41' AGL/110' MSL.

SC-5, 08 APR 2010 to 06 MAY 2010



COLLEGE STATION TRANSITION (CLL.BLUBL2): From over CLL VORTAC via CLL R-153 to BLUBL INT. Thence . . . .

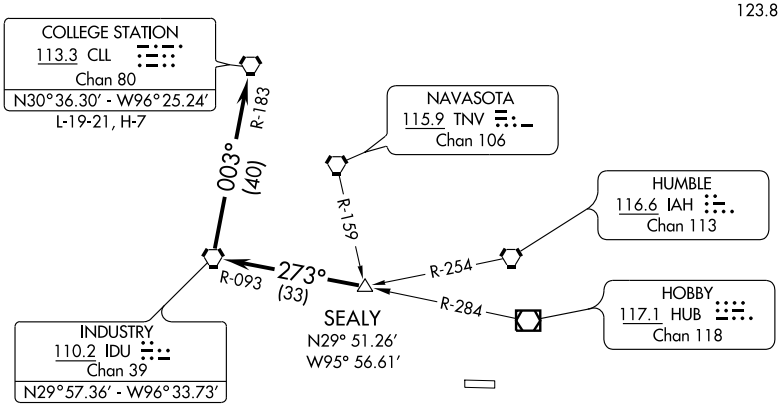
JAYJO TRANSITION (JAYJO.BLUBL2): From over JAYJO INT via CWK R-088 and TNV R-266 to BLUBL INT. Thence . . . .

. . . . From over BLUBL INT via CLL R-153 to SNDAY INT; expect vectors to final approach course.

COLLEGE TWO DEPARTURE

SL-6575 (FAA)

CLNC DEL
120.8
HOUSTON DEP CON
123.8 257.7
CTAF
123.0



TAKE-OFF MINIMUMS:
Rwys 9, 27 standard.

TAKE-OFF OBSTACLES:
Rwy 9, Multiple hangars beginning 239' from DER, 360' right of centerline, up to 42' AGL/106' MSL. Multiple trees beginning 501' from DER, 355' right of centerline, up to 43' AGL/111' MSL. Multiple hangars beginning 119' from DER, 498' left of centerline, up to 41' AGL/105' MSL. Pole 332' from DER, 299' left of centerline, 43' AGL/97' MSL. Antenna 1172' from DER, 658' left of centerline, 51' AGL/115' MSL. Multiple trees beginning 558' from DER, 68' left of centerline, up to 58' AGL/122' MSL.
Rwy 27, Multiple trees beginning 1050' from DER, 40' left of centerline, up to 71' AGL/140' MSL Vehicle and road 99' from DER, 291' right of centerline, 15' AGL/83' MSL. Multiple trees beginning 873' from DER, 514' right of centerline, up to 59' AGL/130' MSL. Multiple transmission poles beginning 1304' from DER, 131' right of centerline, up to 41' AGL/110' MSL.

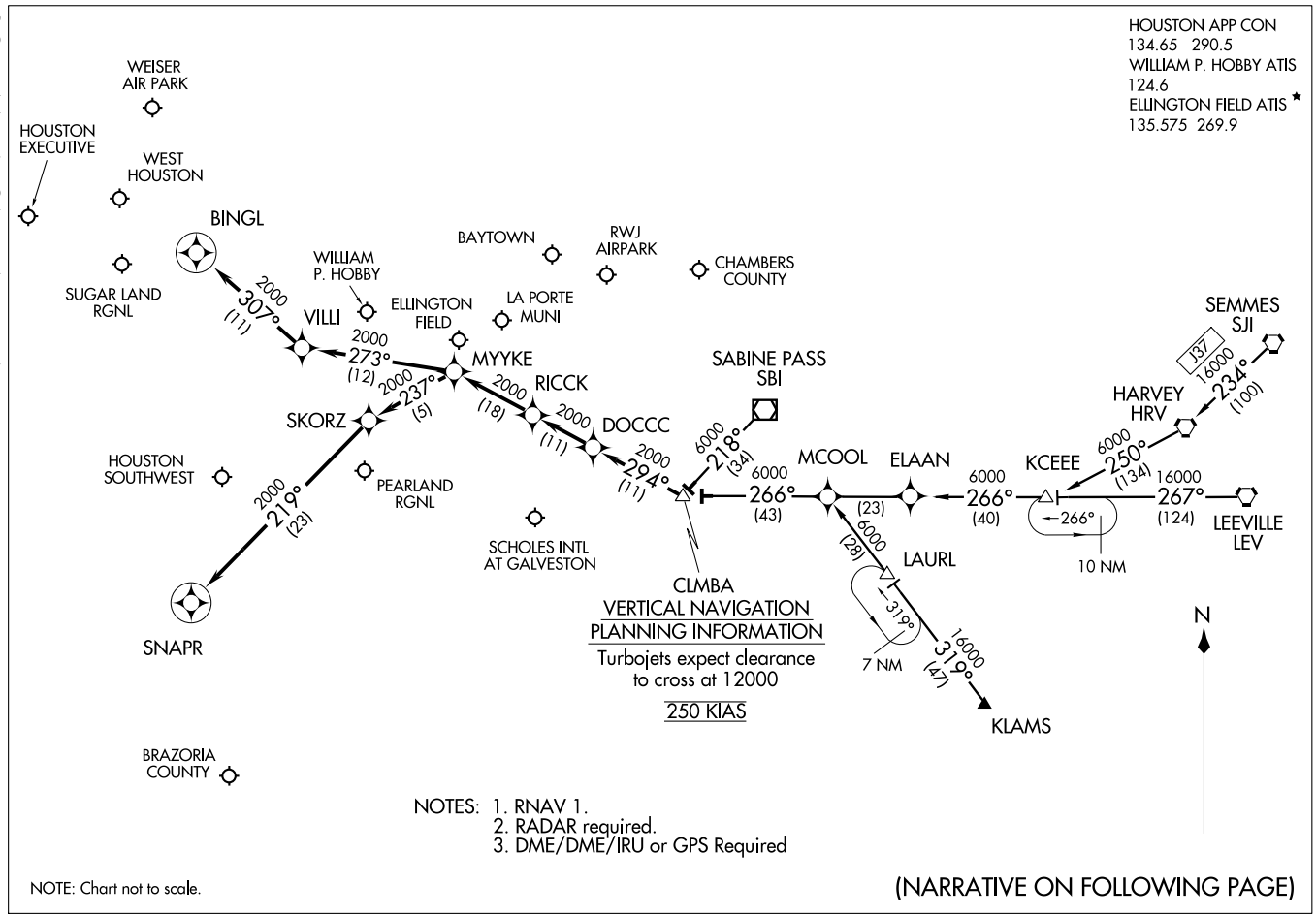
NOTE: Radar Required.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to SEALY INT, maintain 4000, expect filed altitude 10 minutes after departure, Thence . . . .

. . . . via IDU R-093 to IDU VORTAC, then right turn via IDU R-003 and CLL R-183 to CLL VORTAC.



COLUMBIA ONE ARRIVAL (RNAV)

(CLMBA.CLMBA1) 09239

ST-198 (FAA)

HOUSTON, TEXAS

ARRIVAL DESCRIPTION

HARVEY TRANSITION (HRV.CLMBA1): (For non-GPS equipped aircraft LEV, HRV, RQR, LLA, LCH, and DAS must be operational.)
KCEEE TRANSITION (KCEEE.CLMBA1): (For non-GPS equipped aircraft LLA, LCH, and DAS must be operational.)
KLAMS TRANSITION (KLAMS.CLMBA1): (For non-GPS equipped aircraft DAS, LCH, MHF, and VUH must be operational.)
LEEVILLE TRANSITION (LEV.CLMBA1): (For non-GPS equipped aircraft LCH, LLA, and DAS must be operational.)
SABINE PASS TRANSITION (SBI.CLMBA1):
SEMMES TRANSITION (SJI.CLMBA1): (For non-GPS equipped aircraft LEV, HRV, RQR, LLA, LCH, and DAS must be operational.)

From CLMBA WP via 294° track to DOCCC, thence as depicted to RICCK . . . .

WILLIAM P. HOBBY/HOUSTON (HOU):

LANDING RUNWAY 4: . . . . From RICCK via 294° track to MYYKE, thence as depicted to SNAPR. Expect vectors to final approach course prior to SNAPR, if not received by SNAPR fly present heading.

LANDING RUNWAY 12R: . . . . From RICCK via 294° track to MYYKE, thence as depicted to BINGL. Expect vectors to final approach course prior to BINGL, if not received by BINGL fly present heading.

FOR ALL OTHER RUNWAYS: From RICCK via 294° track to MYYKE. Expect vectors to final approach course prior to MYYKE.

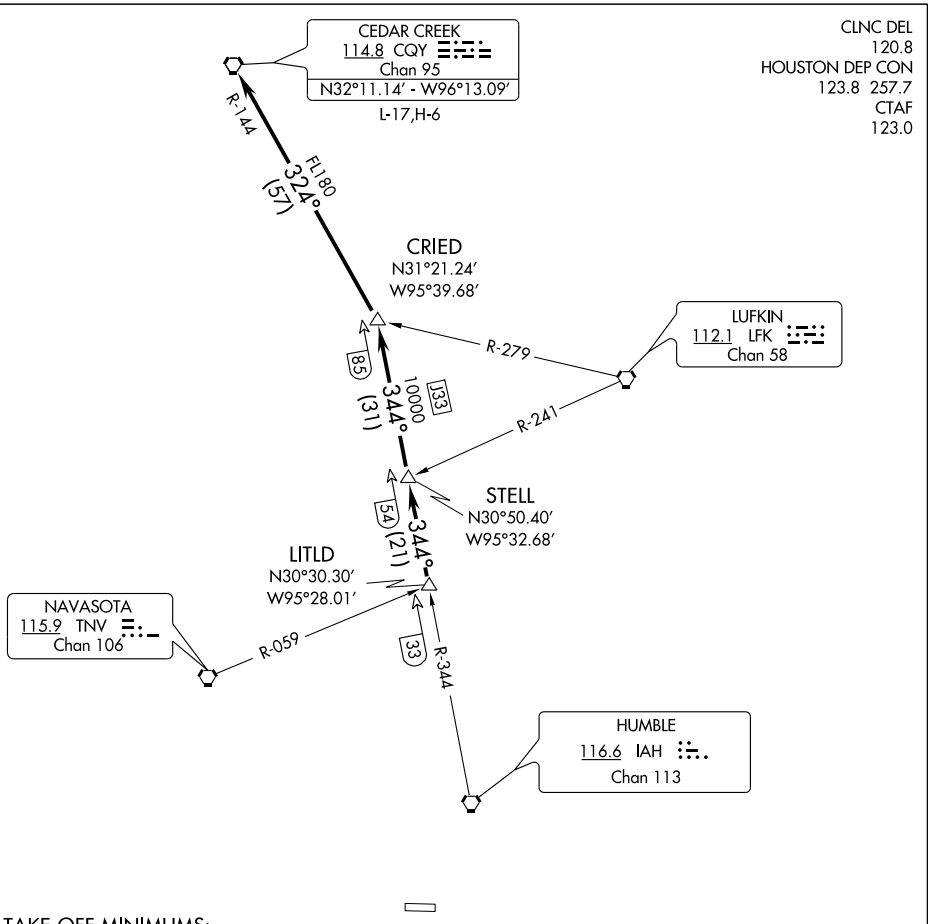
FOR ALL OTHER AIRPORTS: From RICCK via 294° track to MYYKE. Expect vectors to final approach course prior to MYYKE.

SC-5, 08 APR 2010 to 06 MAY 2010

CRIED THREE DEPARTURE

SL-6575 (FAA)

HOUSTON-SOUTHWEST (AXH)
HOUSTON, TEXAS



TAKE-OFF MINIMUMS:
Rwy 9,27 standard.

(NOTES CONTINUED ON FOLLOWING PAGE)

NOTE: Radar Required.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to LITLD INT, maintain 4000. Expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-344 to STELL INT, then via IAH R-344 to CRIED INT, then left turn via CQY R-144 to CQY VORTAC.

SC-5, 08 APR 2010 to 06 MAY 2010

TAKE-OFF OBSTACLES:

Rwy 9, Multiple hangars beginning 239′ from DER, 360′ right of centerline, up to 42′ AGL/106′ MSL. Multiple trees beginning 501′ from DER, 355′ right of centerline, up to 43′ AGL/111′ MSL. Multiple hangars beginning 119′ from DER, 498′ left of centerline, up to 41′ AGL/105′ MSL. Pole 332′ from DER, 299′ left of centerline, 43′ AGL/97′ MSL. Antenna 1172′ from DER, 658′ left of centerline, 51′ AGL/115′ MSL. Multiple trees beginning 558′ from DER, 68′ left of centerline, up to 58′ AGL/122′ MSL.

Rwy 27, Multiple trees beginning 1050′ from DER, 40′ left of centerline, up to 71′ AGL/140′ MSL. Vehicle and road 99′ from DER, 291′ right of centerline, 15′ AGL/83′ MSL. Multiple trees beginning 873′ from DER, 514′ right of centerline, up to 59′ AGL/130′ MSL. Multiple transmission poles beginning 1304′ from DER, 131′ right of centerline, up to 41′ AGL/110′ MSL.

SC-5, 08 APR 2010 to 06 MAY 2010

DAISETTA EIGHT ARRIVAL (DAS.DAS8)

HOUSTON APP CON
120.05 379.1
GEORGE BUSH INTERCONTINENTAL/
HOUSTON ATIS 124.05
WILLIAM P. HOBBY ATIS
124.6
ELLINGTON FIELD ATIS *
135.575 269.9

NOTE: For all conventional navigation aircraft landing in the Houston terminal area. For all turboprops/pistons landing IAH. ATC assigned only for all others.

NOTE: For RNAV equipped aircraft landing IAH runways 8L/R and 9 from over DAETN INT direct JOESZ INT, expect vectors to final approach course prior to JOESZ INT, if not received by JOESZ INT fly present heading.

ELM GROVE
111.2 EMG
Chan 49
N32°24.01'-W93°35.71'
L-17, H-6

QUESO
N30°46.86'
W94°06.54'

BROWW
N30°54.22'
W93°52.20'

SAWMILL
113.75 SWB
Chan 84(Y)
N31°58.39' - W92°40.63'
L-22, H-6

LUFKIN
112.1 LFK
Chan 58
N31°09.74'
W94°43.02'
L-19-21, H-6

VIERA
N30°44.51'
W94°02.83'

TQELA
N30°32.39'
W93°46.23'

ALEXANDRIA
116.1 AEX
Chan 108
N31°15.40' -W92°30.06'
L-21-22, H-6

INDUSTRY
110.2 IDU
Chan 39

JOESZ
N30°06.40'
W95°46.72'

INNIS
N30°02.07'
W95°06.83'

REHAB
N29°59.59'
W95°14.25'

COMBS
N30°23.32'
W94°25.84'

DAETN
N30°06.31'
W94°54.07'

YAAOW
N29°53.12'
W95°10.69'

DRXLR
N29°45.59'
W95°13.92'

GEORGE BUSH
INTERCONTINENTAL/
HOUSTON

HUMBLE
116.6 IAH
Chan 113

HOBBY
117.1 HUB
Chan 118

DAISETTA
116.9 DAS
Chan 116
N30°11.38' -W94°38.70'

LAKE CHARLES
113.4 LCH
Chan 81
N30°08.49' -W93°06.33'
L-21-22, H-7

BEAUMONT
114.5 BPT
Chan 92
N29°56.76' -W94°00.97'

VERTICAL NAVIGATION
PLANNING INFORMATION
Turbojets: 280K IAS
Expect clearance
to cross at 13,000'

RADAR REQUIRED

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

WEISER AIRPARK
WEST HOUSTON
HOUSTON EXECUTIVE
SUGAR LAND RGNL
LA PORTE MUNI
CHAMBERS COUNTY
WILLIAM P. HOBBY
BAYTOWN
RWJ AIRPARK
PEARLAND RGNL
ELLINGTON FIELD
HOUSTON-SOUTHWEST
SCHOLES INTL AT GALVESTON
BRAZORIA COUNTY

DAISETTA EIGHT ARRIVAL (DAS.DAS8)

ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.DAS8): From over AEX VORTAC via AEX R-246 to VIERA INT, then via DAS R-038 to DAS VORTAC. Thence . . . .

ELM GROVE TRANSITION (EMG.DAS8): From over EMG VORTAC via EMG R-182 to BROWW INT, then via DAS R-038 to DAS VORTAC. Thence . . . .

LAKE CHARLES TRANSITION (LCH.DAS8): From over LCH VORTAC via LCH R-275 to COMBS INT, then via DAS R-038 to DAS VORTAC. Thence . . . .

LUFKIN TRANSITION (LFK.DAS8): From over LFK VORTAC via LFK R-157 to COMBS INT, then via DAS R-038 to DAS VORTAC Thence . . . .

SAWMILL TRANSITION (SWB.DAS8): From over SWB VOR/DME via SWB R-222 and DAS R-038 to BROWW INT, then via DAS R-038 to DAS VORTAC. Thence . . . .

GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):

. . . . From over DAS VORTAC via DAS R-244 to DAETN INT.

LANDING RUNWAYS 8L/R and 9:

. . . . From DAETN INT fly heading 265° for vectors to final approach course.

FOR ALL OTHER RUNWAYS: Expect vectors to final approach course at or prior to REHAB INT.

FOR ALL OTHER AIRPORTS:

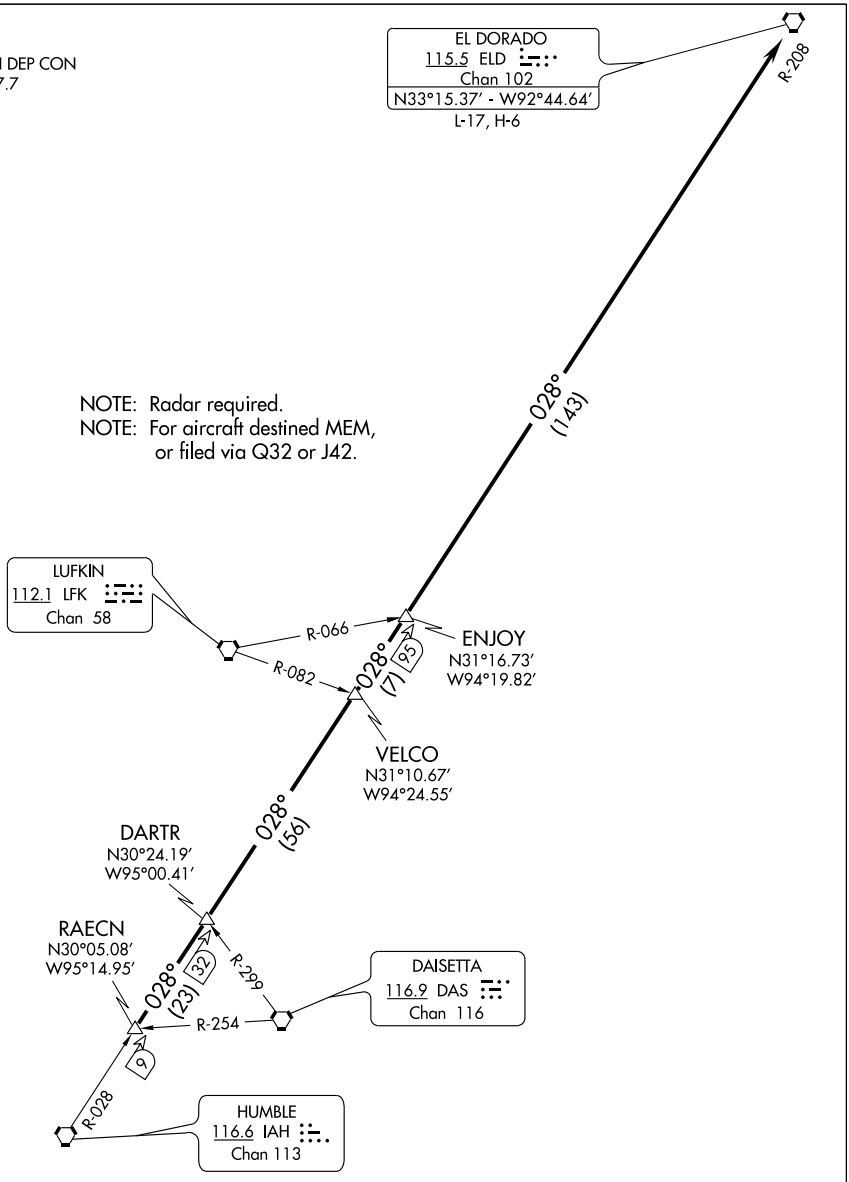
. . . . From over DAS VORTAC via DAS R-244 to INNIS INT, thence via HUB R-015 to HUB VOR/DME, expect vectors to final approach course at or prior to HUB VOR/DME.

SC-5, 08 APR 2010 to 06 MAY 2010

EL DORADO ONE DEPARTURE SL-6575 (FAA)

HOUSTON-SOUTHWEST (AXH)
HOUSTON, TEXAS

CLNC DEL
120.8
HOUSTON DEP CON
123.8 257.7
CTAF
123.0



NOTE: Chart not to scale.

TAKE-OFF MINIMUMS:
Rwy 9, 27, standard.

(NARRATIVE ON FOLLOWING PAGE)

SC-5, 08 APR 2010 to 06 MAY 2010

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to RAECN INT, maintain 4000, expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-028 and the ELD R-208 to ELD VORTAC.

TAKE-OFF OBSTACLES

Rwy 9, Multiple hangars beginning 239′ from DER, 360′ right of centerline, up to 42′ AGL/106′ MSL. Multiple trees beginning 501′ from DER, 355′ right of centerline, up to 43′ AGL/111′ MSL. Multiple hangars beginning 119′ from DER, 498′ left of centerline, up to 41′ AGL/105′ MSL. Pole 332′ from DER, 299′ left of centerline, 43′ AGL/97′ MSL. Antenna 1172′ from DER, 658′ left of centerline, 51′ AGL/115′ MSL. Multiple trees beginning 558′ from DER, 68′ left of centerline, up to 58′ AGL/122′ MSL.

Rwy 27, Multiple trees beginning 1050′ from DER, 40′ left of centerline, up to 71′ AGL/140′ MSL. Vehicle and road 99′ from DER, 291′ right of centerline, 15′ AGL/83′ MSL. Multiple trees beginning 873′ from DER, 514′ right of centerline, up to 59′ AGL/130′ MSL. Multiple TRMSN poles begining 1304′ from DER, 131′ right of centerline, up to 41′ AGL/110′ MSL.

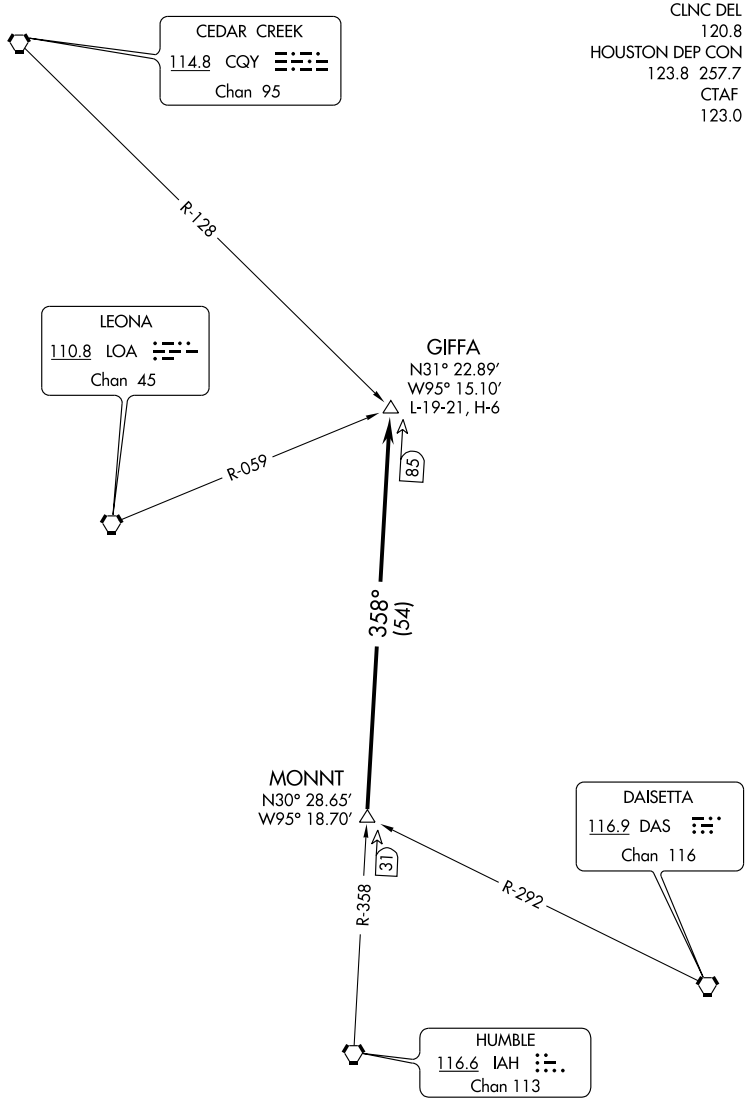
SC-5, 08 APR 2010 to 06 MAY 2010

GIFFA THREE DEPARTURE

SL-6575 (FAA)

HOUSTON-SOUTHWEST (AXH)
HOUSTON, TEXAS

CLNC DEL
120.8
HOUSTON DEP CON
123.8 257.7
CTAF
123.0



NOTE: Radar Required.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

TAKE-OFF MINIMUMS:
Rwys 9, 27, standard.

SC-5, 08 APR 2010 to 06 MAY 2010

DEPARTURE ROUTE DESCRIPTION

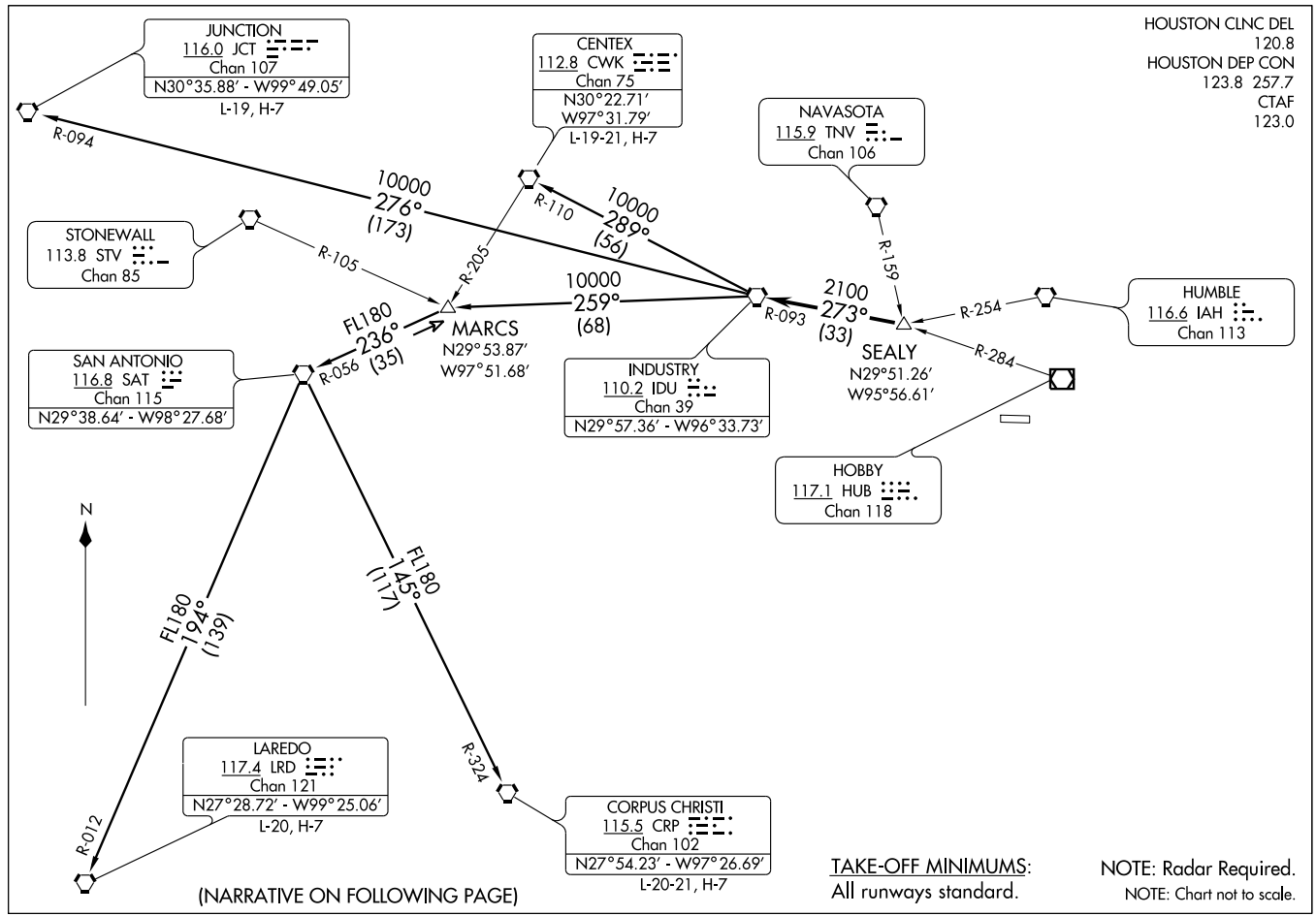
When entering controlled airspace, fly assigned heading for vectors to MONNT INT, maintain 4000, expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-358 to GIFFA INT.

TAKE-OFF OBSTACLES:

Rwy 9, Multiple hangars beginning 239′ from DER, 360′ right of centerline, up to 42′ AGL/106′ MSL.
Multiple trees beginning 501′ from DER, 355′ right of centerline, up to 43′ AGL/111′ MSL.
Multiple hangars beginning 119′ from DER, 498′ left of centerline, up to 41′ AGL/105′ MSL.
Pole 332′ from DER, 299′ left of centerline, 43′ AGL/97′ MSL.
Antenna 1172′ from DER, 658′ left of centerline, 51′ AGL/115′ MSL.
Multiple trees beginning 558′ from DER, 68′ left of centerline, up to 58′ AGL/122′ MSL.
Rwy 27, Multiple trees beginning 1050′ from DER, 40′ left of centerline, up to 71′ AGL/140′ MSL.
Vehicle and road 99′ from DER, 291′ right of centerline, 15′ AGL/83′ MSL.
Multiple trees beginning 873′ from DER, 514′ right of centerline, up to 59′ AGL/130′ MSL.
Multiple transmission poles beginning 1304′ from DER, 131′ right of centerline, up to 41′ AGL/110′ MSL.

SC-5, 08 APR 2010 to 06 MAY 2010



(IDU3.IDU) 08157 INDUSTRY THREE DEPARTURE

SL-6575 (FAA)

HOUSTON-SOUTHWEST (AXH)
HOUSTON, TEXAS

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to SEALY INT. Maintain 4000'. Expect filed altitude 10 minutes after departure. Thence . . . .

. . . . VIA IDU R-093 to IDU VORTAC.

CENTEX TRANSITION (IDU3.CWK): (ATC assigned only. For aircraft inbound to the DFW Metroplex area that are being rerouted due to bad weather.) From over IDU VORTAC via IDU R-289 and CWK R-110 to CWK VORTAC.

CORPUS CHRISTI TRANSITION (IDU3.CRP): (ATC assigned only.) From over IDU VORTAC via IDU R-259 to MARCS INT, then via SAT R-056 to SAT VORTAC, then via SAT R-145 and CRP R-324 to CRP VORTAC.

JUNCTION TRANSITION (IDU3.JCT): (For aircraft overflying JCT VORTAC via J2, J15, or J86.) From over IDU VORTAC via IDU R-276 and JCT R-094 to JCT VORTAC.

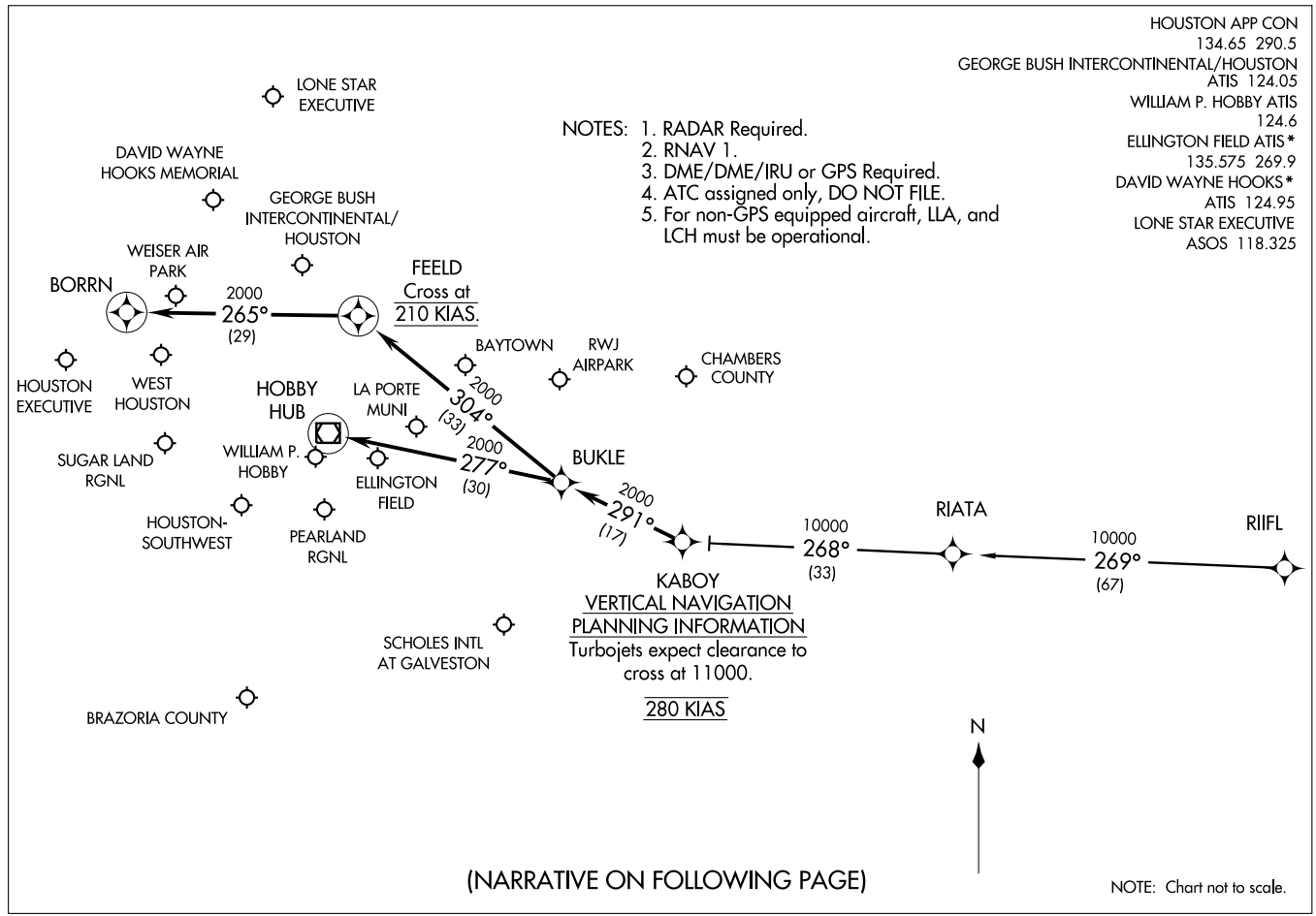
LAREDO TRANSITION (IDU3.LRD): (ATC assigned only.) From over IDU VORTAC via IDU R-259 to MARCS INT, then via SAT R-056 to SAT VORTAC, then via SAT R-194 and LRD R-012 to LRD VORTAC.

TAKE-OFF OBSTACLES:

Rwy 9,
Multiple hangars beginning 239' from DER, 360' right of centerline, up to 42' AGL/106' MSL.
Multiple trees beginning 501' from DER, 355' right of centerline, up to 43' AGL/111' MSL.
Multiple hangars beginning 119' from DER, 498' left of centerline, up to 41' AGL/105' MSL.
Pole 332' from DER, 299' left of centerline, 43' AGL/97' MSL.
Antenna 1172' from DER, 658' left of centerline, 51' AGL/115' MSL.
Multiple trees beginning 558' from DER, 68' left of centerline, up to 58' AGL/122' MSL.

Rwy 27,
Multiple trees beginning 1050' from DER, 40' left of centerline, up to 71' AGL/140' MSL.
Vehicle and road 99' from DER, 291' right of centerline, 15' AGL/83' MSL.
Multiple trees beginning 873' from DER, 514' right of centerline, up to 59' AGL/130' MSL.
Multiple transmission poles beginning 1304' from DER, 131' right of centerline, up to 41' AGL/110' MSL.

SC-5, 08 APR 2010 to 06 MAY 2010


HOUSTON APP CON
134.65 290.5
GEORGE BUSH INTERCONTINENTAL/HOUSTON
ATIS 124.05
WILLIAM P. HOBBY ATIS
124.6
ELLINGTON FIELD ATIS*
135.575 269.9
DAVID WAYNE HOOKS*
ATIS 124.95
LONE STAR EXECUTIVE
ASOS 118.325
(KABOY.KABOY1) 09071
KABOY ONE ARRIVAL (RNAV)
ST-5461(FAA)
HOUSTON, TEXAS
NOTES: 1. RADAR Required.
2. RNAV 1.
3. DME/DME/IRU or GPS Required.
4. ATC assigned only, DO NOT FILE.
5. For non-GPS equipped aircraft, LLA, and LCH must be operational.
LONE STAR EXECUTIVE
DAVID WAYNE HOOKS MEMORIAL
GEORGE BUSH INTERCONTINENTAL/ HOUSTON
WEISER AIR PARK
BORRN
2000
265°
(29)
FEELD
Cross at
210 KIAS.
BAYTOWN
RWJ AIRPARK
CHAMBERS COUNTY
HOUSTON EXECUTIVE
WEST HOUSTON
HOBBY HUB
LA PORTE MUNI
2000
304°
(33)
SUGAR LAND RGNL
WILLIAM P. HOBBY
2000
277°
(30)
ELLINGTON FIELD
BUKLE
2000
291°
(17)
HOUSTON-SOUTHWEST
PEARLAND RGNL
10000
268°
(33)
RIATA
10000
269°
(67)
RIIFL
KABOY
VERTICAL NAVIGATION
PLANNING INFORMATION
Turbojets expect clearance to cross at 11000.
280 KIAS
SCHOLES INTL AT GALVESTON
BRAZORIA COUNTY
N
(NARRATIVE ON FOLLOWING PAGE)
NOTE: Chart not to scale.

ARRIVAL DESCRIPTION

RIIFL TRANSITION (RIIFL.KABOY1)

From KABOY via 291° track to BUKLE . . . .

GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):

LANDING RUNWAYS 8L/8R, OR 9: . . . . From BUKLE via 304° track to FEELD, thence as depicted to BORRN. Expect vectors to final approach course prior to BORRN, if not received by BORRN, fly present heading.

ALL OTHER RUNWAYS: . . . . From BUKLE via 304° track to FEELD. Expect vectors to final approach course prior to FEELD.

DAVID WAYNE HOOKS MEMORIAL (DWH) AND LONE STAR EXECUTIVE (CXO): . . . . From BUKLE via 304° track to FEELD. Expect vectors to final approach course prior to FEELD.

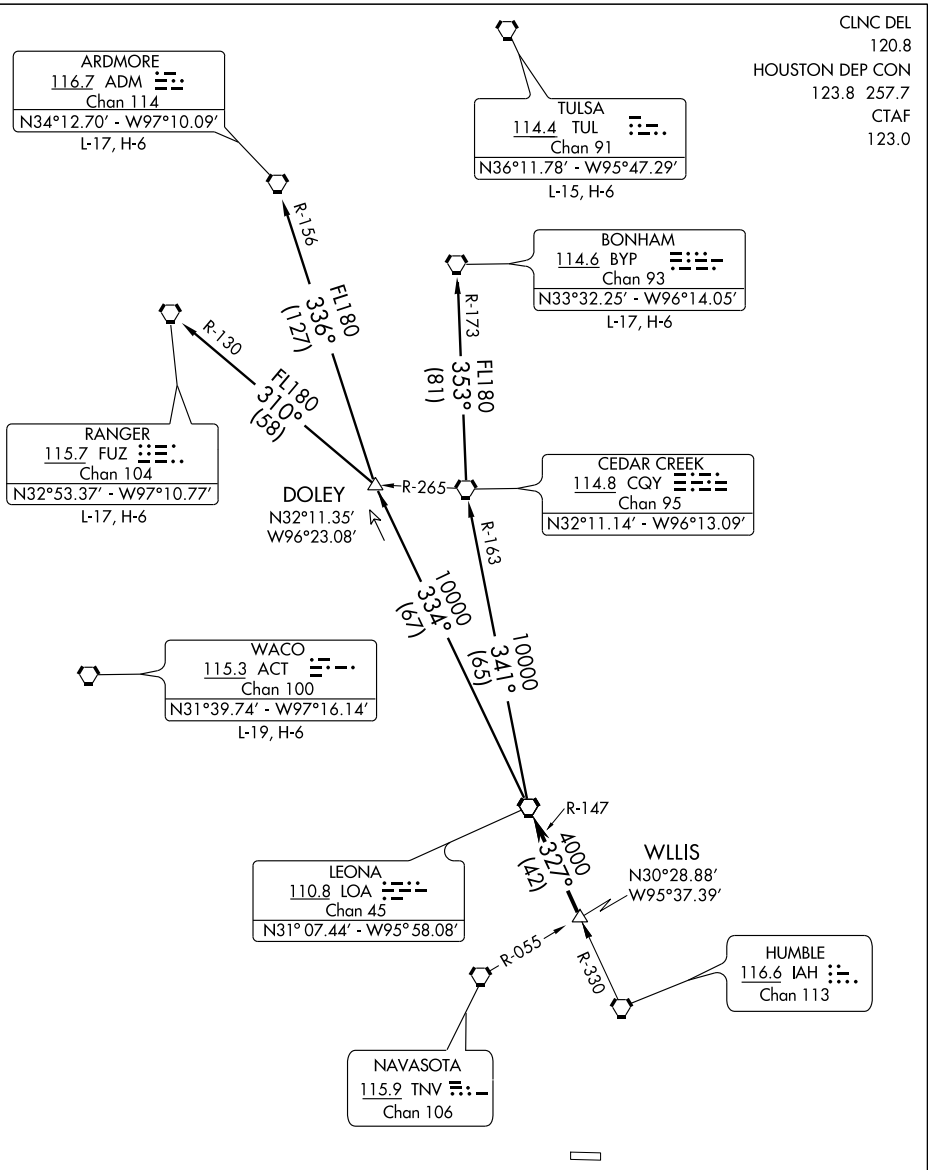
ALL OTHER AIRPORTS: . . . . From BUKLE via 277° track to HUB VOR/DME. Expect vectors to final approach course prior to HUB VOR/DME.

LEONA SIX DEPARTURE

SL-6575 (FAA)

HOUSTON-SOUTHWEST (AXH)
HOUSTON, TEXAS

CLNC DEL
120.8
HOUSTON DEP CON
123.8 257.7
CTAF
123.0



TAKE-OFF MINIMUMS:
Rwy 9, 27 standard.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Radar required.

SC-5, 08 APR 2010 to 06 MAY 2010

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to WLLIS INT, maintain 4000, expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via LOA R-147 to LOA VORTAC.

ARDMORE TRANSITION (LOA6.ADM): (For aircraft overflying North/Northwest of the DFW terminal area FL240 and above.) From over LOA VORTAC via LOA R-334 to DOLEY INT, then via ADM R-156 to ADM VORTAC.

BONHAM TRANSITION (LOA6.BYP): (For aircraft overflying/landing TUL VORTAC FL240 and above.) From over LOA VORTAC via LOA R-341 and CQY R-163 to CQY VORTAC, then via CQY R-353 and BYP R-173 to BYP VORTAC.

RANGER TRANSITION (LOA6.FUZ): (For aircraft overflying west/northwest of the DFW terminal area FL240 and above.) From over LOA VORTAC via LOA R-334 to DOLEY INT, then via FUZ R-130 to FUZ VORTAC.

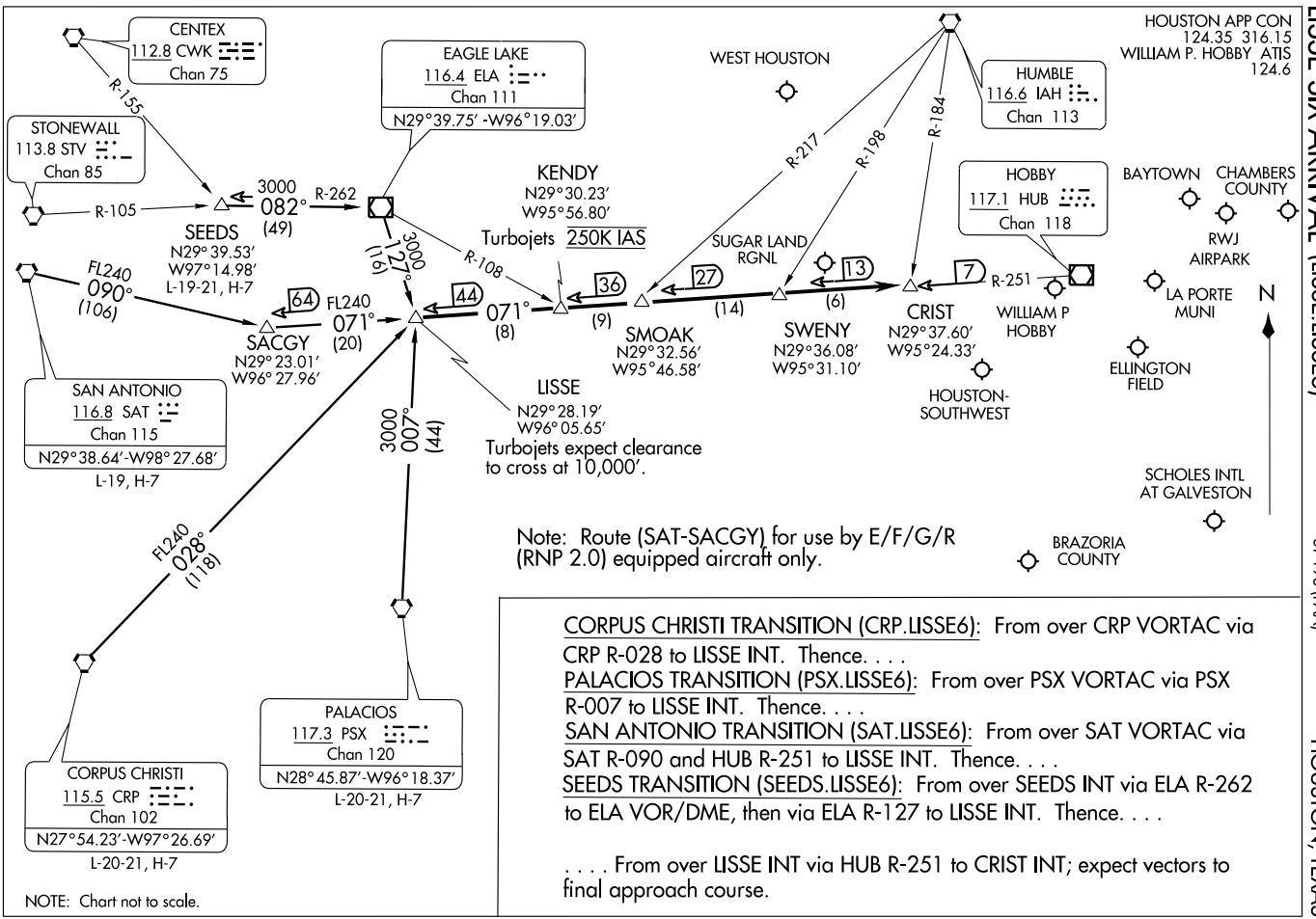
TAKE-OFF OBSTACLES

Rwy 9, Multiple hangars beginning 239′ from DER, 360′ right of centerline, up to 42′ AGL/106′ MSL. Multiple trees beginning 501′ from DER, 355′ right of centerline, up to 43′ AGL/111′ MSL. Multiple hangars beginning 119′ from DER, 498′ left of centerline, up to 41′ AGL/105′ MSL. Pole 332′ from DER, 299′ left of centerline, 43′ AGL/97′ MSL. Antenna 1172′ from DER, 658′ left of centerline, 51′ AGL/115′ MSL. Multiple trees beginning 558′ from DER, 68′ left of centerline, up to 58′ AGL/122′ MSL.

Rwy 27, Multiple trees beginning 1050′ from DER, 40′ left of centerline, up to 71′ AGL/140′ MSL. Vehicle and road 99′ from DER, 291′ right of centerline, 15′ AGL/83′ MSL. Multiple trees beginning 873′ from DER, 514′ right of centerline, up to 59′ AGL/130′ MSL. Multiple TRMSN poles beginning 1304′ from DER, 131′ right of centerline, up to 41′ AGL/110′ MSL.

LISSE SIX ARRIVAL (LISSE.LISSE6)

HOUSTON, TEXAS



CORPUS CHRISTI TRANSITION (CRP.LISSE6): From over CRP VORTAC via CRP R-028 to LISSE INT. Thence. . . .

PALACIOS TRANSITION (PSX.LISSE6): From over PSX VORTAC via PSX R-007 to LISSE INT. Thence. . . .

SAN ANTONIO TRANSITION (SAT.LISSE6): From over SAT VORTAC via SAT R-090 and HUB R-251 to LISSE INT. Thence. . . .

SEEDS TRANSITION (SEEDS.LISSE6): From over SEEDS INT via ELA R-262 to ELA VOR/DME, then via ELA R-127 to LISSE INT. Thence. . . .

. . . . From over LISSE INT via HUB R-251 to CRIST INT; expect vectors to final approach course.

NOTE: Chart not to scale.

LOC I-AXH	APP CRS	Rwy Idg	5003
108.9	089°	TDZE	68
Chan 26		Apt Elev	68

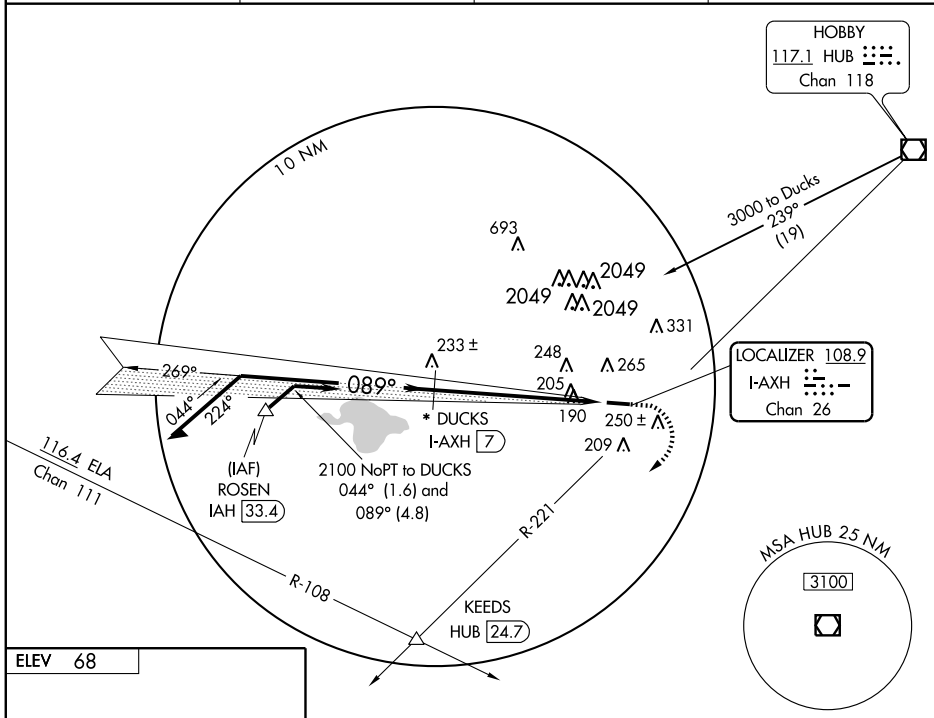
LOC/DME RWY 9
HOUSTON-SOUTHWEST (AXH)

▼ NA

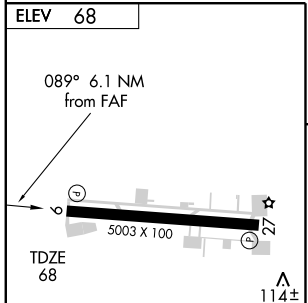
Obtain local altimeter setting on CTAF; when not received use William P. Hobby altimeter setting and increase all MDA's 40 ft.

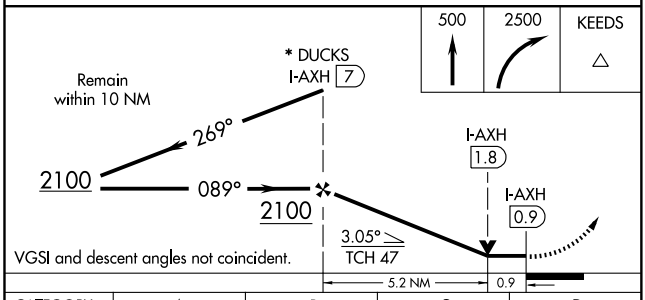
MISSED APPROACH: Climb to 500, then climbing right turn to 2500 via HUB R-221 to KEEDS Int.

AWOS-3	HOUSTON APP CON	CLNC DEL	UNICOM
123.625	123.8 257.7	120.8	123.0 (CTAF)



*Maintain 3000 feet or above until established outbound for procedure turn.





CATEGORY	A	B	C	D
S-9	480-1 412 (500-1)		480-1¼ 412 (500-1¼)	NA
CIRCLING	620-1 552 (600-1)		620-1½ 552 (600-1½)	NA

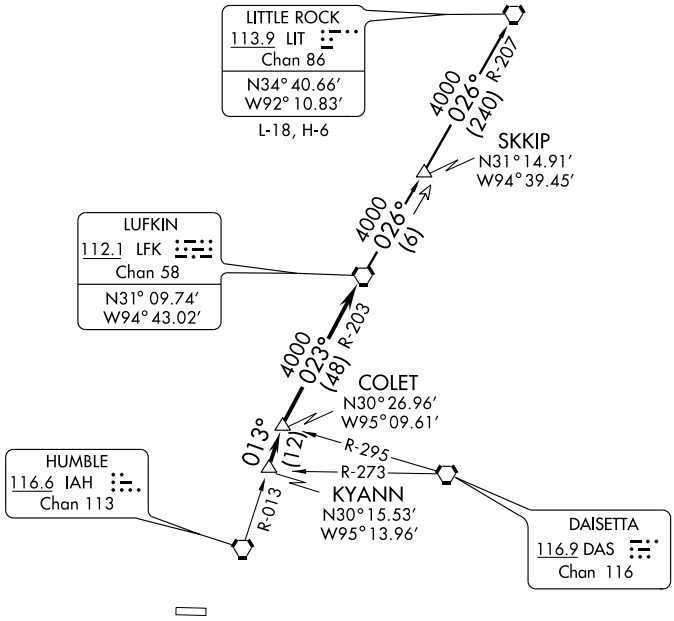
REIL Rwy 9-27
MIRL Rwy 9-27

SC-5, 08 APR 2010 to 06 MAY 2010

LUFKIN FIVE DEPARTURE

SL-6575 (FAA)

CLNC DEL
120.8
HOUSTON DEP CON
123.8 257.7
CTAF
123.0



TAKE-OFF MINIMUMS:
Rwy 9, 27, standard.

TAKE-OFF OBSTACLES:

Rwy 9, Multiple hangars beginning 239' from DER, 360' right of centerline, up to 42' AGL/106' MSL. Multiple trees beginning 501' from DER, 355' right of centerline, up to 43' AGL/111' MSL. Multiple hangars beginning 119' from DER, 498' left of centerline, up to 41' AGL/105' MSL. Pole 332' from DER, 299' left of centerline, 43' AGL/97' MSL. Antenna 1172' from DER, 658' left of centerline, 51' AGL/115' MSL. Multiple trees beginning 558' from DER, 68' left of centerline, up to 58' AGL/122' MSL.

Rwy 27, Multiple trees beginning 1050' from DER, 40' left of centerline, up to 71' AGL/140' MSL Vehicle and road 99' from DER, 291' right of centerline, 15 AGL/83' MSL. Multiple trees beginning 873' from DER, 514' right of centerline, up to 59' AGL/130' MSL. Multiple transmission poles beginning 1304' from DER, 131' right of centerline, up to 41' AGL/110' MSL.

NOTE: Radar Required.
NOTE: For aircraft destined LIT, or overflying LIT or PXV.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to KYANN INT, maintain 4000', expect filed altitude 10 minutes after departure. Thence . . . .

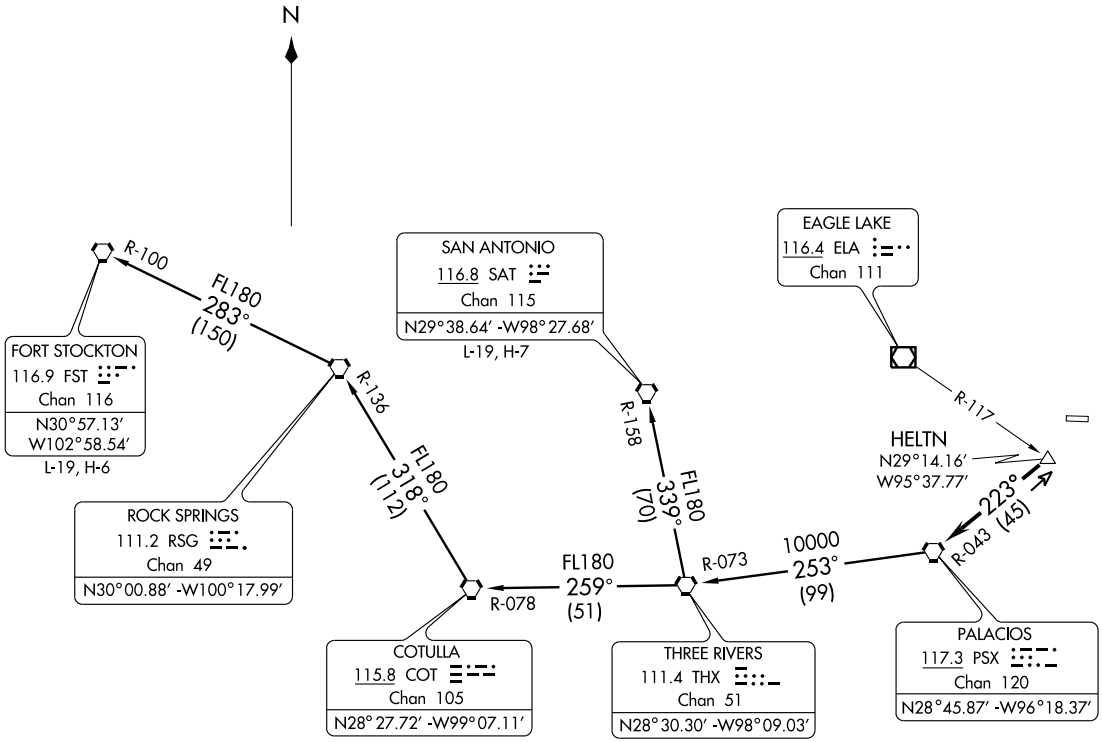
. . . . via IAH R-013 to COLET INT, then right turn via LFK R-203 to LFK VORTAC.

LITTLE ROCK TRANSITION (LFK5.LIT): From over LFK VORTAC via LFK R-026 to SKKIP INT, then via LIT R-207 to LIT VORTAC.

SC-5, 08 APR 2010 to 06 MAY 2010

PALACIOS THREE DEPARTURE (PSX3.PSX) 08157

CLNC DEL
120.8
HOUSTON DEP CON
123.8 257.7
CTAF 123.0



TAKE-OFF MINIMUMS:
Rwys 9, 27, standard.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Radar Required
NOTE: Chart not to scale

PALACIOS THREE DEPARTURE

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to HELTN INT, maintain 4000'. Expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via PSX R-043 to PSX VORTAC.

FORT STOCKTON TRANSITION (PSX3.FST): From over PSX VORTAC via PSX R-253 and THX R-073 to THX VORTAC, then via THX R-259 and COT R-078 to COT VORTAC, then via COT R-318 and RSG R-136 to RSG VORTAC, then via RSG R-283 and FST R-100 to FST VORTAC.

SAN ANTONIO TRANSITION (PSX3.SAT): From over PSX VORTAC via PSX R-253 and THX R-073 to THX VORTAC, then via THX R-339 and SAT R-158 to SAT VORTAC.

TAKE-OFF OBSTACLES:

Rwy 9, Multiple hangars beginning 239' from DER, 360' right of centerline, up to 42' AGL/106' MSL.
Multiple trees beginning 501' from DER, 355' right of centerline, up to 43' AGL/111' MSL.
Multiple hangars beginning 119' from DER, 498' left of centerline, up to 41' AGL/105' MSL.
Pole 332' from DER, 299' left of centerline, 43' AGL/97' MSL.
Antenna 1172' from DER, 658' left of centerline, 51' AGL/115' MSL.
Multiple trees beginning 558' from DER, 68' left of centerline, up to 58' AGL/122' MSL.

Rwy 27, Multiple trees beginning 1050' from DER, 40' left of centerline, up to 71' AGL/140' MSL.
Vehicle and road 99' from DER, 291' right of centerline, 15' AGL/83' MSL.
Multiple trees beginning 873' from DER, 514' right of centerline, up to 59' AGL/130' MSL.
Multiple transmission poles beginning 1304' from DER, 131' right of centerline, up to 41' AGL/110' MSL.

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WAAS	APP CRS	Rwy Idg	5003
CH 90303	089°	TDZE	68
W09A		Apt Elev	68

RNAV (GPS) RWY 9
HOUSTON-SOUTHWEST (AXH)

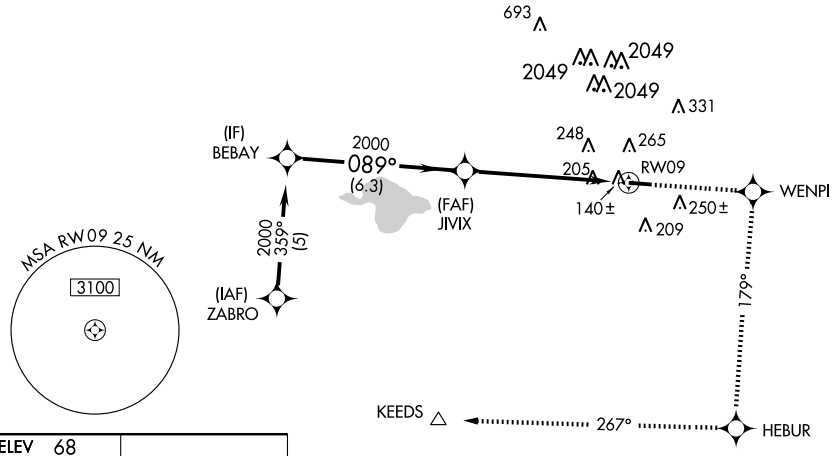
T
NA

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Obtain local altimeter setting on CTAF; when not received use William P. Hobby altimeter setting and increase all DAs/MDAs 40 feet, and LPV, LNAV/VNAV visibility ¼ mile. Baro-VNAV and VDP NA when using William P. Hobby altimeter setting.

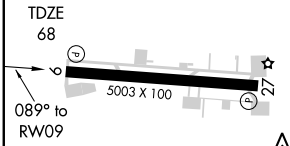
MISSED APPROACH: Climb to 2700 direct WENPI and via 179° track to HEBUR and via 267° track to KEEDS.

AWOS-3	HOUSTON APP CON	CLNC DEL	UNICOM
123.625	123.8 257.7	120.8	123.0 (CTAF)

RADAR REQUIRED

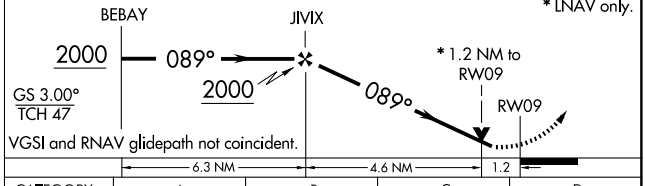


ELEV 68



2700	WENPI	track 179°	HEBUR	track 267°	KEEDS

* LNAV only.



CATEGORY	A	B	C	D
LPV DA	370-1 302 (400-1)			NA
LNAV/VNAV DA	499-1½ 431 (500-1½)			NA
LNAV MDA	580-1 512 (600-1)		580-1½ 512 (600-1½)	NA
CIRCLING	620-1 552 (600-1)		620-1½ 552 (600-1½)	NA

REIL Rwy 9-27
MIRL Rwy 9-27

WAAS	APP CRS	Rwy Idg	5003
CH 81903	269°	TDZE	67
W27A		Apt Elev	68

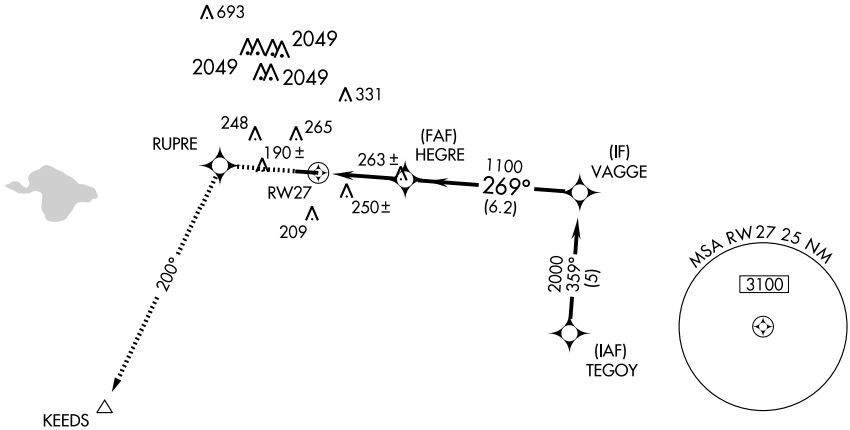
RNAV (GPS) RWY 27
HOUSTON-SOUTHWEST (AXH)

T
NA

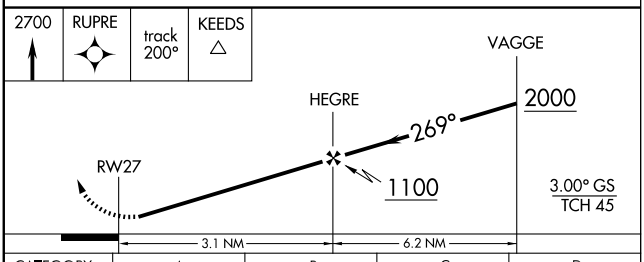
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Obtain local altimeter setting on CTAF; when not received use William P. Hobby altimeter setting and increase all DAs/MDA's 40 feet, and LPV, LNAV Cat C visibility ¼ mile. Baro-VNAV NA when using William P. Hobby altimeter setting.

MISSED APPROACH: Climb to 2700 direct RUPRE and via 200° track to KEEDS.

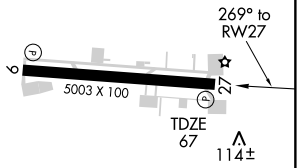
AWOS-3	HOUSTON APP CON	CLNC DEL	UNICOM
123.625	123.8 257.7	120.8	123.0 (CTAF)



RADAR REQUIRED



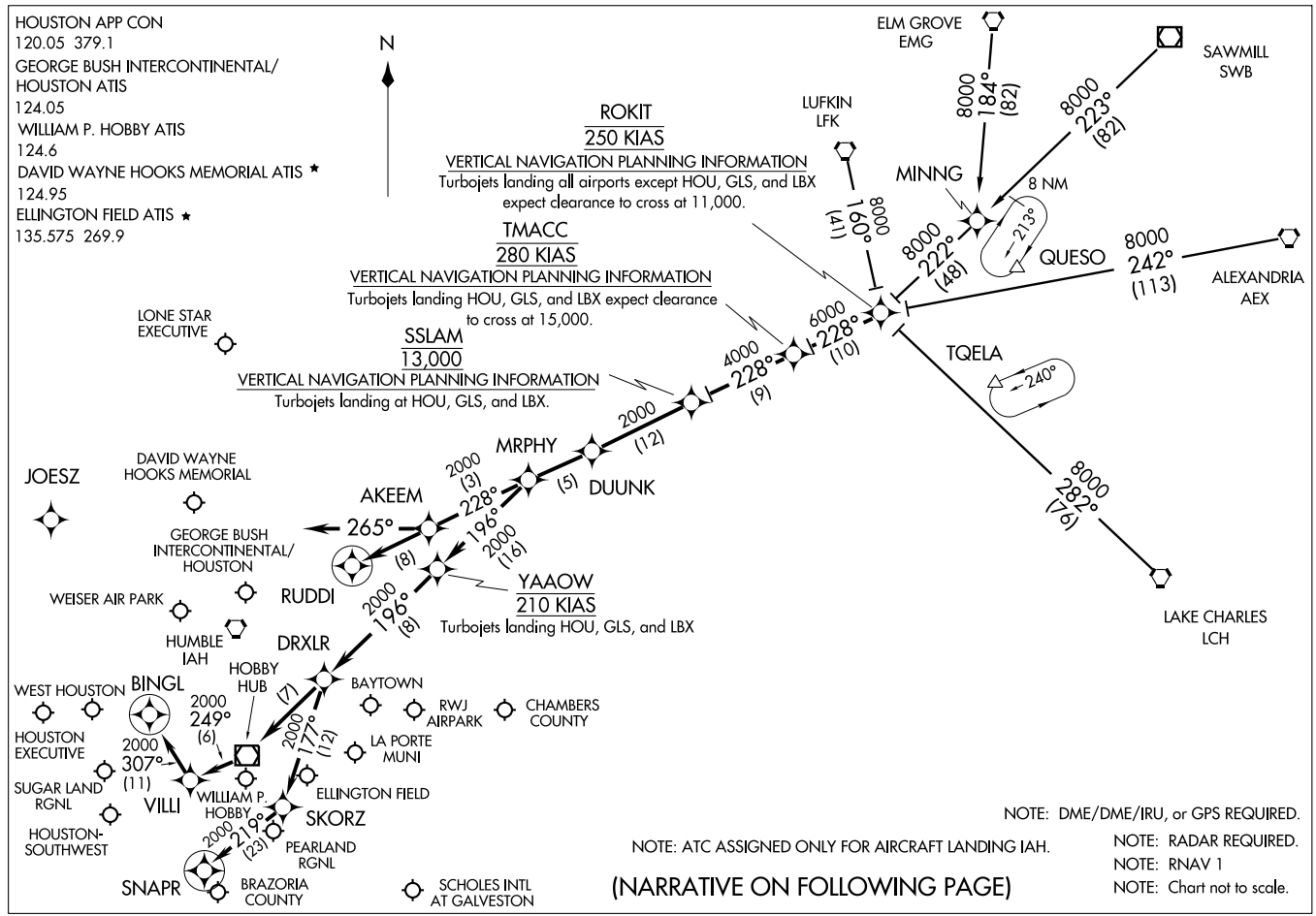
ELEV 68



CATEGORY	A	B	C	D
LPV DA	367-1 300 (300-1)			NA
LNAV/VNAV DA	604-2 537 (600-2)			NA
LNAV MDA	560-1 493 (500-1)		560-1¼ 493 (500-1¼)	NA
CIRCLING	620-1 552 (600-1)		620-1½ 552 (600-1½)	NA

REIL Rwy 9-27
MIRL Rwy 9-27

SC-5, 08 APR 2010 to 06 MAY 2010



(ROKIT.ROKIT1) 09127

ROKIT ONE ARRIVAL (RNAV)

ST-5461(FAA)

HOUSTON, TEXAS

ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.ROKIT1): For non-GPS equiped aircraft: LCH, AEX, LFK, and DAS must be operational.
ELM GROVE TRANSITION (EMG.ROKIT1): For non-GPS equiped aircraft: LFK, EMG, LCH, and DAS must be operational.
LAKE CHARLES TRANSITION (LCH.ROKIT1): For non-GPS equiped aircraft: BPT, LCH, DAS, and IAH must be operational.
LUFKIN TRANSITION (LFK.ROKIT1): For non-GPS equiped aircraft: IAH and DAS must be operational.
SAWMILL TRANSITION (SWB.ROKIT1): For non-GPS equiped aircraft: LFK and DAS must be operational.

From ROKIT via 228° track to TMACC, thence as depicted to MRPHY. Thence . . . .

FOR DAVID WAYNE HOOKS MEMORIAL (DWH) AND LONE STAR EXECUTIVE (CXO):
. . . . From MRPHY via 228° track to AKEEM, thence as depicted to RUDDI. Expect vectors to final approach course prior to RUDDI.

FOR WILLIAM P. HOBBY (HOU):
RUNWAY 4 . . . . From MRPHY via 196° track to YAAOW, thence as depicted to SNAPR. Expect vectors to final approach course prior to SNAPR, if not received by SNAPR fly present heading.

RUNWAY 12R . . . . From MRPHY via 196° track to YAAOW, thence as depicted to BINGL. Expect vectors to final approach course prior to BINGL, if not received by BINGL fly present heading.

ALL OTHER RUNWAYS . . . . From MRPHY via 196° track to YAAOW, thence as depicted to DRXLR. Expect vectors to final approach course prior to DRXLR.

FOR GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):
RUNWAYS 8 L/R and 9 . . . . From MRPHY via 228° track to AKEEM, then via 265° heading. Expect radar vectors.

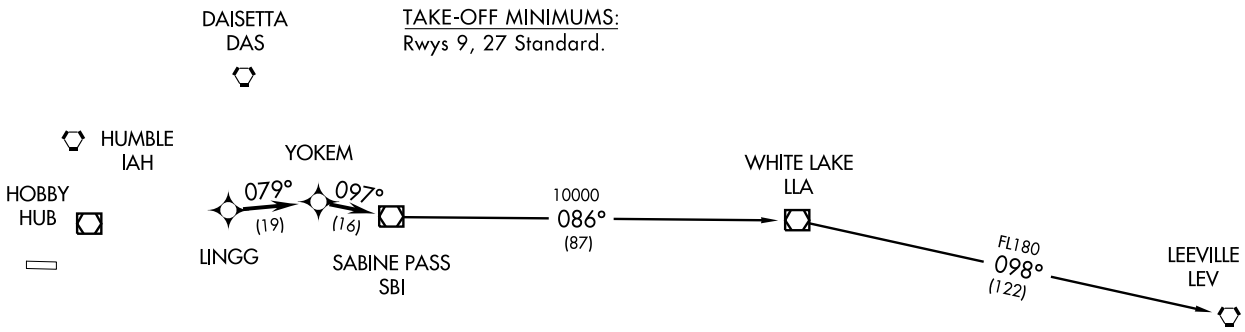
ALL OTHER RUNWAYS . . . . From MRPHY via 228° track to AKEEM, thence as depicted to RUDDI. Expect vectors to final appraoch course prior to RUDDI.

FOR OTHER SATELLITE AIRPORTS:
. . . . From MRPHY via 196° track to YAAOW, thence as depicted to DRXLR. Expect vectors to final approach course prior to DRXLR.

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Note: RADAR Required.
Note: RNAV 1.
Note: DME/DME/IRU or GPS Required.
Note: For non-GPS equipped aircraft, BPT and LCH must be operational.

CLNC DEL 120.8
HOUSTON DEP CON 123.8 257.7
CTAF 123.0



DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to LINGG, maintain 4000, then via depicted route to SBI VOR/DME, thence. . . .

. . . .via (transition). Expect clearance to filed altitude/flight level 10 minutes after departure.

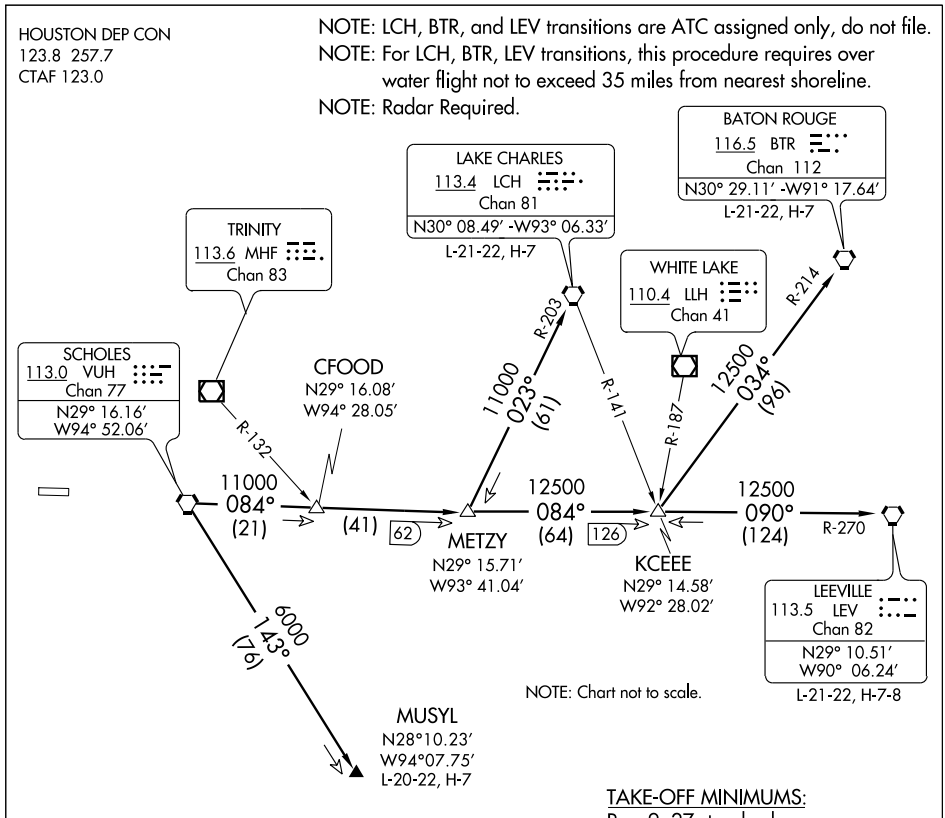
LEEVILLE TRANSITION: (SBI1.LEV)
WHITE LAKE TRANSITION: (SBI1.LLA)

TAKE-OFF OBSTACLES

Rwy 9, Multiple hangars beginning 239′ from DER, 360′ right of centerline, up to 42′ AGL/106′ MSL. Multiple trees beginning 501′ from DER, 355′ right of centerline, up to 43′ AGL/111′ MSL. Multiple hangars beginning 119′ from DER, 498′ left of centerline, up to 41′ AGL/105′ MSL. Pole 332′ from DER, 299′ left of centerline, 43′ AGL/97′ MSL. Antenna 1172′ from DER, 658′ left of centerline, 51′ AGL/115′ MSL. Multiple trees beginning 558′ from DER, 68′ left of centerline, up to 58′ AGL/122′ MSL.

Rwy 27, Multiple trees beginning 1050′ from DER, 40′ left of centerline, up to 71′ AGL/140′ MSL. Vehicle and road 99′ from DER, 291′ right of centerline, 15′ AGL/83′ MSL. Multiple trees beginning 873′ from DER, 514′ right of centerline, up to 59′ AGL/130′ MSL. Multiple TRMSN poles beginning 1304′ from DER, 131′ right of centerline, up to 41′ AGL/110′ MSL.

NOTE: Chart not to scale.



(TAKE-OFF NOTES ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to VUH VORTAC, maintain 4000′, expect filed altitude 10 minutes after departure.

BATON ROUGE TRANSITION (VUH3.BTR): From over VUH VORTAC via VUH R-084 to KCEEE INT, then via BTR R-214 to BTR VORTAC.

LAKE CHARLES TRANSITION (VUH3.LCH): From over VUH VORTAC via VUH R-084 to METZY INT, then via LCH R-203 to LCH VORTAC.

LEEVILLE TRANSITION (VUH3.LEV): From over VUH VORTAC via VUH R-084 to KCEEE INT, then via LEV R-270 to LEV VORTAC.

MUSYL TRANSITION (VUH3.MUSYL): From over VUH VORTAC via VUH R-143 to MUSYL.

TAKE-OFF OBSTACLES:

Rwy 9, Multiple hangars beginning 239′ from DER, 360′ right of centerline, up to 42′ AGL/106′ MSL. Multiple trees beginning 501′ from DER, 355′ right of centerline, up to 43′ AGL/111′ MSL. Multiple hangars beginning 119′ from DER, 498′ left of centerline, up to 41′ AGL/105′ MSL. Pole 332′ from DER, 299′ left of centerline, 43′ AGL/97′ MSL. Antenna 1172′ from DER, 658′ left of centerline, 51′ AGL/115′ MSL. Multiple trees beginning 558′ from DER, 68′ left of centerline, up to 58′ AGL/122′ MSL.

Rwy 27, Multiple trees beginning 1050′ from DER, 40′ left of centerline, up to 71′ AGL/140′ MSL Vehicle and road 99′ from DER, 291′ right of centerline, 15′ AGL/83′ MSL. Multiple trees beginning 873′ from DER, 514′ right of centerline, up to 59′ AGL/130′ MSL. Multiple transmission poles beginning 1304′ from DER, 131′ right of centerline, up to 41′ AGL/110′ MSL.

SC-5, 08 APR 2010 to 06 MAY 2010

10042

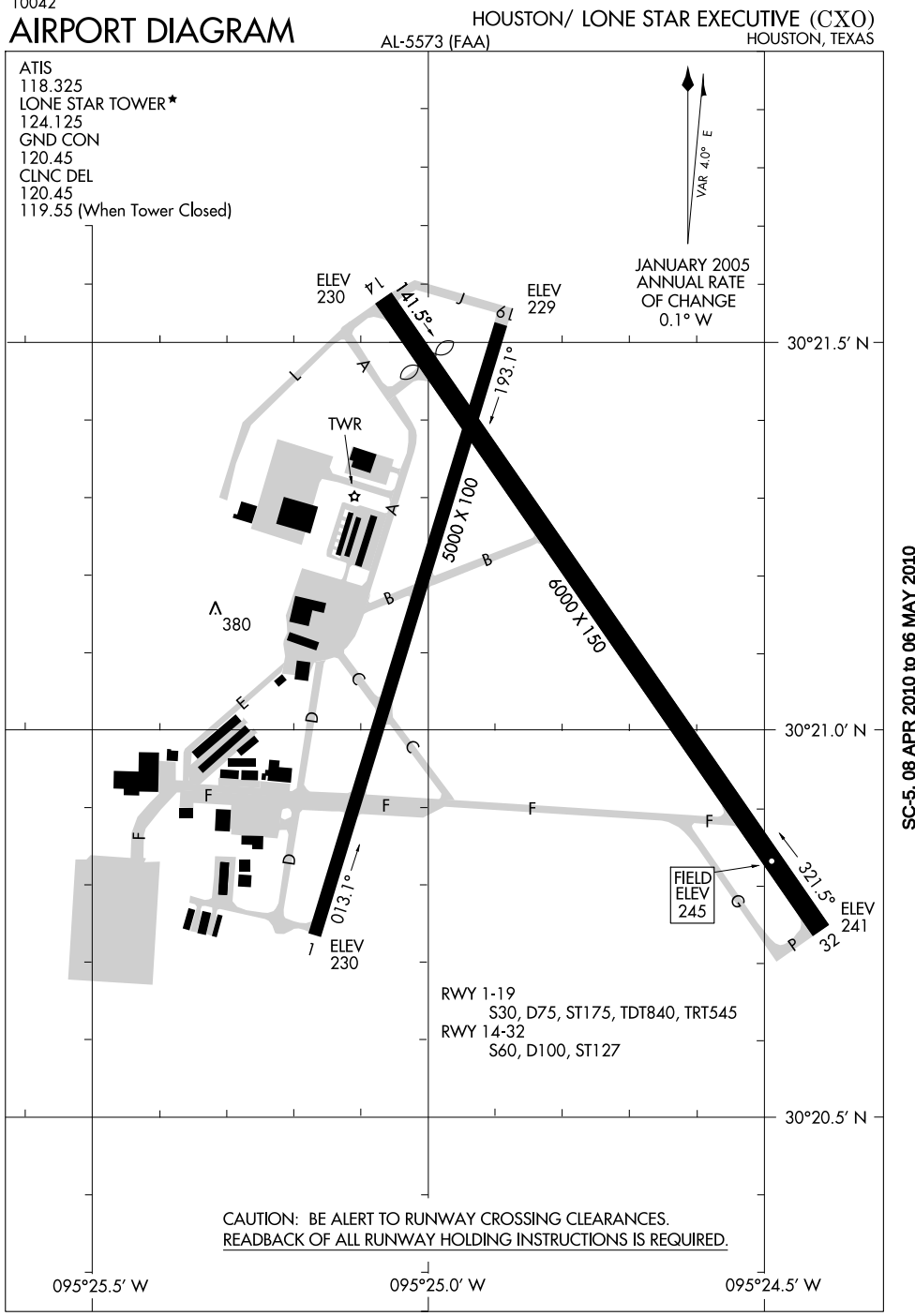
AIRPORT DIAGRAM

HOUSTON/ LONE STAR EXECUTIVE (CXO)

HOUSTON, TEXAS

AL-5573 (FAA)

ATIS
118.325
LONE STAR TOWER ★
124.125
GND CON
120.45
CLNC DEL
120.45
119.55 (When Tower Closed)

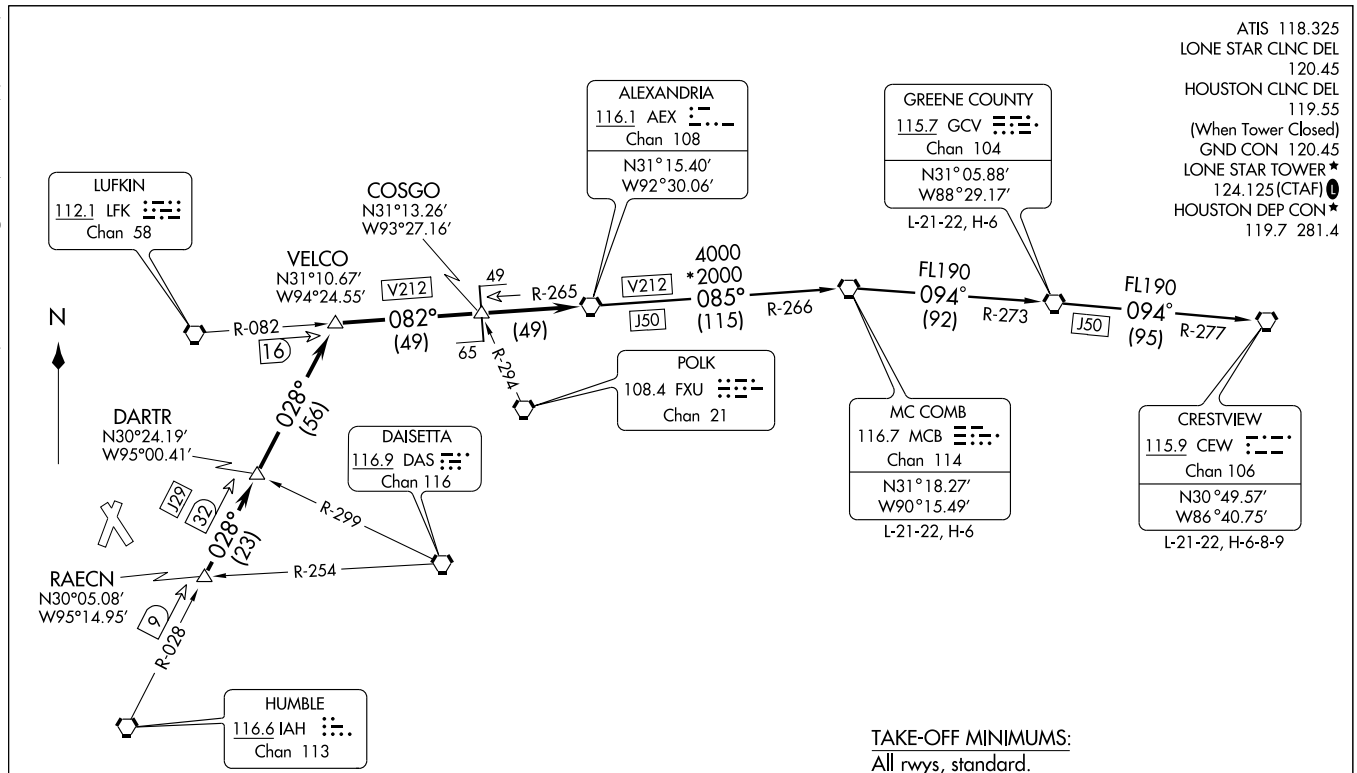


CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

SC-5, 08 APR 2010 to 06 MAY 2010

ALEXANDRIA FOUR DEPARTURE

ATIS 118.325
LONE STAR CLNC DEL 120.45
HOUSTON CLNC DEL 119.55
(When Tower Closed)
GND CON 120.45
LONE STAR TOWER★ 124.125(CTAF)Ⓛ
HOUSTON DEP CON★ 119.7 281.4



TAKE-OFF MINIMUMS:
All rwys, standard.

NOTE: Radar Required.
NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

(NOTES CONTINUED ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to RAECN INT, maintain 4000', expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-028 to VELCO INT, then right turn via LFK R-082 and AEX R-265 to AEX VORTAC.

THE FOLLOWING TRANSITIONS ARE ATC ASSIGNED ONLY DO NOT FILE:

CRESTVIEW TRANSITION (AEX4.CEW): (For aircraft being weather rerouted to join a jet route off CEW VORTAC or overflying CEW VORTAC to join a direct route). From over AEX VORTAC via AEX R-085 and MCB R-266 to MCB VORTAC, then via MCB R-094 and GCV R-273 to GCV VORTAC, then via GCV R-094 and CEW R-277 to CEW VORTAC.

GREENE COUNTY TRANSITION (AEX4.GCV): (For aircraft being weather rerouted to join a jet route off GCV VORTAC or overflying GCV VORTAC to join a direct route). From over AEX VORTAC via AEX R-085 and MCB R-266 to MCB VORTAC, then via MCB R-094 and GCV R-273 to GCV VORTAC.

MC COMB TRANSITION (AEX4.MCB): (For aircraft being weather rerouted to join a jet route off MCB VORTAC or overflying MCB VORTAC to join a direct route). From over AEX VORTAC via AEX R-085 and MCB R-266 to MCB VORTAC.

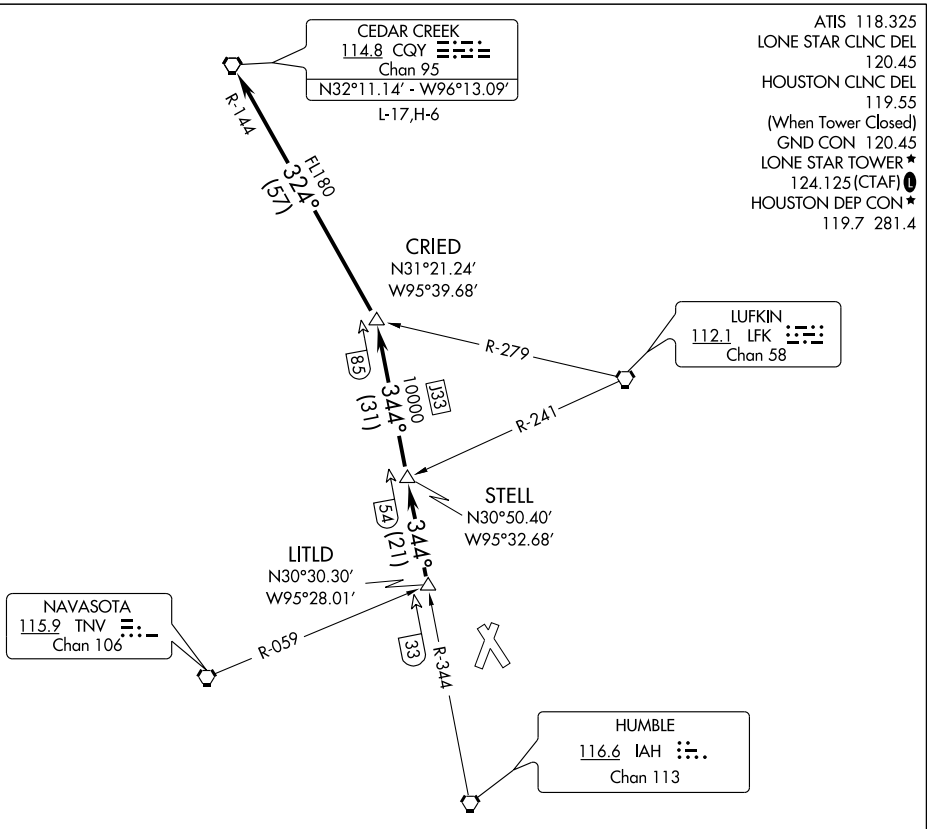
TAKE-OFF OBSTACLES:

Rwy 1, Multiple trees beginning 1899' from DER, 11' left of centerline, up to 80' AGL/314' MSL.
OL on glideslope 387' from DER, 404' right of centerline, 23' AGL/258' MSL.
Tower 457' from DER, 387' right of centerline, 45' AGL/275' MSL.
Multiple trees beginning 788' from DER, 134' right of centerline, up to 79' AGL/313' MSL.
Rwy 14, Multiple trees beginning 1655' from DER, 408' left of centerline, up to 81' AGL/300' MSL.
OL on DME 401' from DER, 266' right of centerline, 21' AGL/255' MSL.
Multiple trees beginning 1480' from DER, 80' right of centerline, up to 77' AGL/306' MSL.
Rwy 19, Multiple trees beginning 17' from DER, 157' left of centerline, up to 95' AGL/315' MSL.
Multiple trees beginning 68' from DER, 156' right of centerline, up to 80' AGL/305' MSL.
Rwy 32, Vehicle and road 602' from DER, 551' left of centerline, 15' AGL/257' MSL.
Pole 1411' from DER, 458' left of centerline, 29' AGL/268' MSL.
Tree 2448' from DER, 990' right of centerline, 106' AGL/325' MSL.

CRIED THREE DEPARTURE

SL-5573 (FAA)

HOUSTON/ LONE STAR EXECUTIVE (CXO)
HOUSTON, TEXAS



ATIS 118.325
LONE STAR CLNC DEL
120.45
HOUSTON CLNC DEL
119.55
(When Tower Closed)
GND CON 120.45
LONE STAR TOWER ★
124.125 (CTAF) L
HOUSTON DEP CON ★
119.7 281.4

TAKE-OFF MINIMUMS:
All rwys, standard.

(NOTES CONTINUED ON FOLLOWING PAGE)

NOTE: Radar Required.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to LITLD INT, maintain 4000. Expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-344 to STELL INT, then via IAH R-344 to CRIED INT, then left turn via CQY R-144 to CQY VORTAC.

SC-5, 08 APR 2010 to 06 MAY 2010

TAKE-OFF OBSTACLES:

Rwy 1, Multiple trees 1899′ from DER, 11′ left of centerline, up to 80′ AGL/314′ MSL. Obstruction light on glideslope 387′ from DER, 404′ right of centerline, 23′ AGL/258′ MSL. Tower 457′ from DER, 387′ right of centerline, 45′ AGL/275′ MSL. Multiple trees beginning 788′ from DER, 134′ right of centerline, up to 79′ AGL/313′ MSL.

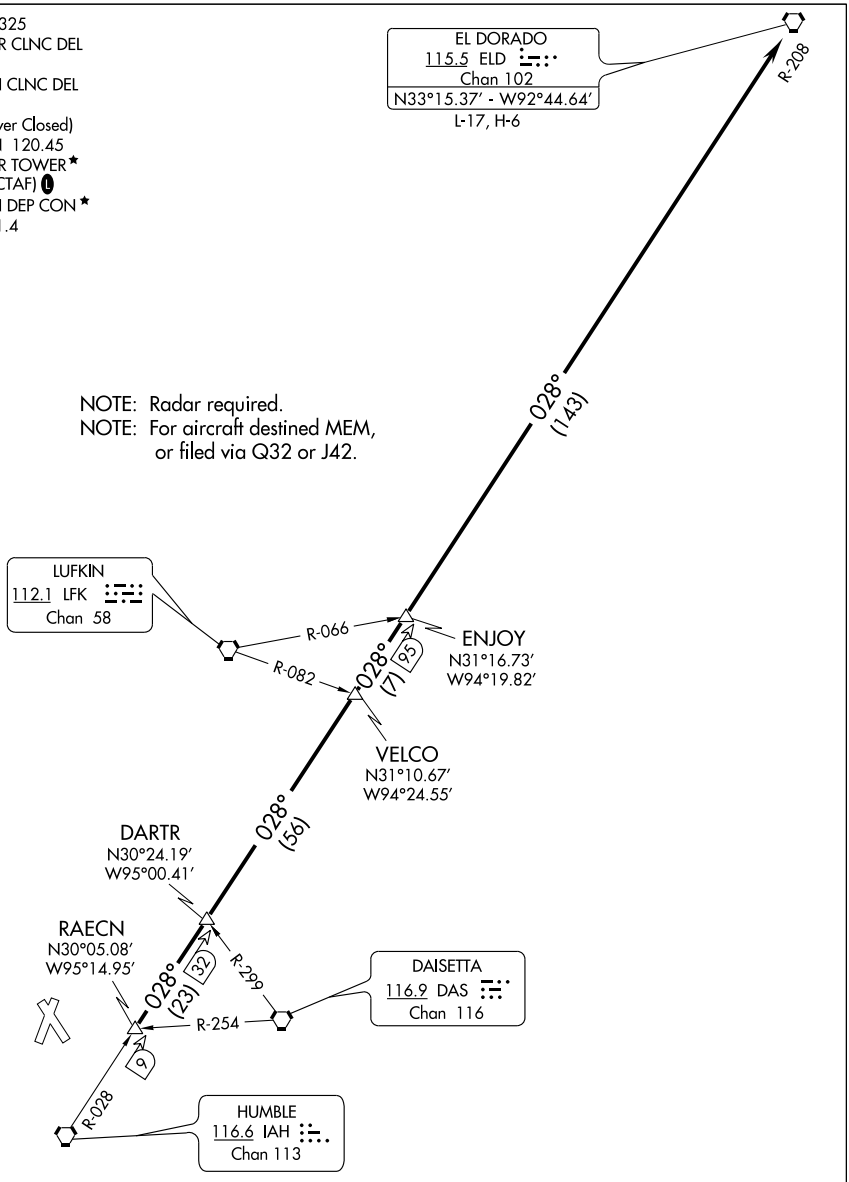
Rwy 14, Multiple trees beginning 1655′ from DER, 408′ left of centerline, up to 81′ AGL/300′ MSL. Obstruction light on DME 401′ from DER, 266′ right of centerline, 21′ AGL/255′ MSL. Multiple trees beginning 1480′ from DER, 80′ right of centerline, up to 77′ AGL/306′ MSL.

Rwy 19, Multiple trees beginning 17′ from DER, 157′ left of centerline, up to 95′ AGL/315′ MSL. Multiple trees beginning 88′ from DER, 156′ right of centerline, up to 80′ AGL/305′ MSL.

Rwy 32, Vehicle and road 602′ from DER, 551′ left of centerline, 15′ AGL/257′ MSL. Pole, 1411′ from DER, 458′ left of centerline, 29′ AGL/268′ MSL. Tree 2448′ from DER, 990 right of centerline, 106′ AGL/325′ MSL.

EL DORADO ONE DEPARTURE SL-5573 (FAA)

ATIS 118.325
LONE STAR CLNC DEL
120.45
HOUSTON CLNC DEL
119.55
(When Tower Closed)
GND CON 120.45
LONE STAR TOWER ★
124.125 (CTAF) L
HOUSTON DEP CON ★
119.7 281.4



TAKE-OFF MINIMUMS:
All rwys, standard.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SC-5, 08 APR 2010 to 06 MAY 2010

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to RAECN INT, maintain 4000, expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-028 and the ELD R-208 to ELD VORTAC.

TAKE-OFF OBSTACLES

Rwy 1, Multiple trees beginning 1899′ from DER, 11′ left of centerline, up to 80′ AGL/ 314′ MSL. OL on glideslope 387′ from DER, 404′ right of centerline, 23′ AGL/ 258′ MSL. Tower 457′ from DER, 387′ right of centerline, 45′ AGL/275′ MSL: Multiple trees beginning 788′ from DER, 134′ right of centerline, up to 79′ AGL/ 313′ MSL.

Rwy 14, Multiple trees beginning 1655′ from DER, 408′ left of centerline, up to 81′ AGL/ 300′ MSL. OL on DME 401′ from DER, 266′ right of centerline, 21′ AGL/255′ MSL. Multiple trees beginning 1480′ from DER, 80′ right of centerline, up to 77′ AGL/ 306′ MSL.

Rwy 19, Multiple trees beginning 17′ from DER, 157′ left of centerline, up to 95′ AGL/315′ MSL. Multiple trees beginning 68′ from DER, 156′ right of centerline, up to 80′ AGL/305′ MSL.

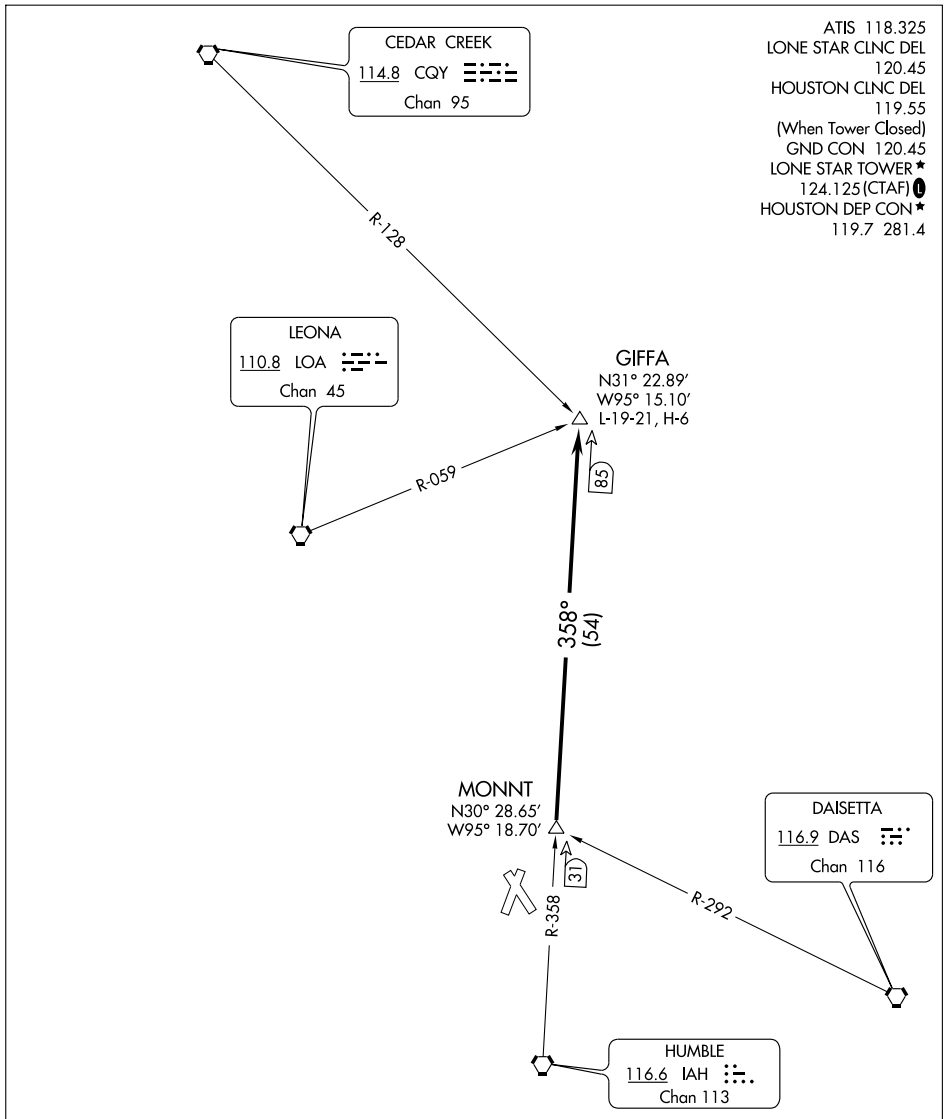
Rwy 32, Vehicle and road 602′ from DER, 551′ left of centerline, 15′ AGL/257′ MSL. Pole 1411′ from DER, 458′ left of centerline, 29′ AGL/268′ MSL. Tree 2448′ from DER, 990′ right of centerline, 106′ AGL/325′ MSL.

SC-5, 08 APR 2010 to 06 MAY 2010

GIFFA THREE DEPARTURE

SL-5573 (FAA)

HOUSTON/ LONE STAR EXECUTIVE (CXO)
HOUSTON, TEXAS



NOTE: Radar Required.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

TAKE-OFF MINIMUMS:
All rwys, standard.

SC-5, 08 APR 2010 to 06 MAY 2010

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to MONNT INT, maintain 4000, expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-358 to GIFFA INT.

TAKE-OFF OBSTACLES:

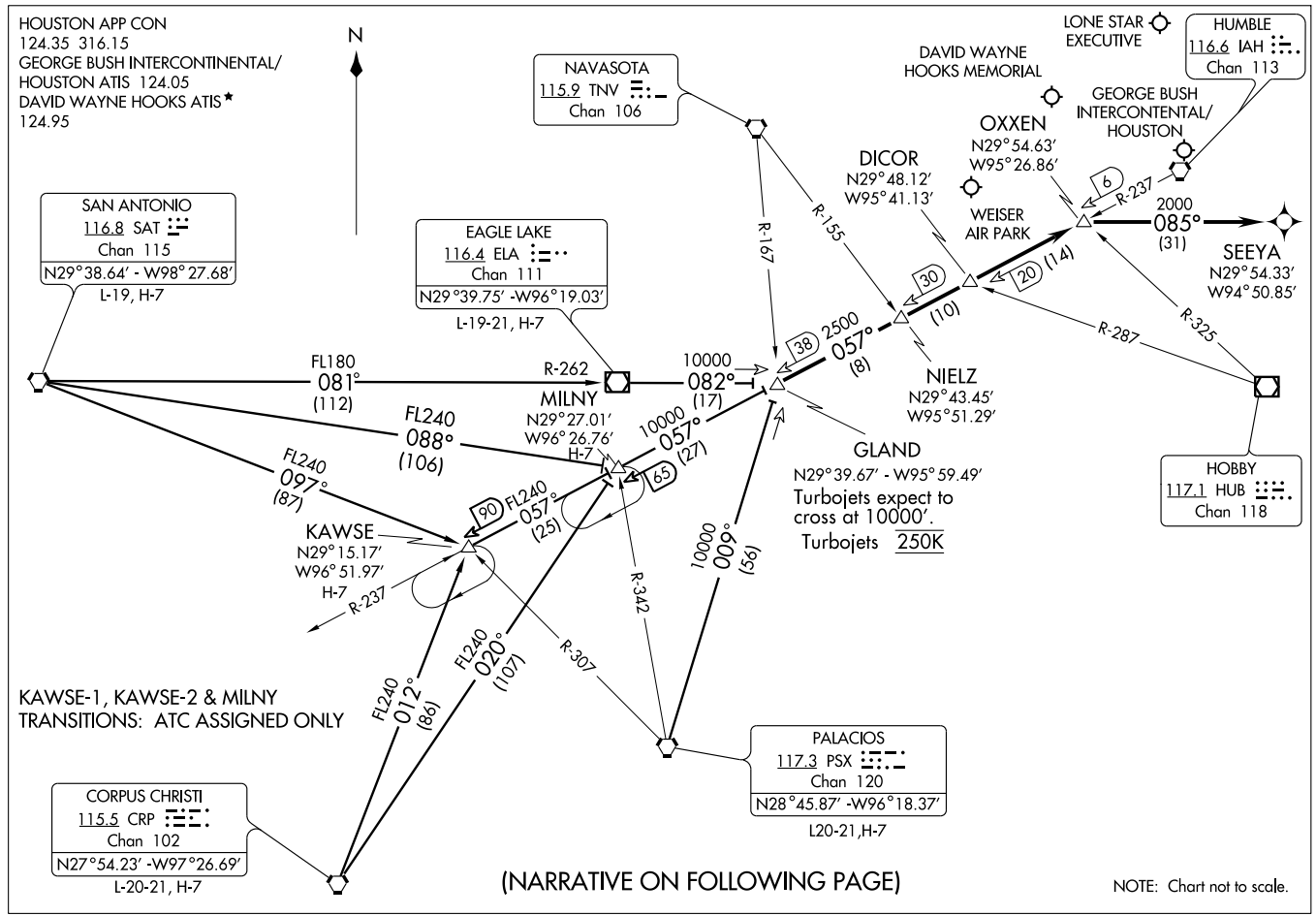
Rwy 1, Multiple trees beginning 1899' from DER, 11' left of centerline, up to 80' AGL/314' MSL.
Obstruction light on glideslope 387' from DER, 404' right of centerline, 23' AGL/258' MSL.
Tower 457' from DER, 387' right of centerline, 45' AGL/275' MSL.
Multiple trees beginning 788' from DER, 134' right of centerline, up to 79' AGL/313' MSL.

Rwy 14, Multiple trees beginning 1855' from DER, 408' left of centerline, up to 81' AGL/300' MSL.
Obstruction light on DME 401' from DER, 266' right of centerline, 21' AGL/255' MSL.
Multiple trees beginning 1480' from DER, 80' right of centerline, up to 77' AGL/306' MSL.

Rwy 19, Multiple trees beginning 17' from DER, 157' left of centerline, up to 95' AGL/315' MSL.
Multiple trees beginning 68' from DER, 156' right of centerline, up to 80' AGL/305' MSL.

Rwy 32, Vehicle and road 602' from DER, 551' left of centerline, 15' AGL/257' MSL.
Pole 1411' from DER, 458' left of centerline, 29' AGL/268' MSL.
Tree 2448' from DER, 990' right of centerline, 106' AGL/325' MSL.

SC-5, 08 APR 2010 to 06 MAY 2010



07298

GLAND THREE ARRIVAL (GLAND.GLAND3)

ST-5461 (FAA)

HOUSTON, TEXAS

GLAND THREE ARRIVAL (GLAND.GLAND3) HOUSTON, TEXAS

ARRIVAL DESCRIPTION

CORPUS CHRISTI TRANSITION (CRP.GLAND3): From over CRP VORTAC via CRP R-020 to MILNY INT, then via IAH R-237 to GLAND INT. Thence. . . .

EAGLE LAKE TRANSITION (ELA.GLAND3): From over ELA VOR/DME via ELA R-082 to GLAND INT. Thence. . . .

KAWSE-1 TRANSITION (KAWSE-1.GLAND3): (ATC assigned.) From over SAT VORTAC via SAT R-097 to KAWSE INT, then via IAH R-237 to GLAND INT. Thence. . . .

KAWSE-2 TRANSITION (KAWSE-2.GLAND3): (ATC assigned.) From over CRP VORTAC via CRP R-012 to KAWSE INT, then via IAH R-237 to GLAND INT. Thence. . . .

MILNY TRANSITION (MILNY.GLAND3): (ATC assigned.) From over SAT VORTAC via SAT R-088 to MILNY INT, then via IAH R-237 to GLAND INT. Thence. . . .

PALACIOS TRANSITION (PSX.GLAND3): From over PSX VORTAC via PSX R-009 to GLAND INT. Thence. . . .

SAN ANTONIO TRANSITION (SAT.GLAND3): From over SAT VORTAC via R-081 and ELA R-262 to ELA VOR/DME, then via ELA R-082 to GLAND INT. Thence. . . .

GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH): From over GLAND INT via IAH R-237 to OXXEN INT, landing runways 26 L/R or 27 fly heading 085° for vectors to final approach course. For /E, /F, /G, /R (RNP-2.0), equipped aircraft: from over OXXEN INT direct SEEYA WP, expect vector to final approach course prior to SEEYA WP, if not received by SEEYA WP fly present heading. All other runways, expect vectors to final approach course at or prior to OXXEN INT.

FOR ALL OTHER AIRPORTS: From over GLAND INT via IAH R-237 to OXXEN INT. Expect vectors to final approach course at or prior to OXXEN INT.

SC-5, 08 APR 2010 to 06 MAY 2010

ATIS 118.325
LONE STAR CLNC DEL
120.45
HOUSTON CLNC DEL
119.55
(When Tower Closed)
GND CON 120.45
LONE STAR TOWER ★
124.125 (CTAF) (L)
HOUSTON DEP CON ★
119.7 281.4

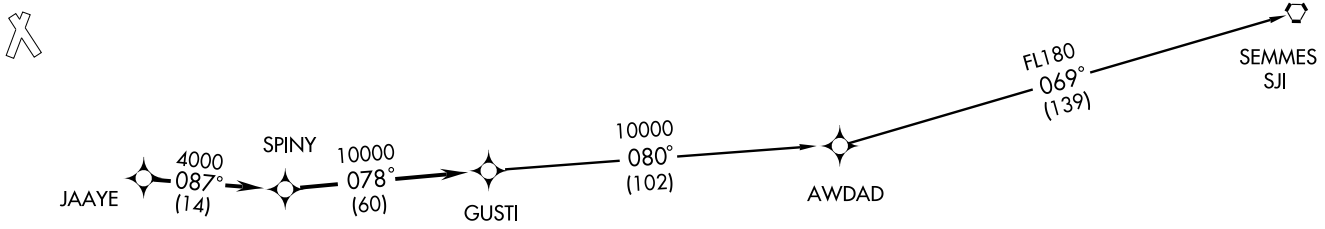
DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to JAAYE, then via 087° track to SPINY, then via 078° track to GUSTI, thence . . . .

. . . . via (transition). Maintain 4000, expect clearance to filed altitude/flight level 10 minutes after departure.

AWDAD TRANSITION (GUSTI1.AWDAD)

SEMMES TRANSITION (GUSTI1.SJI)



TAKE-OFF OBSTACLES:

Rwy 1, Multiple trees beginning 1899′ from DER, 11′ left of centerline, up to 80′ AGL/314′ MSL. OL on glideslope 387′ from DER, 404′ right of centerline, 23′ AGL/258′ MSL. Tower 457′ from DER, 387′ right of centerline, 45′ AGL/275′ MSL. Multiple trees beginning 788′ from DER, 134′ right of centerline, up to 79′ AGL/313′ MSL.

Rwy 14, Multiple trees beginning 1656′ from DER, 408′ left of centerline, up to 81′ AGL/300′ MSL. OL on DME 401′ from DER, 266′ right of centerline, 21′ AGL/255′ MSL. Multiple trees beginning 1480′ from DER, 80′ right of centerline, up to 77′ AGL/306′ MSL.

Rwy 19, Multiple trees beginning 17′ from DER, 157′ left of centerline, up to 95′ AGL/315′ MSL. Multiple trees beginning 68′ from DER, 156′ right of centerline, up to 80′ AGL/305′ MSL.

Rwy 32, Vehicle and road 602′ from DER, 551′ left of centerline, 15′ AGL/257′ MSL. Pole 1411′ from DER, 458′ left of centerline, 29′ AGL/268′ MSL. Tree 2448′ from DER, 990′ right of centerline, 106′ AGL/325′ MSL.

N

TAKE-OFF MINIMUMS:
All runways, standard.

NOTE: RNAV 1.
NOTE: RADAR REQUIRED.
NOTE: DME/DME/IRU or GPS REQUIRED.
NOTE: For NON-GPS equipped aircraft; SBI, BPT, LCH, LFT, LLA, and HRV must be operational.

NOTE: Chart not to scale.

LOC I-CXO	APP CRS	Rwy Idg	5411
108.7	139°	TDZE	242
Chan 24		Apt Elev	245

ILS or LOC RWY 14

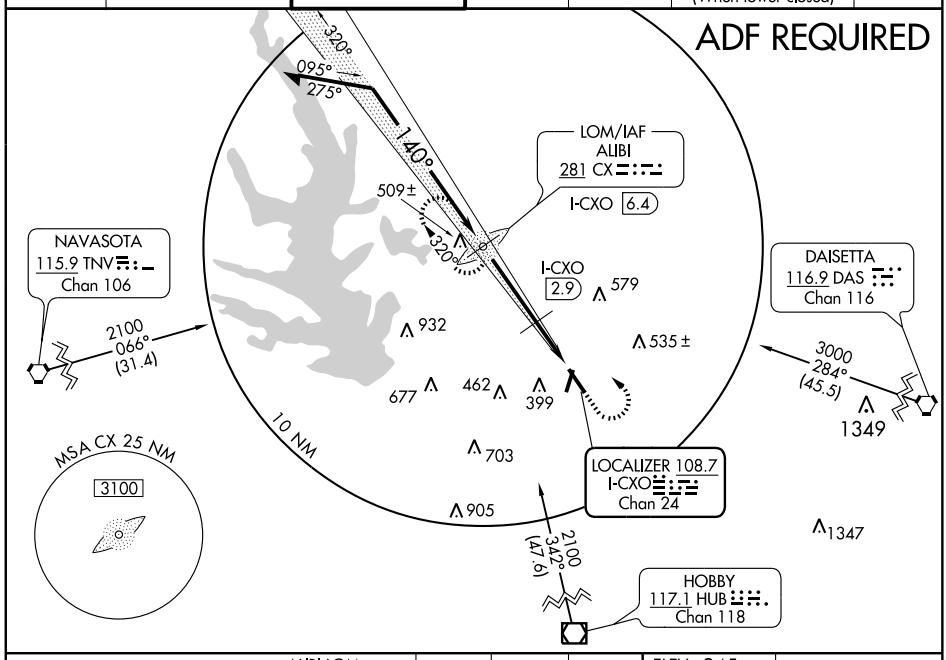
HOUSTON/ LONE STAR EXECUTIVE (CXO)

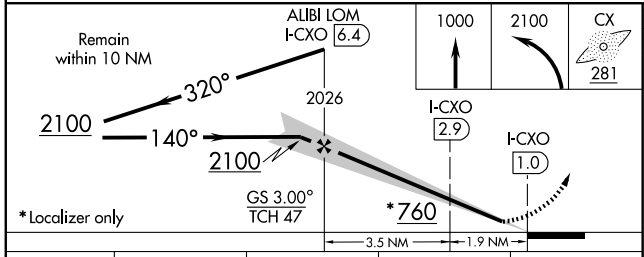
Circling NA at night.

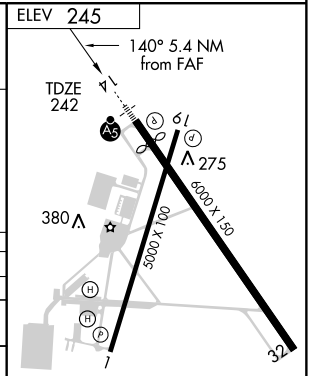
MALSR

MISSED APPROACH: Climb to 1000 then climbing left turn to 2100 direct ALIBI LOM and hold.

ATIS	HOUSTON APP CON ★	LONE STAR TOWER ★	GND CON	CLNC DEL	HOUSTON CLNC DEL	UNICOM
118.325	119.7 281.4	124.125 (CTAF) L	120.45	120.45	119.55 (When tower closed)	122.95







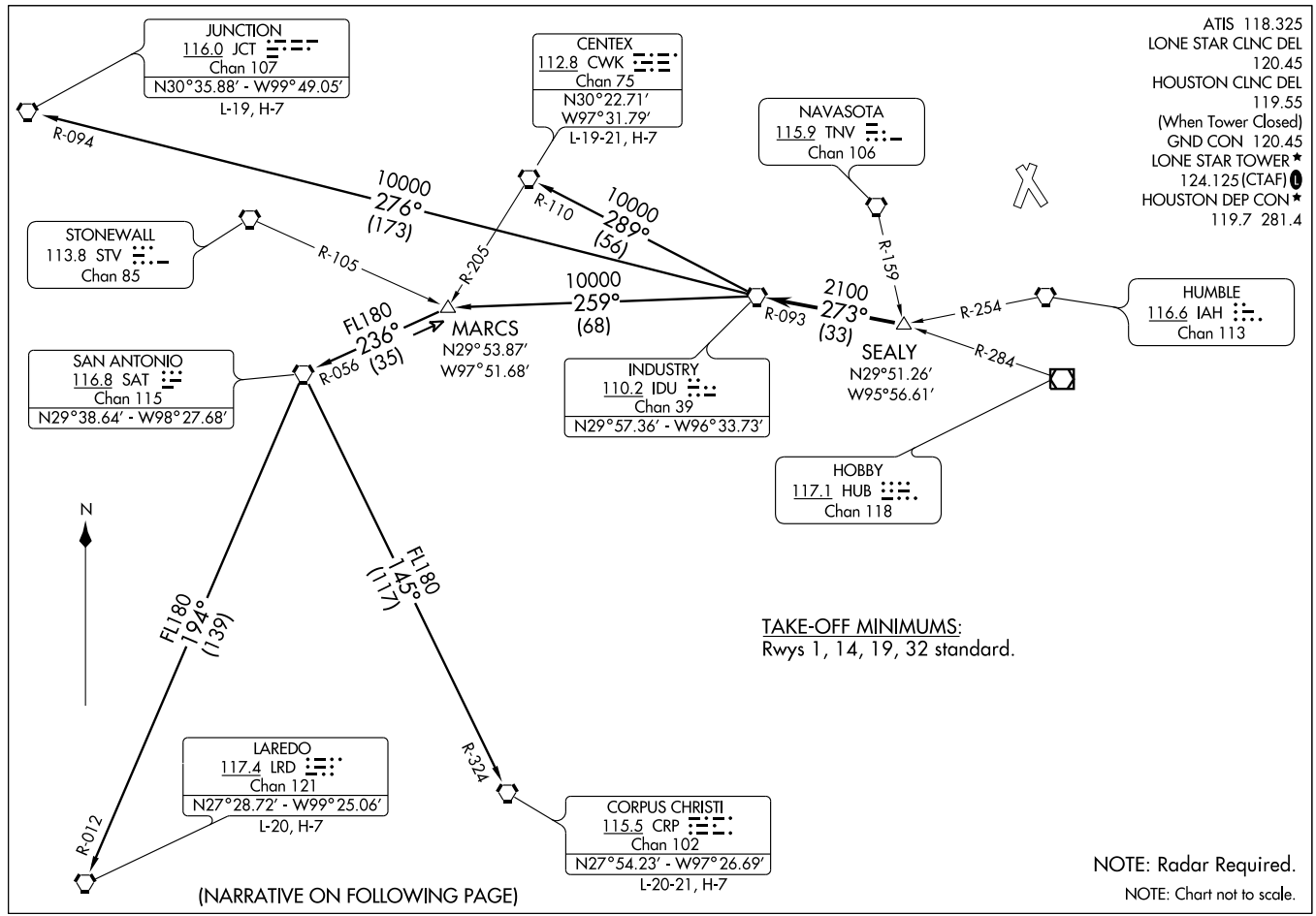
CATEGORY	A	B	C	D
S-ILS 14	442-½ 200 (200-½)			
S-LOC 14	760-½ 518 (600-½)		760-1 518 (600-1)	760-1¼ 518 (600-1¼)
CIRCLING	760-1 515 (600-1)		760-1½ 515 (600-1½)	800-2 555 (600-2)
DME MINIMUMS				
S-LOC 14	640-½ 398 (400-½)			640-¾ 398 (400-¾)
CIRCLING	700-1 455 (500-1)		700-1½ 455 (500-1½)	800-2 555 (600-2)

REIL Rwy 32 L
MIRL Rwy 1-19
MIRL Rwy 14-32 L

FAF to MAP 5.4 NM

Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

SC-5, 08 APR 2010 to 06 MAY 2010



INDUSTRY THREE DEPARTURE (IDU3.IDU) 09239

SL-5573 (FAA)

HOUSTON/LONE STAR EXECUTIVE (CXO)
HOUSTON, TEXAS

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to SEALY INT. Maintain 4000'. Expect filed altitude 10 minutes after departure. Thence . . . .

. . . . VIA IDU R-093 to IDU VORTAC.

CENTEX TRANSITION (IDU3.CWK): (ATC assigned only. For aircraft inbound to the DFW Metroplex area that are being rerouted due to bad weather.) From over IDU VORTAC via IDU R-289 and CWK R-110 to CWK VORTAC.

CORPUS CHRISTI TRANSITION (IDU3.CRP): (ATC assigned only.) From over IDU VORTAC via IDU R-259 to MARCS INT, then via SAT R-056 to SAT VORTAC, then via SAT R-145 and CRP R-324 to CRP VORTAC.

JUNCTION TRANSITION (IDU3.JCT): (For aircraft overflying JCT VORTAC via J2, J15, or J86.) From over IDU VORTAC via IDU R-276 and JCT R-094 to JCT VORTAC.

LAREDO TRANSITION (IDU3.LRD): (ATC assigned only.) From over IDU VORTAC via IDU R-259 to MARCS INT, then via SAT R-056 to SAT VORTAC, then via SAT R-194 and LRD R-012 to LRD VORTAC.

TAKE-OFF OBSTACLES:

Rwy 1, Multiple trees beginning 1899' from DER, 11' left of centerline, up to 80' AGL/314' MSL. OL on glideslope 387' from DER, 404' right of centerline, 23' AGL/258' MSL. Tower 457' from DER, 387' right of centerline, 45' AGL/275' MSL. Multiple trees beginning 788' from DER, 134' right of centerline, up to 79' AGL/313' MSL.

Rwy 14, Multiple trees beginning 1655' from DER, 408' left of centerline, up to 81' AGL/300' MSL. OL on DME 401' from DER, 266' right of centerline, 21' AGL/255' MSL. Multiple trees beginning 1480' from DER, 80' right of centerline, up to 77' AGL/306' MSL.

Rwy 19, Multiple trees beginning 17' from DER, 157' left of centerline, up to 95' AGL/315' MSL. Multiple trees beginning 68' from DER, 156' right of centerline, up to 80' AGL/305' MSL.

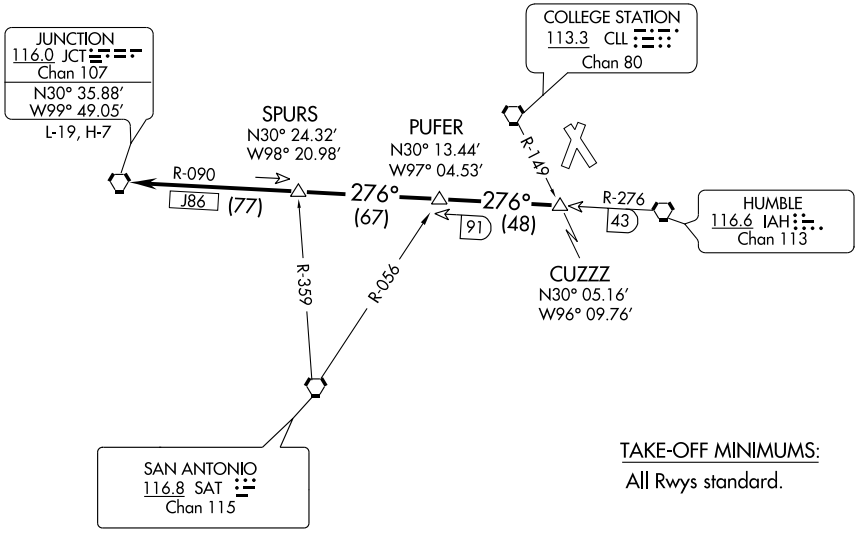
Rwy 32, Vehicle and road 602' from DER, 551' left of centerline, 15' AGL/257' MSL. Pole 1411' from DER, 458' left of centerline, 29' AGL/268' MSL. Tree 2448' from DER, 990' right of centerline, 106' AGL/325' MSL.

SC-5, 08 APR 2010 to 06 MAY 2010

JUNCTION SIX DEPARTURE

SL-5573 (FAA)

ATIS 118.325
LONE STAR CLNC DEL
120.45
HOUSTON CLNC DEL
119.55
(When Tower Closed)
GND CON 120.45
LONE STAR TOWER ★
124.125 (CTAF) L
HOUSTON DEP CON ★
119.7 281.4



TAKE-OFF MINIMUMS:
All Rwys standard.

NOTE: RADAR Required.
NOTE: For aircraft overflying JCT VORTAC via J86 filing FL240 or above.

NOTE: Chart not to scale.

(NOTES ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to CUZZZ INT, maintain 4,000′, expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-276 and JCT R-090 to JCT VORTAC.

SC-5, 08 APR 2010 to 06 MAY 2010

TAKE-OFF OBSTACLES:

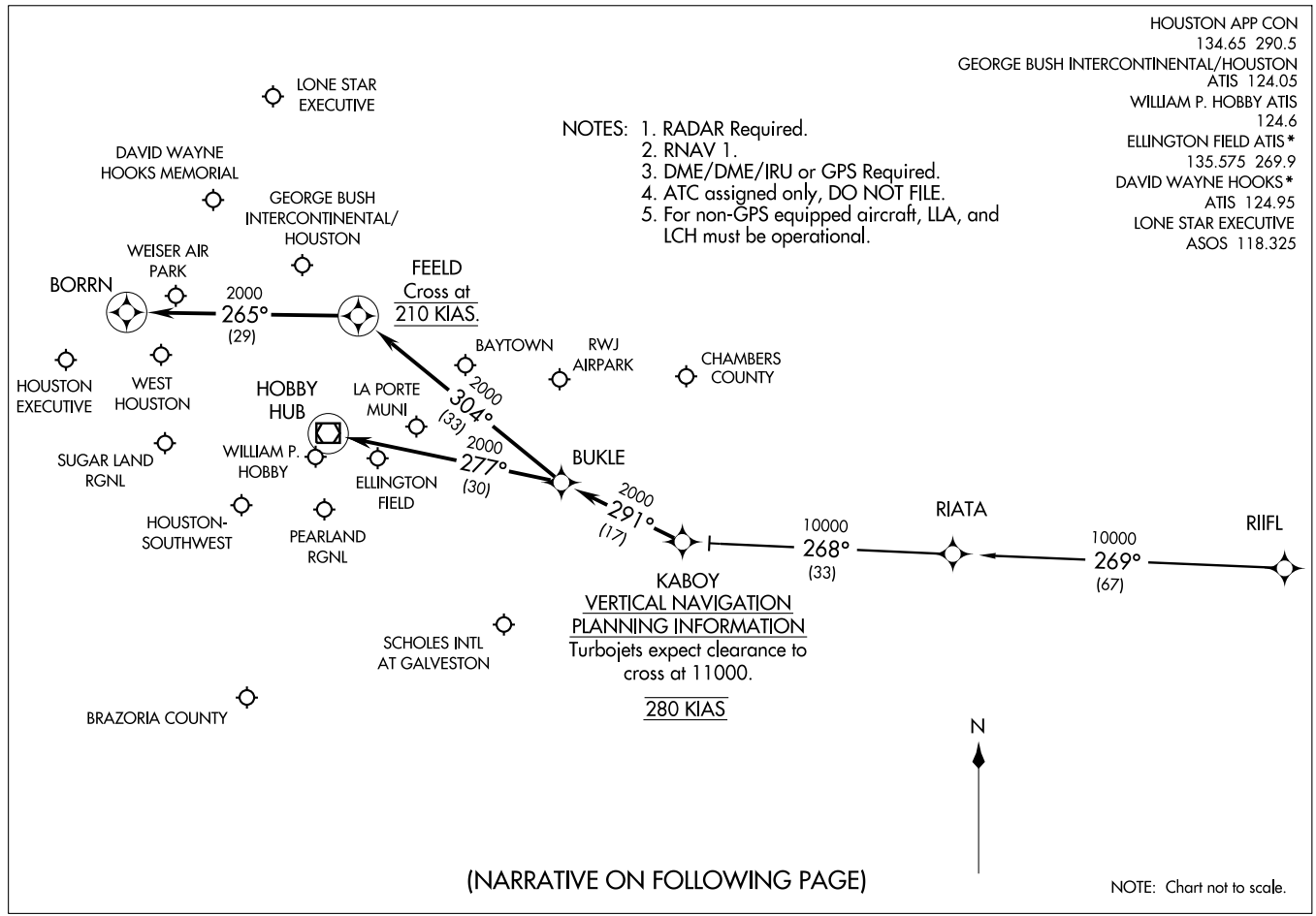
Rwy 1, Multiple trees beginning 1899′ from DER, 11′ left of centerline, up to 80′ AGL/314′ MSL. OL on glideslope 387′ from DER, 404′ right of centerline, 23′ AGL/258′ MSL. Tower 457′ from DER, 387′ right of centerline, 45′ AGL/275′ MSL. Multiple trees beginning 788′ from DER, 134′ right of centerline, up to 79′ AGL/313′ MSL.

Rwy 14, Multiple trees beginning 1655′ from DER, 408′ left of centerline, up to 81′ AGL/300′ MSL. OL on DME 401′ from DER, 266′ right of centerline, 21′ AGL/255′ MSL. Multiple trees beginning 1480′ from DER, 80′ right of centerline, up to 77′ AGL/306′ MSL.

Rwy 19, Multiple trees beginning 17′ from DER, 157′ left of centerline, up to 95′ AGL/315′ MSL. Multiple trees beginning 66′ from DER, 156′ right of centerline, up to 80′ AGL/305′ MSL.

Rwy 32, Vehicle and road 602′ from DER, 551′ left of centerline, 15′ AGL/257′ MSL. Pole 1411′ from DER, 458′ left of centerline, 29′ AGL/268′ MSL. Tree 2448′ from DER, 990′ right of centerline, 106′ AGL/325′ MSL.

SC-5, 08 APR 2010 to 06 MAY 2010


HOUSTON APP CON
134.65 290.5
GEORGE BUSH INTERCONTINENTAL/HOUSTON
ATIS 124.05
WILLIAM P. HOBBY ATIS
124.6
ELLINGTON FIELD ATIS*
135.575 269.9
DAVID WAYNE HOOKS*
ATIS 124.95
LONE STAR EXECUTIVE
ASOS 118.325
(KABOY.KABOY1) 09071
KABOY ONE ARRIVAL (RNAV)
ST-5461(FAA)
HOUSTON, TEXAS
NOTES: 1. RADAR Required.
2. RNAV 1.
3. DME/DME/IRU or GPS Required.
4. ATC assigned only, DO NOT FILE.
5. For non-GPS equipped aircraft, LLA, and LCH must be operational.
LONE STAR EXECUTIVE
DAVID WAYNE HOOKS MEMORIAL
GEORGE BUSH INTERCONTINENTAL/ HOUSTON
WEISER AIR PARK
BORRN
2000
265°
(29)
FEELD
Cross at
210 KIAS.
BAYTOWN
RWJ AIRPARK
CHAMBERS COUNTY
HOUSTON EXECUTIVE
WEST HOUSTON
HOBBY HUB
LA PORTE MUNI
2000
304°
(33)
SUGAR LAND RGNL
WILLIAM P. HOBBY
2000
277°
(30)
ELLINGTON FIELD
BUKLE
2000
291°
(17)
HOUSTON-SOUTHWEST
PEARLAND RGNL
10000
268°
(33)
RIATA
10000
269°
(67)
RIIFL
KABOY
VERTICAL NAVIGATION
PLANNING INFORMATION
Turbojets expect clearance to cross at 11000.
280 KIAS
SCHOLES INTL AT GALVESTON
BRAZORIA COUNTY
N
(NARRATIVE ON FOLLOWING PAGE)
NOTE: Chart not to scale.

ARRIVAL DESCRIPTION

RIIFL TRANSITION (RIIFL.KABOY1)

From KABOY via 291° track to BUKLE . . . .

GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):

LANDING RUNWAYS 8L/8R, OR 9: . . . . From BUKLE via 304° track to FEELD, thence as depicted to BORRN. Expect vectors to final approach course prior to BORRN, if not received by BORRN, fly present heading.

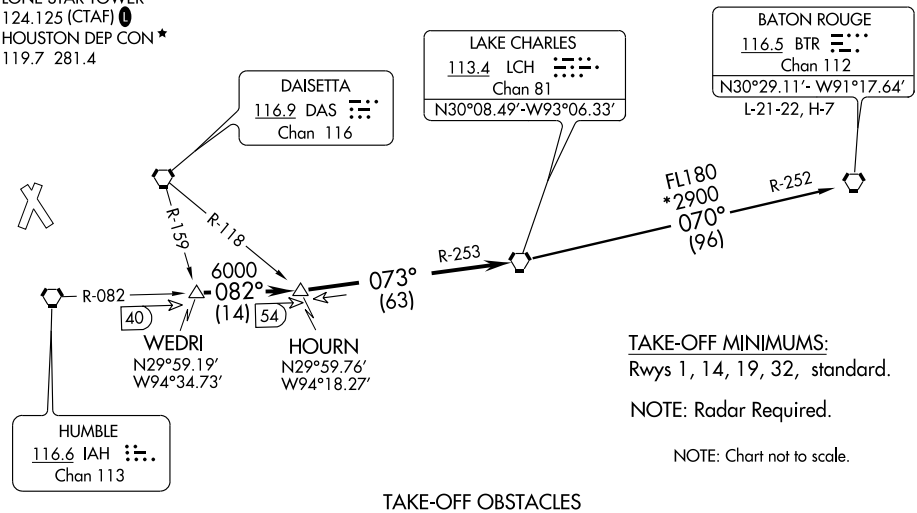
ALL OTHER RUNWAYS: . . . . From BUKLE via 304° track to FEELD. Expect vectors to final approach course prior to FEELD.

DAVID WAYNE HOOKS MEMORIAL (DWH) AND LONE STAR EXECUTIVE (CXO): . . . . From BUKLE via 304° track to FEELD. Expect vectors to final approach course prior to FEELD.

ALL OTHER AIRPORTS: . . . . From BUKLE via 277° track to HUB VOR/DME. Expect vectors to final approach course prior to HUB VOR/DME.

LAKE CHARLES ONE DEPARTURE

ATIS 118.325
LONE STAR CLNC DEL
120.45
HOUSTON CLNC DEL
119.55
(When Tower Closed)
GND CON 120.45
LONE STAR TOWER ★
124.125 (CTAF) L
HOUSTON DEP CON ★
119.7 281.4



TAKE-OFF MINIMUMS:
Rwys 1, 14, 19, 32, standard.

NOTE: Radar Required.

NOTE: Chart not to scale.

TAKE-OFF OBSTACLES

Rwy 1, Multiple trees beginning 1899' from DER, 11' left of centerline, up to 80' AGL/314' MSL. OL on glideslope 387' from DER, 404' right of centerline, 23' AGL/258' MSL. Tower 457' from DER, 387' right of centerline, 45' AGL/275' MSL. Multiple trees beginning 788' from DER, 134' right of centerline, up to 79' AGL/313' MSL.

Rwy 14, Multiple trees beginning 1655' from DER, 408' left of centerline, up to 81' AGL/300 MSL. OL on DME 401' from DER, 266' right of centerline, 21' AGL/255' MSL. Multiple trees beginning 1480' from DER, 80' right of centerline, up to 77' AGL/306 MSL.

Rwy 19, Multiple trees beginning 17' from DER, 157' left of centerline, up to 95' AGL/315' MSL. Multiple trees beginning 68' from DER, 156' right of centerline, up to 80' AGL/305' MSL.

Rwy 32, Vehicle and road 602' from DER, 551' left of centerline, 15' AGL/257' MSL. Pole 1411' from DER, 458' left of centerline, 29' AGL/268' MSL. Tree 2448' from DER, 990' right of centerline, 106' AGL/325' MSL.

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to WEDRI INT, maintain 4000, expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-082 to HOURN INT, then via LCH R-253 to LCH VORTAC.

BATON ROUGE TRANSITION (LCH1.BTR): From over LCH VORTAC via LCH R-070 and BTR R-252 to BTR VORTAC.

LEONA SIX DEPARTURE

SL-5573 (FAA)

HOUSTON/ LONE STAR EXECUTIVE (CXO)
HOUSTON, TEXAS

ATIS 118.325
LONE STAR CLNC DEL 120.45
HOUSTON CLNC DEL 119.55
(When Tower Closed)
GND CON 120.45
LONE STAR TOWER ★ 124.125 (CTAF) L
HOUSTON DEP CON ★ 119.7 281.4

ARDMORE
116.7 ADM
Chan 114
N34°12.70′ - W97°10.09′
L-17, H-6

TULSA
114.4 TUL
Chan 91
N36°11.78′ - W95°47.29′
L-15, H-6

BONHAM
114.6 BYP
Chan 93
N33°32.25′ - W96°14.05′
L-17, H-6

RANGER
115.7 FUZ
Chan 104
N32°53.37′ - W97°10.77′
L-17, H-6

CEDAR CREEK
114.8 CQY
Chan 95
N32°11.14′ - W96°13.09′

DOLEY
N32°11.35′
W96°23.08′

WACO
115.3 ACT
Chan 100
N31°39.74′ - W97°16.14′
L-19, H-6

LEONA
110.8 LOA
Chan 45
N31° 07.44′ - W95° 58.08′

WLLIS
N30°28.88′
W95°37.39′

HUMBLE
116.6 IAH
Chan 113

NAVASOTA
115.9 TNV
Chan 106

R-156
FL180
336°
(127)

R-130
FL180
310°
(58)

R-173
FL180
353°
(81)

R-265

R-163
10000
341°
(65)

10000
334°
(67)

R-147
4000
327°
(42)

R-055

R-330

TAKE-OFF MINIMUMS:
Rwy 1, 14, 19, 32 standard.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Radar required.

SC-5, 08 APR 2010 to 06 MAY 2010

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to WLLIS INT, maintain 4000, expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via LOA R-147 to LOA VORTAC.

ARDMORE TRANSITION (LOA6.ADM): (For aircraft overflying North/Northwest of the DFW terminal area FL240 and above.) From over LOA VORTAC via LOA R-334 to DOLEY INT, then via ADM R-156 to ADM VORTAC.

BONHAM TRANSITION (LOA6.BYP): (For aircraft overflying/landing TUL VORTAC FL240 and above.) From over LOA VORTAC via LOA R-341 and CQY R-163 to CQY VORTAC, then via CQY R-353 and BYP R-173 to BYP VORTAC.

RANGER TRANSITION (LOA6.FUZ): (For aircraft overflying west/northwest of the DFW terminal area FL240 and above.) From over LOA VORTAC via LOA R-334 to DOLEY INT, then via FUZ R-130 to FUZ VORTAC.

TAKE-OFF OBSTACLES

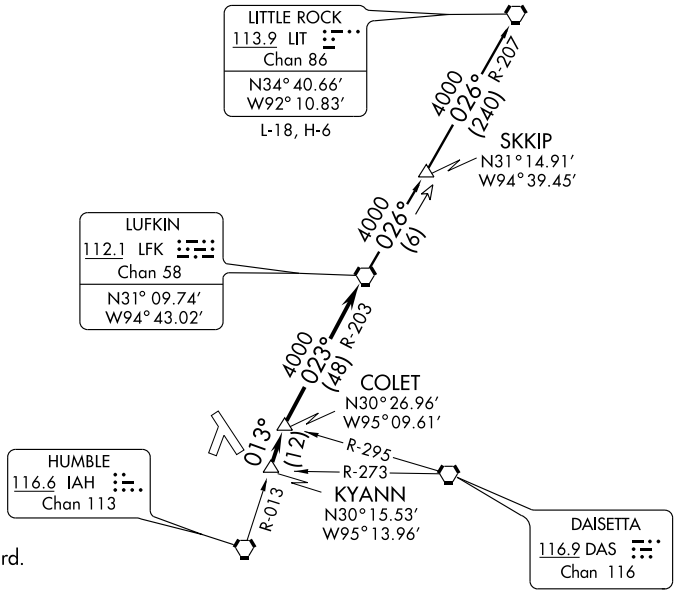
Rwy 1, Multiple trees beginning 1899′ from DER, 11′ left of centerline, up to 80′ AGL/314′ MSL. Tower 457′ from DER, 387′ right of centerline, 45′ AGL/275′ MSL. Obstruction light on glide slope 387′ from DER, 404′ right of centerline, 23′ AGL/258′ MSL. Multiple trees beginning 788′ from DER, 134′ right of centerline, up to 79′ AGL/313′ MSL.
Rwy 14, Multiple trees beginning 1480′ from DER, 80′ right of centerline, up to 77′ AGL/306′ MSL. Multiple trees beginning 1655′ from DER, 408′ left of centerline, up to 81′ AGL/300′ MSL. Obstruction light on DME 401′ from DER, 266′ right of centerline, 21′ AGL/255′ MSL.
Rwy 19, Multiple trees beginning 17′ from DER, 157′ left of centerline, up to 95′ AGL/315′ MSL. Multiple trees beginning 68′ from DER, 156′ right of centerline, up to 80′ AGL/305′ MSL.
Rwy 32, Vehicle and road 602′ from DER, 551′ left of centerline, 15′ AGL/257′ MSL. Tree 2448′ from DER, 990′ right of centerline, 106′ AGL/325′ MSL. Pole 1411′ from DER, 458′ left of centerline, 29′ AGL/268′ MSL.

SC-5, 08 APR 2010 to 06 MAY 2010

LUFKIN FIVE DEPARTURE

SL-5573 (FAA)

ATIS 118.325
LONE STAR CLNC DEL 120.45
HOUSTON CLNC DEL 119.55
(When Tower Closed)
GND CON 120.45
LONE STAR TOWER ★ 124.125 (CTAF) (L)
HOUSTON DEP CON ★ 119.7 281.4



TAKE-OFF MINIMUMS:
Rwy 1, 14, 19, 32, standard.

NOTE: Radar Required.
NOTE: For aircraft destined LIT, or overflying LIT or PXV.

TAKE-OFF OBSTACLES:
Rwy 1, Multiple trees beginning 1899′ from DER, 11′ left of centerline, up to 80′ AGL/314′ MSL. OL on glideslope 387′ from DER, 404′ right of centerline, 23′ AGL/258′ MSL. Tower 457′ from DER, 387′ right of centerline, 45′ AGL/275′ MSL. Multiple trees beginning 788′ from DER, 134′ right of centerline, up to 79′ AGL/313′ MSL.
Rwy 14, Multiple trees beginning 1655′ from DER, 408′ left of centerline, up to 81′ AGL/300′ MSL. OL on DME 401′ from DER, 266′ right of centerline, 21′ AGL/255′ MSL. Multiple trees beginning 1480′ from DER, 80′ right of centerline, up to 77′ AGL/306′ MSL.
Rwy 19, Multiple trees beginning 17′ from DER, 157′ left of centerline, up to 95′ AGL/315′ MSL. Multiple trees beginning 68′ from DER, 156′ right of centerline, up to 80′ AGL/305′ MSL.
Rwy 32, Vehicle and road 602′ from DER, 551′ left of centerline, 15′ AGL/257′ MSL. Pole 1411′ from DER, 458′ left of centerline, 29′ AGL/268′ MSL. Tree 2448′ from DER, 990′ right of centerline, 106′ AGL/325′ MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to KYANN INT, maintain 4000′, expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-013 to COLET INT, then right turn via LFK R-203 to LFK VORTAC.

LITTLE ROCK TRANSITION (LFK5.LIT): From over LFK VORTAC via LFK R-026 to SKKIP INT, then via LIT R-207 to LIT VORTAC.

SC-5, 08 APR 2010 to 06 MAY 2010

LOM CX 281	APP CRS 140°	Rwy Idg 5411 TDZE 242 Apt Elev 245

NDB RWY 14

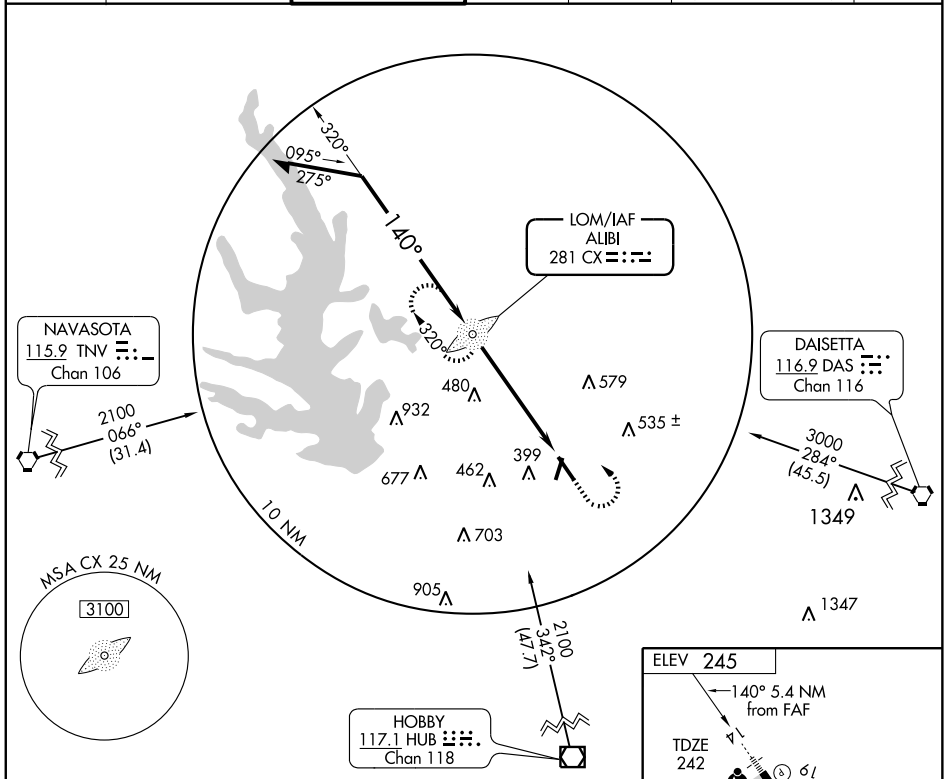
HOUSTON/ LONE STAR EXECUTIVE (CXO)

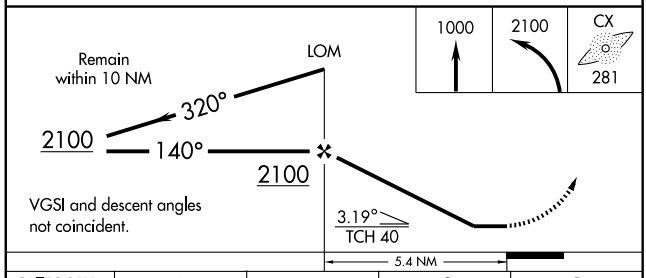
Circling NA at night.

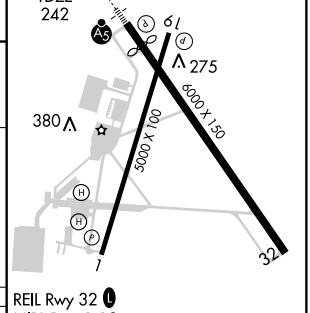
MALSR

MISSED APPROACH: Climb to 1000 then climbing left turn to 2100 direct CX LOM and hold.

ATIS	HOUSTON APP CON ★	LONE STAR TOWER ★	GND CON	CLNC DEL	HOUSTON CLNC DEL	UNICOM
118.325	119.7 281.4	124.125 (CTAF) L	120.45	120.45	119.55 (When tower closed)	122.95







REIL Rwy 32 L
MIRL Rwy 1-19
MIRL Rwy 14-32 L

CATEGORY	A	B	C	D
S-14	780-¾	538 (600-¾)	780-1 538 (600-1)	780-1½ 538 (600-1½)
CIRCLING	780-1	535 (600-1)	780-1½ 535 (600-1½)	800-2 555 (600-2)

FAF to MAP 5.4 NM

Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

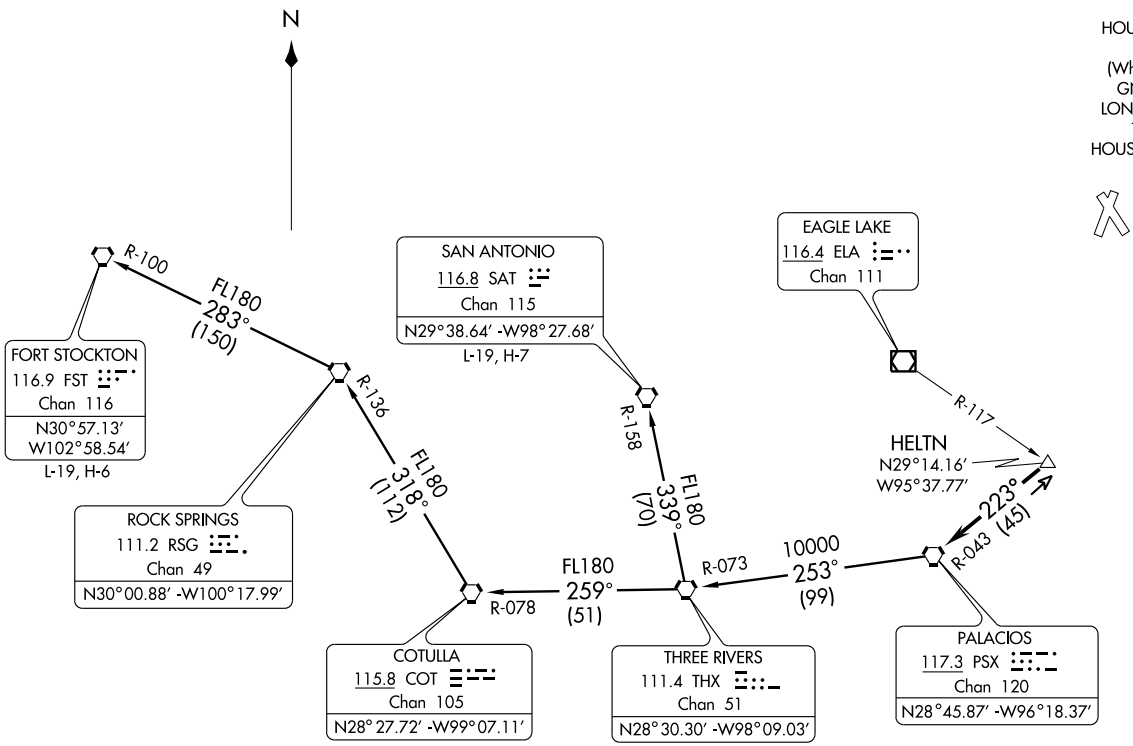
SC-5, 08 APR 2010 to 06 MAY 2010

PALACIOS THREE DEPARTURE (PSX3.PSX) 09239

HOUSTON/ LONE STAR EXECUTIVE (CXO) HOUSTON, TEXAS

SL-5573 (FAA)

ATIS 118.325
LONE STAR CLNC DEL 120.45
HOUSTON CLNC DEL 119.55
(When Tower Closed)
GND CON 120.45
LONE STAR TOWER ★ 124.125 (CTAF) (L)
HOUSTON DEP CON ★ 119.7 281.4



TAKE-OFF MINIMUMS:
Rwys 1, 14, 19, 32 standard.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Radar Required
NOTE: Chart not to scale

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to HELTN INT, maintain 4000'. Expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via PSX R-043 to PSX VORTAC.

FORT STOCKTON TRANSITION (PSX3.FST): From over PSX VORTAC via PSX R-253 and THX R-073 to THX VORTAC, then via THX R-259 and COT R-078 to COT VORTAC, then via COT R-318 and RSG R-136 to RSG VORTAC, then via RSG R-283 and FST R-100 to FST VORTAC.

SAN ANTONIO TRANSITION (PSX3.SAT): From over PSX VORTAC via PSX R-253 and THX R-073 to THX VORTAC, then via THX R-339 and SAT R-158 to SAT VORTAC.

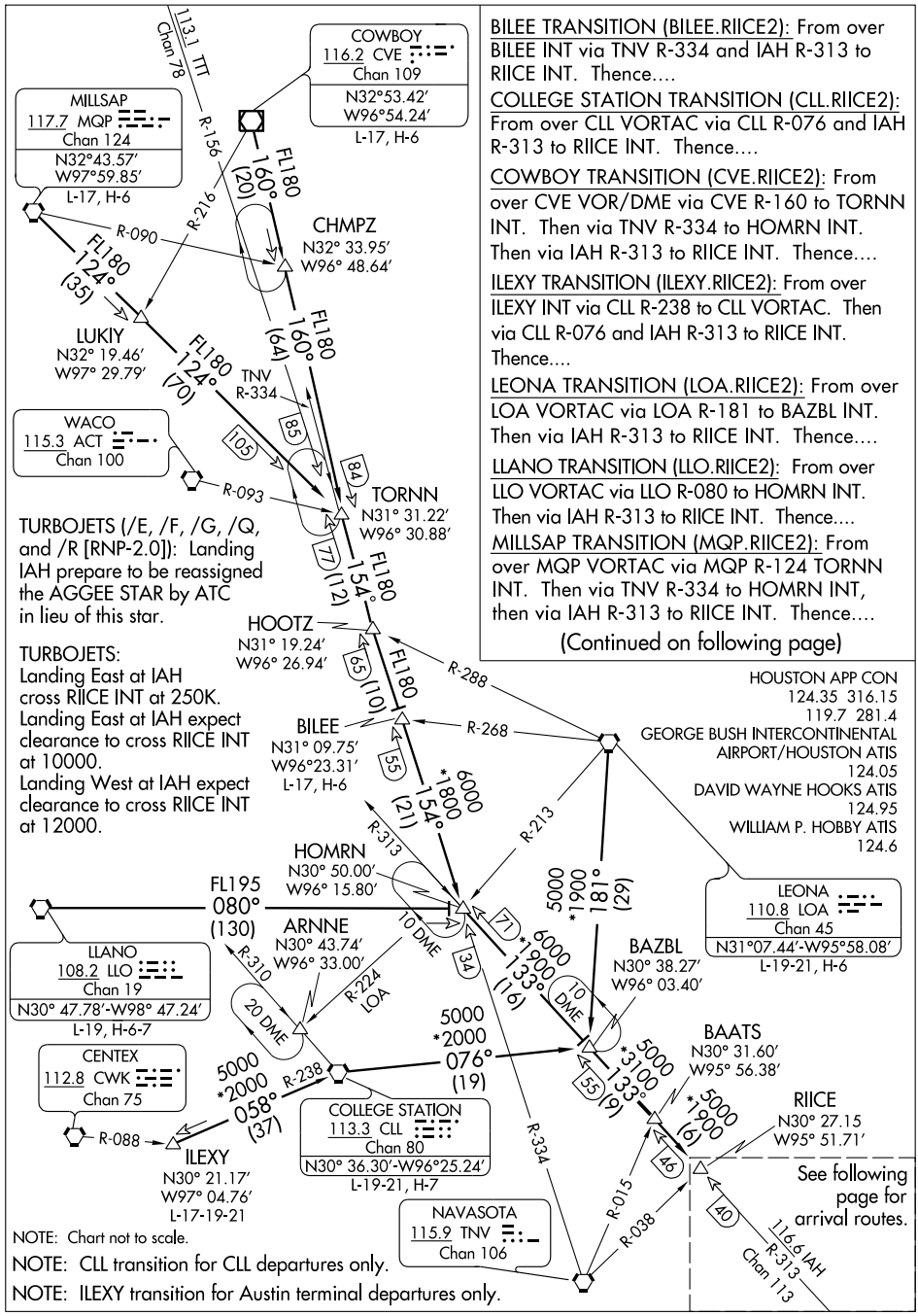
TAKE-OFF OBSTACLES:

Rwy 1, Multiple trees beginning 1899' from DER, 11' left of centerline, up to 80' AGL/314' MSL.
OL on glideslope 387' from DER, 404' right of centerline, 23' AGL/258' MSL.
Tower 457' from DER, 387' right of centerline, 45' AGL/275' MSL.
Multiple trees beginning 788' from DER, 134' right of centerline, up to 79' AGL/313' MSL.
Rwy 14, Multiple trees beginning 1655' from DER, 408' left of centerline, up to 81' AGL/300' MSL.
OL on DME 401' from DER, 266' right of centerline, 21' AGL/255' MSL.
Multiple trees beginning 1480' from DER, 80' right of centerline, up to 77' AGL/306' MSL.
Rwy 19, Multiple trees beginning 17' from DER, 157' left of centerline, up to 95' AGL/315' MSL.
Multiple trees beginning 68' from DER, 156' right of centerline, up to 80' AGL/305' MSL.
Rwy 32, Vehicle and road 602' from DER, 551' left of centerline, 15' AGL/257' MSL.
Pole 1411' from DER, 458' left of centerline, 29' AGL/268' MSL.
Tree 2448' from DER, 990' right of centerline, 106' AGL/325'MSL.

SC-5, 08 APR 2010 to 06 MAY 2010

RIICE TWO ARRIVAL Transition Routes

HOUSTON, TEXAS



BILEE TRANSITION (BILEE.RIICE2): From over BILEE INT via TNV R-334 and IAH R-313 to RIICE INT. Thence....

COLLEGE STATION TRANSITION (CLL.RIICE2): From over CLL VORTAC via CLL R-076 and IAH R-313 to RIICE INT. Thence....

COWBOY TRANSITION (CVE.RIICE2): From over CVE VOR/DME via CVE R-160 to TORNN INT. Then via TNV R-334 to HOMRN INT. Then via IAH R-313 to RIICE INT. Thence....

ILEXY TRANSITION (ILEXY.RIICE2): From over ILEXY INT via CLL R-238 to CLL VORTAC. Then via CLL R-076 and IAH R-313 to RIICE INT. Thence....

LEONA TRANSITION (LOA.RIICE2): From over LOA VORTAC via LOA R-181 to BAZBL INT. Then via IAH R-313 to RIICE INT. Thence....

LLANO TRANSITION (LLO.RIICE2): From over LLO VORTAC via LLO R-080 to HOMRN INT. Then via IAH R-313 to RIICE INT. Thence....

MILLSAP TRANSITION (MQP.RIICE2): From over MQP VORTAC via MQP R-124 TORNN INT. Then via TNV R-334 to HOMRN INT, then via IAH R-313 to RIICE INT. Thence....

(Continued on following page)

NOTE: Chart not to scale.

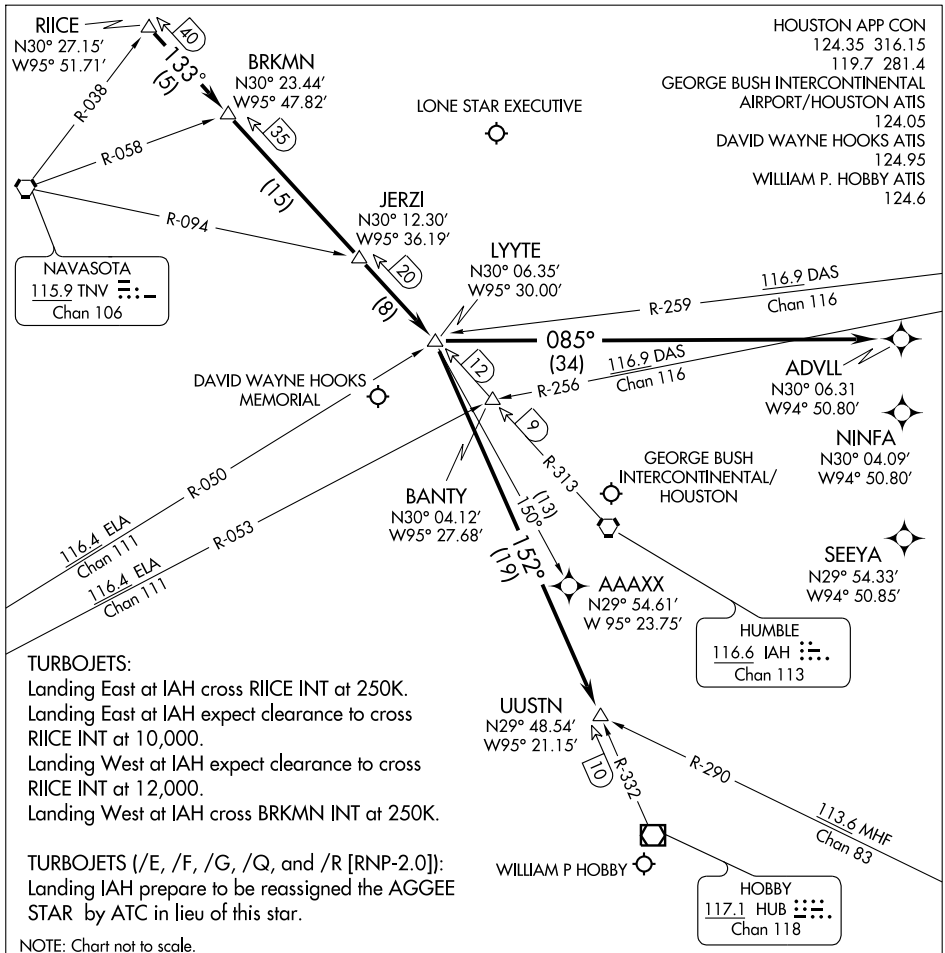
NOTE: CLL transition for CLL departures only.

NOTE: ILEXY transition for Austin terminal departures only.

SC-5, 08 APR 2010 to 06 MAY 2010

RIICE TWO ARRIVAL Arrival Routes

HOUSTON, TEXAS



TURBOJETS:
Landing East at IAH cross RIICE INT at 250K.
Landing East at IAH expect clearance to cross RIICE INT at 10,000.
Landing West at IAH expect clearance to cross RIICE INT at 12,000.
Landing West at IAH cross BRKMN INT at 250K.

TURBOJETS (/E, /F, /G, /Q, and /R [RNP-2.0]):
Landing IAH prepare to be reassigned the AGGEE STAR by ATC in lieu of this star.

NOTE: Chart not to scale.

GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):
....From over RIICE INT via IAH R-313 to LYYTE INT. Landing Runway 26L/26R or 27; fly heading 085° for vectors to final approach course. For /E, /F, /G, /Q and /R (RNP-2.0), equipped aircraft from LYYTE INT direct ADVLL WP, expect vectors to final approach course prior to ADVLL WP; if not received by ADVLL WP, fly present heading.

WILLIAM P. HOBBY (HOU) (ATC ASSIGNED):
....From over RIICE INT via IAH R-313 to LYYTE INT, then via HUB R-332 to UUSTN INT, expect vectors to final approach course at or prior to UUSTN INT.

DAVID WAYNE HOOKS MEMORIAL (DWH) and LONE STAR EXCUTIVE (CXO):
....From over RIICE INT via IAH R-313 to LYYTE INT, expect vectors to final approach course at or prior to LYYTE INT.

ALL OTHER RUNWAYS: Expect vectors to final approach course at or prior to LYYTE INT.

SC-5, 08 APR 2010 to 06 MAY 2010

WAAS CH 99512 W14A	APP CRS 140°	Rwy Idg 5411 TDZE 242 Apt Elev 245

RNAV (GPS) RWY 14

HOUSTON/LONE STAR EXECUTIVE (CXO)

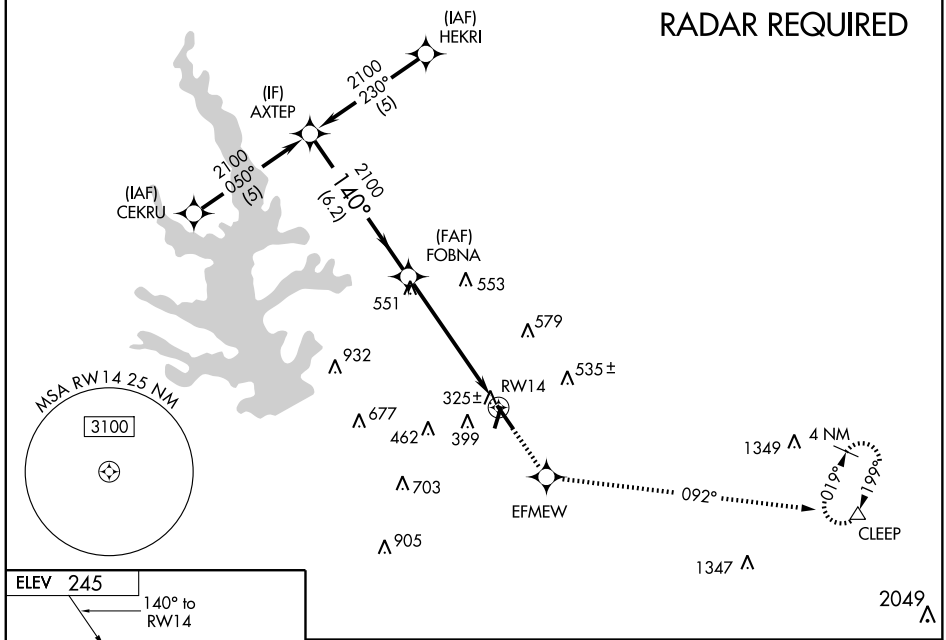
T A Circling to Rwy 19 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use David Wayne Hooks Memorial altimeter setting and increase all DA 57 feet, and all MDA 60 feet. Increase LNAV/VNAV visibility all Cats ¼ mile, increase LNAV Cat C/D visibility ¼ mile. VDP and Baro-VNAV NA when using David Wayne Hooks Memorial altimeter setting. For inoperative MALSR when using David Wayne Hooks Memorial altimeter setting; increase LPV all Cats visibility to 1 mile.

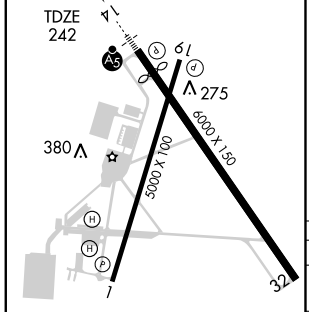
MALSR

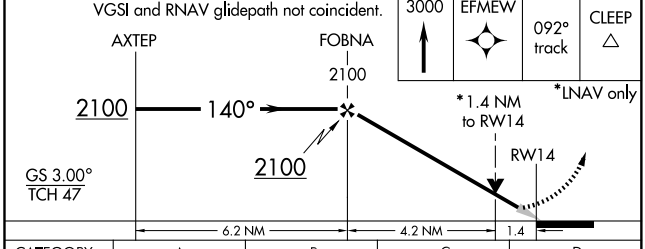
MISSED APPROACH: Climb to 3000 direct EFMEW and via track 092° to CLEEP and hold.

ATIS	HOUSTON APP CON ★	LONE STAR TOWER ★	GND CON	CLNC DEL	HOUSTON CLNC DEL	UNICOM
118.325	119.7 281.4	124.125 (CTAF) L	120.45	120.45	119.55 (When tower closed)	122.95

RADAR REQUIRED







CATEGORY	A	B	C	D
LPV DA	442-½ 200 (200-½)			
LNAV/VNAV DA	604-¾ 362 (400-¾)			
LNAV MDA	720-½ 478 (500-½)		720-¾ 478 (500-¾)	720-1 478 (500-1)
CIRCLING	720-1 475 (500-1)		720-1½ 475 (500-1½)	800-2 555 (600-2)

REIL Rwy 32 L
MIRL Rwy 1-19
MIRL Rwy 14-32 L

HOUSTON, TEXAS

AL-5573 (FAA)

RNAV (GPS) RWY 32

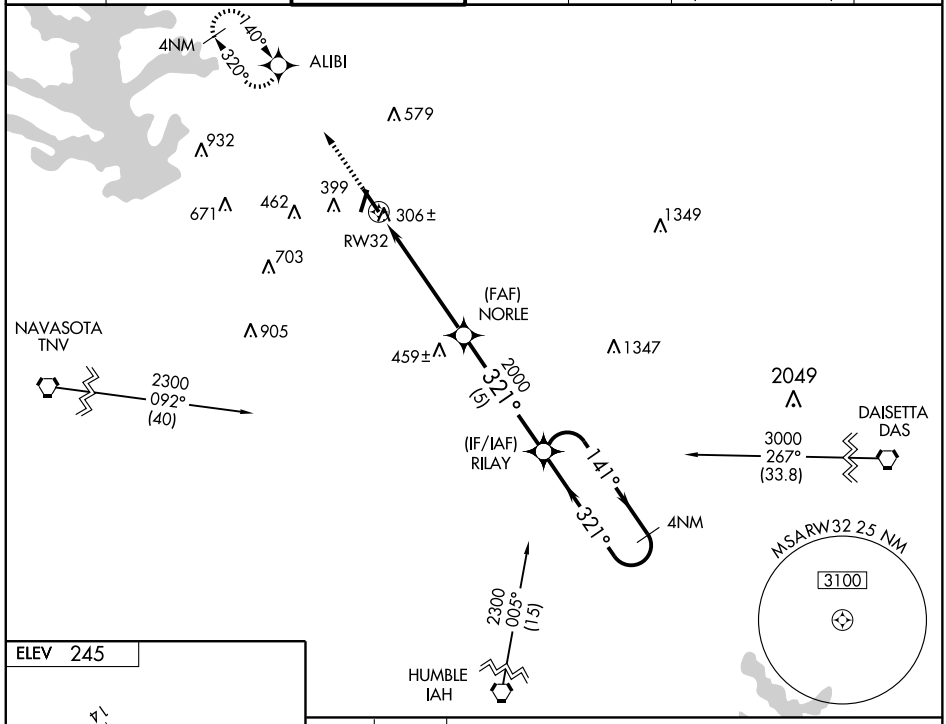
HOUSTON/ LONE STAR EXECUTIVE (CXO)

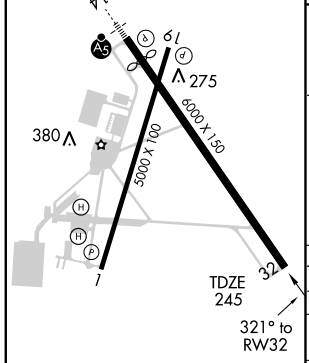
APP CRS	Rwy Idg	6000
321°	TDZE	245
	Apt Elev	245

BARO-VNAV NA below -15°C (5°F)
NA Circling NA at night. DME/DME RNP-0.3 NA

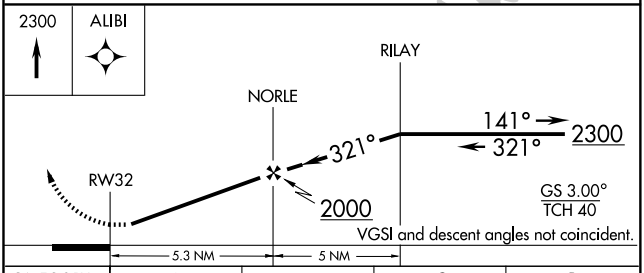
MISSED APPROACH: Climb to 2300 direct ALIBI and hold.

ATIS	HOUSTON APP CON ★	LONE STAR TOWER ★	GND CON	CLNC DEL	HOUSTON CLNC DEL	UNICOM
118.325	119.7 281.4	124.125 (CTAF) L	120.45	120.45	119.55 (When tower closed)	122.95



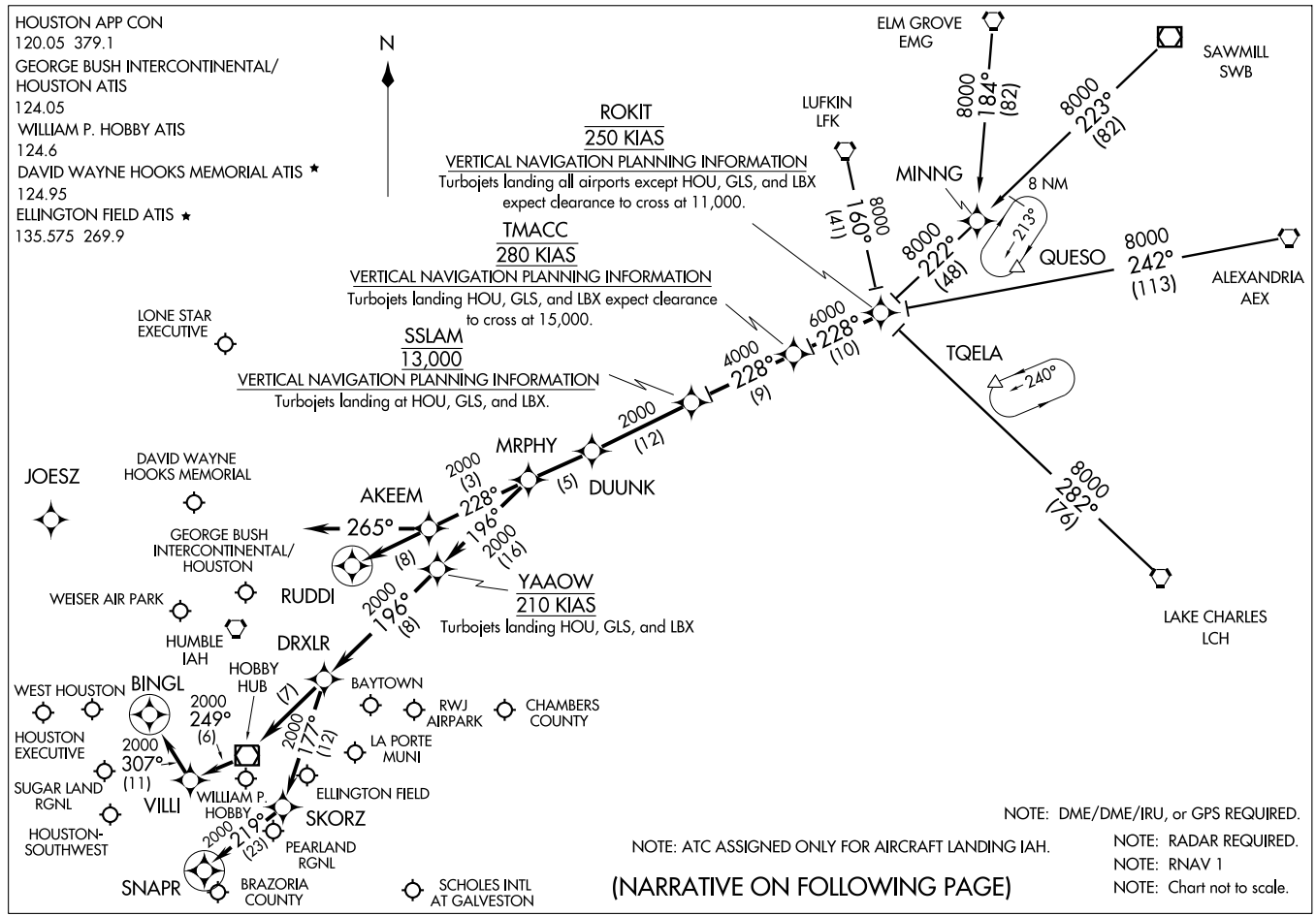


REIL Rwy 32 L
MIRL Rwy 1-19
MIRL Rwy 14-32 L



CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	640-1½ 395 (400-1½)			
LNAV MDA	660-1 415 (500-1)		660-1¼ 415 (500-1¼)	
CIRCLING	700-1 455 (500-1)		700-1 ½ 455 (500-1½)	800-2 555 (600-2)

SC-5, 08 APR 2010 to 06 MAY 2010



(ROKIT.ROKIT1) 09127

ROKIT ONE ARRIVAL (RNAV)

ST-5461(FAA)

HOUSTON, TEXAS

ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.ROKIT1): For non-GPS equiped aircraft: LCH, AEX, LFK, and DAS must be operational.
ELM GROVE TRANSITION (EMG.ROKIT1): For non-GPS equiped aircraft: LFK, EMG, LCH, and DAS must be operational.
LAKE CHARLES TRANSITION (LCH.ROKIT1): For non-GPS equiped aircraft: BPT, LCH, DAS, and IAH must be operational.
LUFKIN TRANSITION (LFK.ROKIT1): For non-GPS equiped aircraft: IAH and DAS must be operational.
SAWMILL TRANSITION (SWB.ROKIT1): For non-GPS equiped aircraft: LFK and DAS must be operational.

From ROKIT via 228° track to TMACC, thence as depicted to MRPHY. Thence . . . .

FOR DAVID WAYNE HOOKS MEMORIAL (DWH) AND LONE STAR EXECUTIVE (CXO):
. . . . From MRPHY via 228° track to AKEEM, thence as depicted to RUDDI. Expect vectors to final approach course prior to RUDDI.

FOR WILLIAM P. HOBBY (HOU):
RUNWAY 4 . . . . From MRPHY via 196° track to YAAOW, thence as depicted to SNAPR. Expect vectors to final approach course prior to SNAPR, if not received by SNAPR fly present heading.

RUNWAY 12R . . . . From MRPHY via 196° track to YAAOW, thence as depicted to BINGL. Expect vectors to final approach course prior to BINGL, if not received by BINGL fly present heading.

ALL OTHER RUNWAYS . . . . From MRPHY via 196° track to YAAOW, thence as depicted to DRXLR. Expect vectors to final approach course prior to DRXLR.

FOR GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):
RUNWAYS 8 L/R and 9 . . . . From MRPHY via 228° track to AKEEM, then via 265° heading. Expect radar vectors.

ALL OTHER RUNWAYS . . . . From MRPHY via 228° track to AKEEM, thence as depicted to RUDDI. Expect vectors to final appraoch course prior to RUDDI.

FOR OTHER SATELLITE AIRPORTS:
. . . . From MRPHY via 196° track to YAAOW, thence as depicted to DRXLR. Expect vectors to final approach course prior to DRXLR.

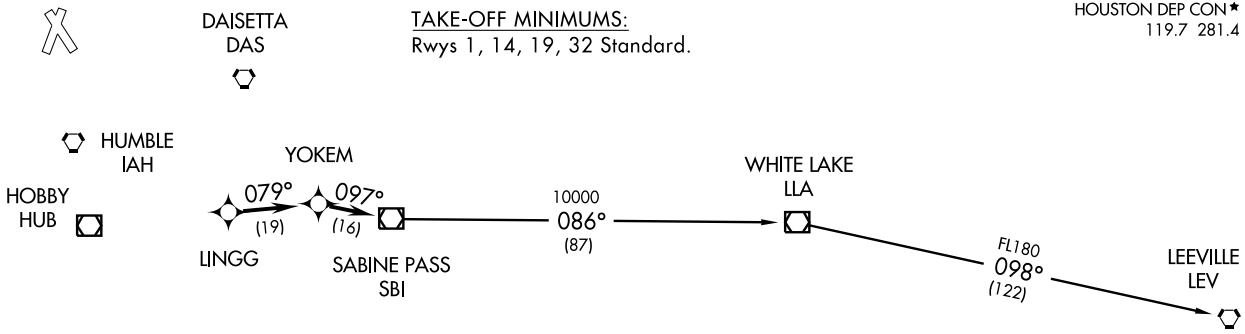
SC-5, 08 APR 2010 to 06 MAY 2010

NOTE: Chart not to scale.

Note: RADAR Required.
Note: RNAV 1.
Note: DME/DME/IRU or GPS Required.
Note: For non-GPS equipped aircraft, BPT and LCH must be operational.

ATIS 118.325
LONE STAR CLNC DEL 120.45
HOUSTON CLNC DEL 119.55
(When Tower Closed)
GND CON 120.45
LONE STAR TOWER ★ 124.125 (CTAF) L
HOUSTON DEP CON ★ 119.7 281.4

TAKE-OFF MINIMUMS:
Rwys 1, 14, 19, 32 Standard.



TAKE-OFF OBSTACLES:

Rwy 1, Multiple trees beginning 1899' from DER, 11' left of centerline, up to 80' AGL/ 314' MSL. OL on glideslope 387' from DER, 404' right of centerline, 23' AGL/ 258' MSL. Tower 457' from DER, 387' right of centerline, 45' AGL/275' MSL. Multiple trees beginning 788' from DER, 134' right of centerline, up to 79' AGL/ 313' MSL.

Rwy 14, Multiple trees beginning 1655' from DER, 408' left of centerline, up to 81' AGL/ 300' MSL. OL on DME 401' from DER, 266' right of centerline, 21' AGL/255' MSL. Multiple trees beginning 1480' from DER, 80' right of centerline, up to 77' AGL/ 306' MSL.

Rwy 19, Multiple trees beginning 17' from DER, 157' left of centerline, up to 95' AGL/ 315' MSL. Multiple trees beginning 68' from DER, 156' right of centerline, up to 80' AGL/305' MSL.

Rwy 32, Vehicle and road 602' from DER, 551' left of centerline, 15' AGL/257' MSL. Pole 1411' from DER, 458' left of centerline, 29' AGL/268' MSL. Tree 2448' from DER, 990' right of centerline, 106' AGL/325' MSL.

DEPARTURE ROUTE DESCRIPTION

Expect vectors to LINGG, maintain 4000, then via depicted route to SBI VOR/DME, thence. . . .

. . . .via (transition). Expect clearance to filed altitude/flight level 10 minutes after departure.

LEEVILLE TRANSITION: (SBI1.LEV)
WHITE LAKE TRANSITION: (SBI1.LLA)

SABINE PASS ONE DEPARTURE (RNAV) (SBI1.SBI) 09239

SL-5573 (FAA)

HOUSTON/ LONE STAR EXECUTIVE (CXO)
HOUSTON, TEXAS

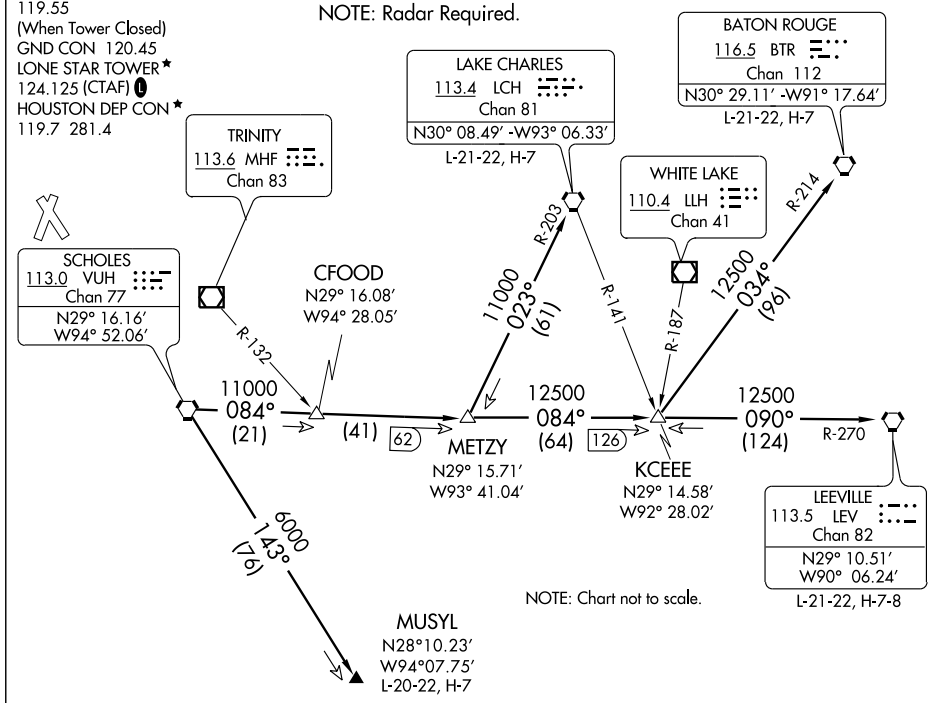
SCHOLES THREE DEPARTURE

SL-5573 (FAA)

HOUSTON, TEXAS

ATIS 118.325
LONE STAR CLNC DEL 120.45
HOUSTON CLNC DEL 119.55
(When Tower Closed)
GND CON 120.45
LONE STAR TOWER★ 124.125 (CTAF) L
HOUSTON DEP CON★ 119.7 281.4

NOTE: LCH, BTR, and LEV transitions are ATC assigned only, do not file.
NOTE: For LCH, BTR, LEV transitions, this procedure requires over water flight not to exceed 35 miles from nearest shoreline.
NOTE: Radar Required.



TAKE-OFF MINIMUMS:
Rwy 1, 14, 19, 32, standard.

(TAKE-OFF NOTES ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to VUH VORTAC, maintain 4000′, expect filed altitude 10 minutes after departure.

BATON ROUGE TRANSITION (VUH3.BTR): From over VUH VORTAC via VUH R-084 to KCEEE INT, then via BTR R-214 to BTR VORTAC.

LAKE CHARLES TRANSITION (VUH3.LCH): From over VUH VORTAC via VUH R-084 to METZY INT, then via LCH R-203 to LCH VORTAC.

LEEVILLE TRANSITION (VUH3.LEV): From over VUH VORTAC via VUH R-084 to KCEEE INT, then via LEV R-270 to LEV VORTAC.

MUSYL TRANSITION (VUH3.MUSYL): From over VUH VORTAC via VUH R-143 to MUSYL.

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TAKE-OFF OBSTACLES:

Rwy 1, Multiple trees beginning 1899′ from DER, 11′ left of centerline, up to 80′ AGL/314′ MSL. OL on glideslope 387′ from DER, 404′ right of centerline, 23′ AGL/258′ MSL. Tower 457′ from DER, 387′ right of centerline, 45′ AGL/275′ MSL. Multiple trees beginning 788′ from DER, 134′ right of centerline, up to 79′ AGL/313′ MSL.

Rwy 14, Multiple trees beginning 1655′ from DER, 408′ left of centerline, up to 81′ AGL/300′ MSL. OL on DME 401′ from DER, 266′ right of centerline, 21′ AGL/255′ MSL. Multiple trees beginning 1480′ from DER, 80′ right of centerline, up to 77′ AGL/306′ MSL.

Rwy 19, Multiple trees beginning 17′ from DER, 157′ left of centerline, up to 95′ AGL/315′ MSL. Multiple trees beginning 68′ from DER, 156′ right of centerline, up to 80′ AGL/305′ MSL.

Rwy 32, Vehicle and road 602′ from DER, 551′ left of centerline, 15′ AGL/257′ MSL. Pole 1411′ from DER, 458′ left of centerline, 29′ AGL/268′ MSL. Tree 2448′ from DER, 990′ right of centerline, 106′ AGL/325′ MSL.

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HOUSTON APP CON
134.65 290.5
GEORGE BUSH INTERCONTINENTAL/
HOUSTON ATIS
124.05
DAVID WAYNE HOOKS MEMORIAL ATIS
124.95
LONE STAR EXECUTIVE ATIS
118.325

ARRIVAL DESCRIPTION

HARVEY TRANSITION (HRV.WOLDE2):

KLAMS TRANSITION (KLAMS.WOLDE2):

LEEVILLE TRANSITION (LEV.WOLDE2):

SABINE PASS TRANSITION (SBI.WOLDE2):

SEMMES TRANSITION (SJI.WOLDE2):

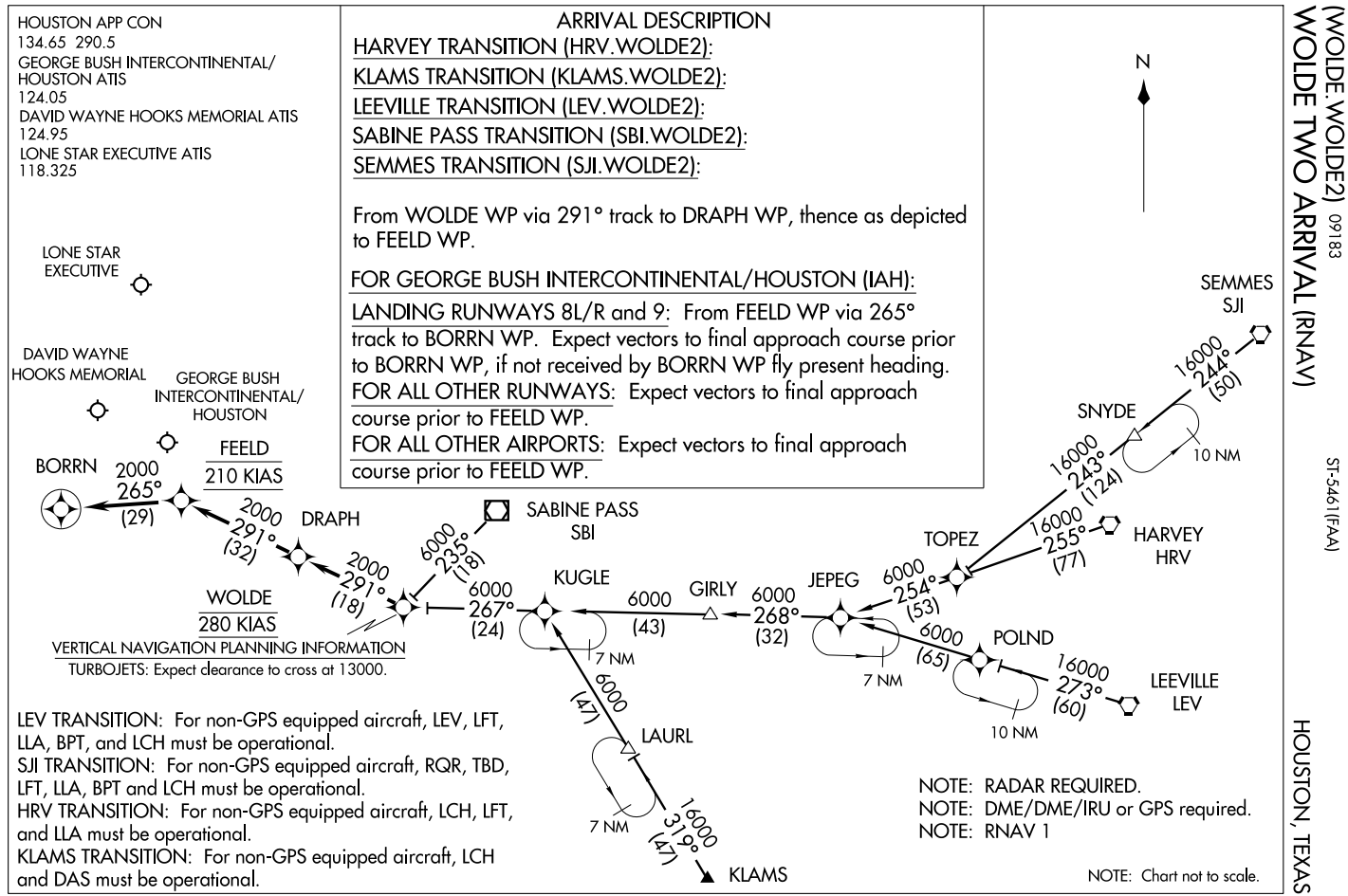
From WOLDE WP via 291° track to DRAPH WP, thence as depicted to FEELD WP.

FOR GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):

LANDING RUNWAYS 8L/R and 9: From FEELD WP via 265° track to BORRN WP. Expect vectors to final approach course prior to BORRN WP, if not received by BORRN WP fly present heading.

FOR ALL OTHER RUNWAYS: Expect vectors to final approach course prior to FEELD WP.

FOR ALL OTHER AIRPORTS: Expect vectors to final approach course prior to FEELD WP.



LEV TRANSITION: For non-GPS equipped aircraft, LEV, LFT, LLA, BPT, and LCH must be operational.

SJI TRANSITION: For non-GPS equipped aircraft, RQR, TBD, LFT, LLA, BPT and LCH must be operational.

HRV TRANSITION: For non-GPS equipped aircraft, LCH, LFT, and LLA must be operational.

KLAMS TRANSITION: For non-GPS equipped aircraft, LCH and DAS must be operational.

NOTE: RADAR REQUIRED.
NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1

NOTE: Chart not to scale.

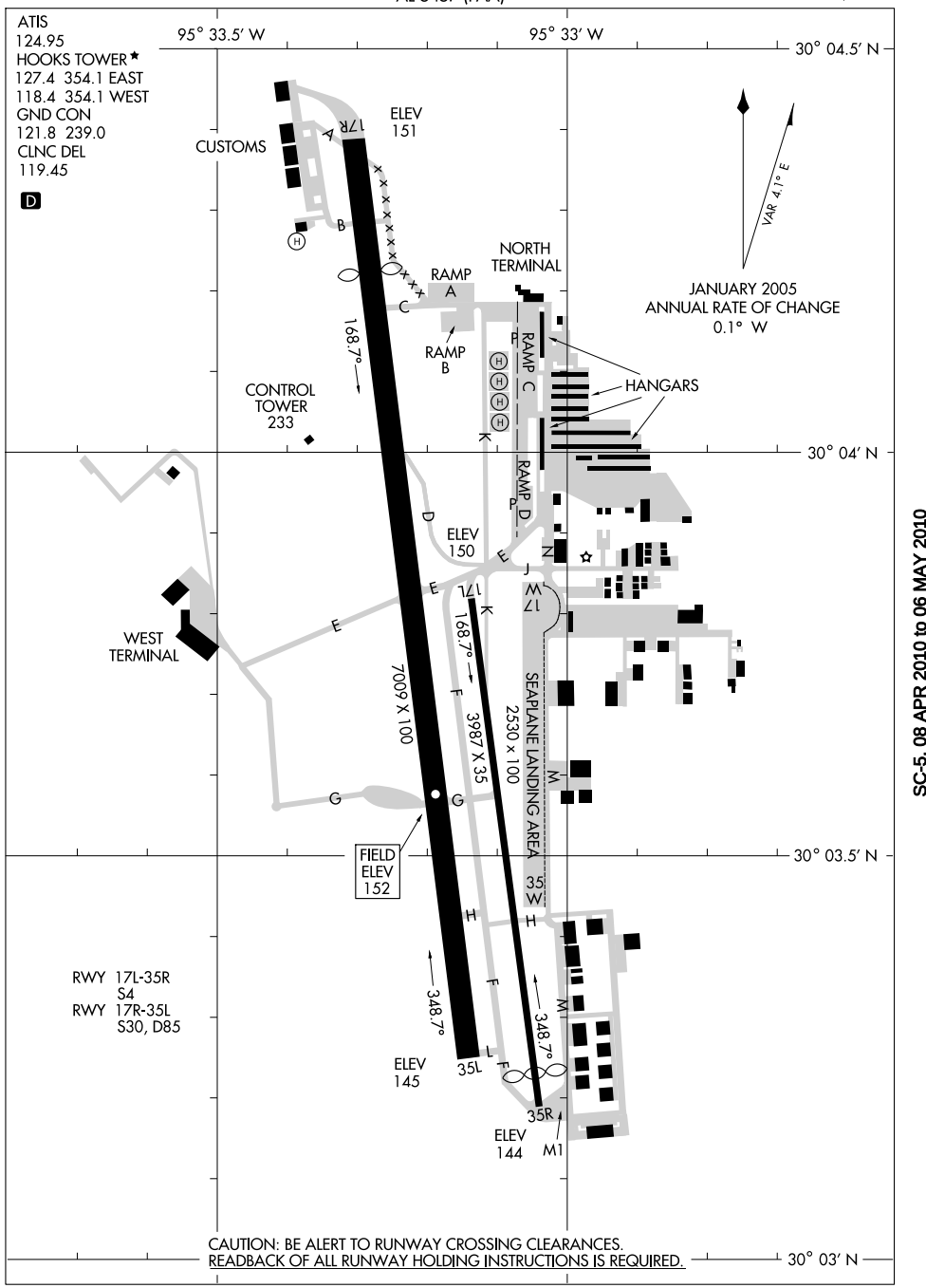
09071

AIRPORT DIAGRAM

HOUSTON/DAVID WAYNE HOOKS MEMORIAL (DWH)

AL-5457 (FAA)

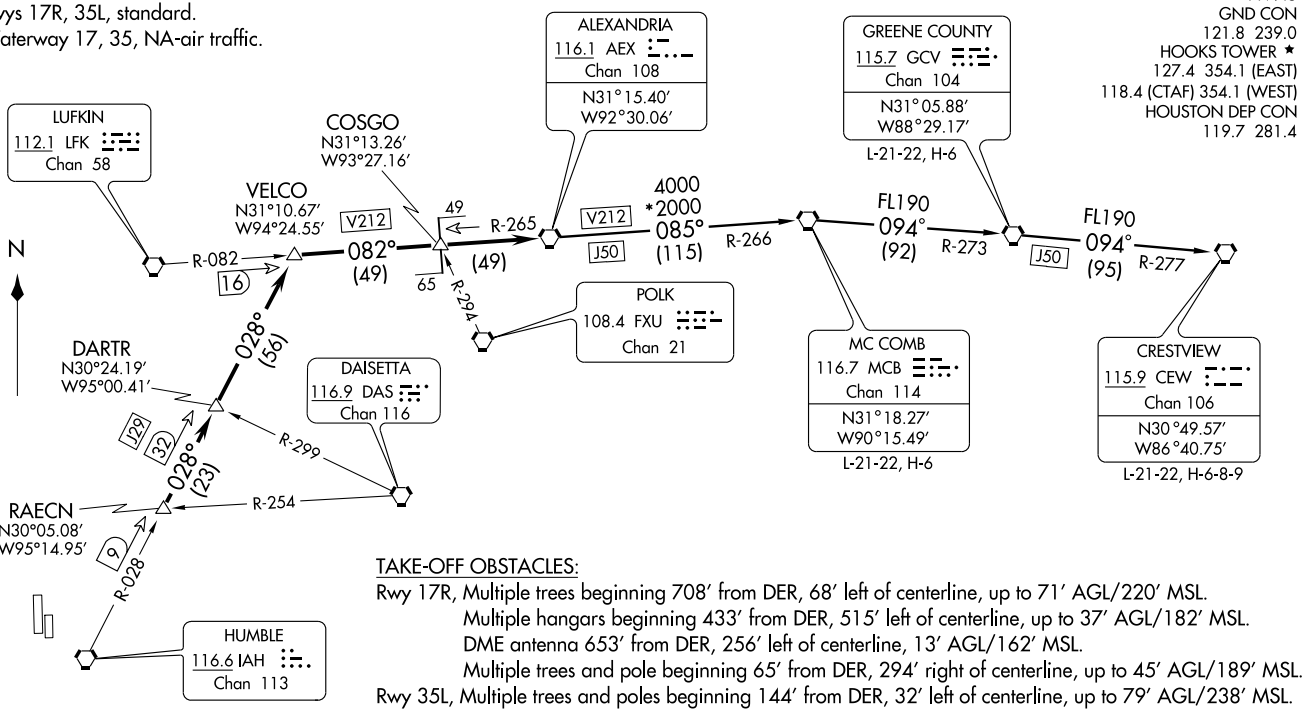
HOUSTON, TEXAS



SC-5, 08 APR 2010 to 06 MAY 2010

TAKE-OFF MINIMUMS:
Rwys 17L, 35R, NA-environmental
Rwys 17R, 35L, standard.
Waterway 17, 35, NA-air traffic.

ATIS 124.95
CLNC DEL 119.45
GND CON 121.8 239.0
HOOKS TOWER ★ 127.4 354.1 (EAST)
118.4 (CTAF) 354.1 (WEST)
HOUSTON DEP CON 119.7 281.4



TAKE-OFF OBSTACLES:
Rwy 17R, Multiple trees beginning 708′ from DER, 68′ left of centerline, up to 71′ AGL/220′ MSL.
Multiple hangars beginning 433′ from DER, 515′ left of centerline, up to 37′ AGL/182′ MSL.
DME antenna 653′ from DER, 256′ left of centerline, 13′ AGL/162′ MSL.
Multiple trees and pole beginning 65′ from DER, 294′ right of centerline, up to 45′ AGL/189′ MSL.
Rwy 35L, Multiple trees and poles beginning 144′ from DER, 32′ left of centerline, up to 79′ AGL/238′ MSL.
Multiple hangars and buildings beginning 85′ from DER, 9′ left of centerline, up to 53′ AGL/202′ MSL.
Multiple trees, towers, and pole beginning 100′ from DER, 124′ right of centerline, up to 93′ AGL/247′ MSL
Vehicle and road 315′ from DER, on centerline 15′ AGL/166′ MSL.
Building 894′ from DER, 231′ right of centerline, 23′ AGL/173′ MSL.

NOTE: Radar Required.
NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to RAECN INT, maintain 4000', expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-028 to VELCO INT, then right turn via LFK R-082 and AEX R-265 to AEX VORTAC.

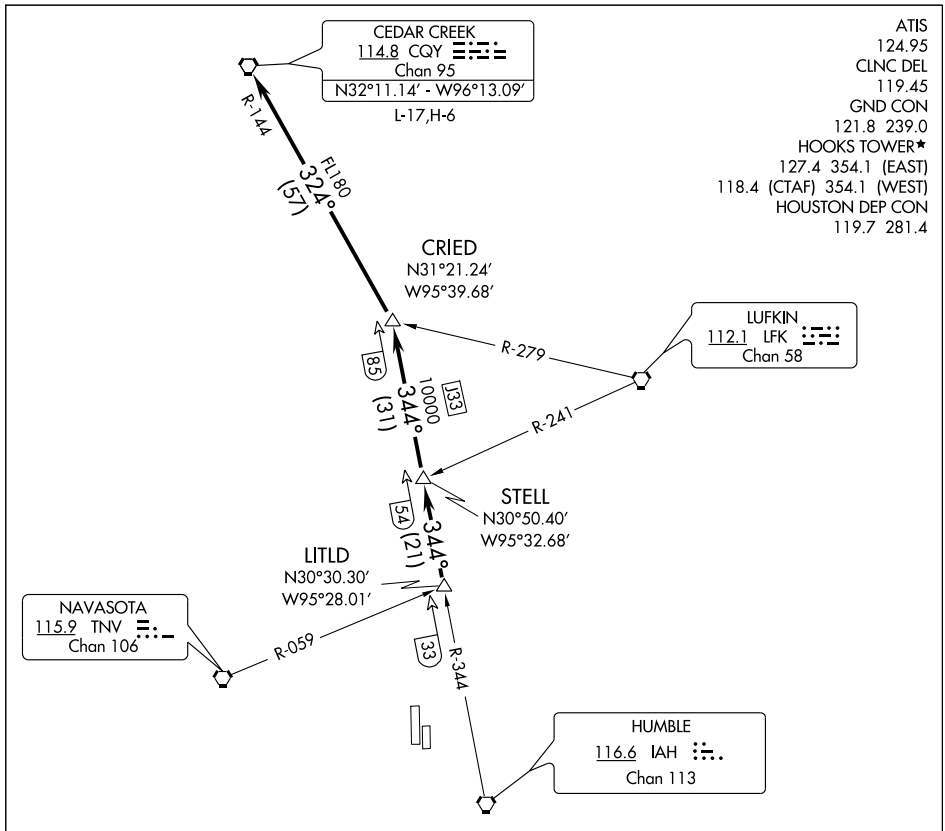
THE FOLLOWING TRANSITIONS ARE ATC ASSIGNED ONLY DO NOT FILE:

CRESTVIEW TRANSITION (AEX4.CEW): (For aircraft being weather rerouted to join a jet route off CEW VORTAC or overflying CEW VORTAC to join a direct route). From over AEX VORTAC via AEX R-085 and MCB R-266 to MCB VORTAC, then via MCB R-094 and GCV R-273 to GCV VORTAC, then via GCV R-094 and CEW R-277 to CEW VORTAC.

GREENE COUNTY TRANSITION (AEX4.GCV): (For aircraft being weather rerouted to join a jet route off GCV VORTAC or overflying GCV VORTAC to join a direct route). From over AEX VORTAC via AEX R-085 and MCB R-266 to MCB VORTAC, then via MCB R-094 and GCV R-273 to GCV VORTAC.

MC COMB TRANSITION (AEX4.MCB): (For aircraft being weather rerouted to join a jet route off MCB VORTAC or overflying MCB VORTAC to join a direct route). From over AEX VORTAC via AEX R-085 and MCB R-266 to MCB VORTAC.

CRIED THREE DEPARTURE



TAKE-OFF MINIMUMS:

Rwy 17L, 35R, NA-environmental.
Rwy 17R, 35L, standard.
Waterway 17, 35, NA-air traffic.

NOTE: Radar Required.

(NOTES CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to LITLD INT, maintain 4000. Expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-344 to STELL INT, then via IAH R-344 to CRIED INT, then left turn via CQY R-144 to CQY VORTAC.

SC-5, 08 APR 2010 to 06 MAY 2010

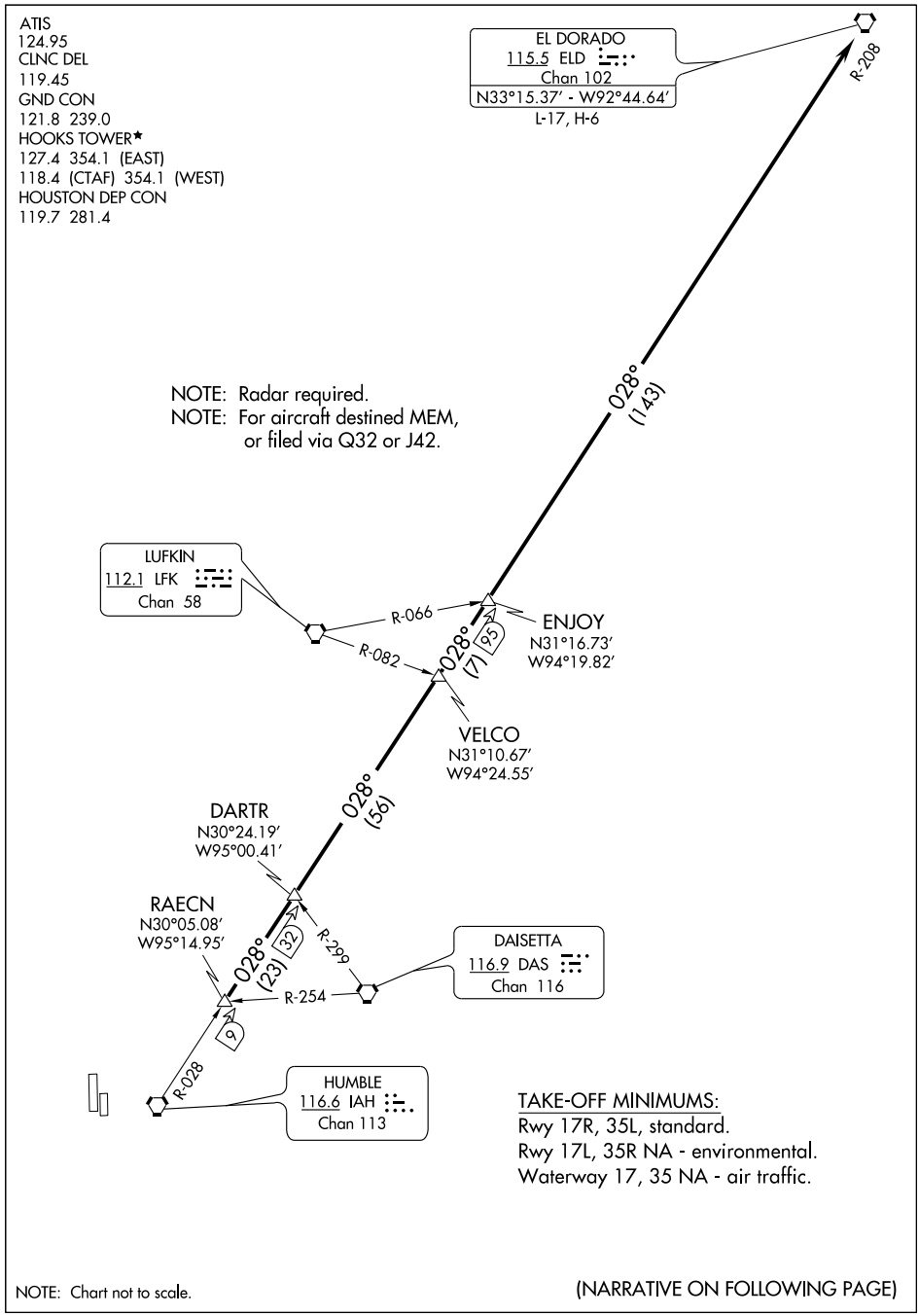
TAKE-OFF OBSTACLES:

Rwy 17R, Multiple trees beginning 708′ from DER, 68′ left of centerline, up to 71′ AGL/220′ MSL. Multiple hangars beginning 433′ from DER, 515′ left of centerline, up tp 37′ AGL/182′ MSL. DME antenna 653′ from DER, 256′ left of centerline, 13′ AGL/162′ MSL. Multiple trees and pole beginning 85′ from DER, 294′ right of centerline, up to 45′ AGL/189′ MSL.

Rwy 35L, Multiple trees and poles beginning 144′ from DER, 32′ left of centerline, up to 79′ AGL/238′ MSL. Multiple hangars and buildings beginning 85′ from DER, 9′ left of centerline, up to 53′ AGL/202′ MSL. Multiple trees, towers and pole beginning 100′ from DER, 124′ right of centerline, up to 93′ AGL/247′ MSL. Vehicle and road 315′ from DER, on centerline 15′ AGL/166′ MSL. Building 894′ from DER, 231′ right of centerline, 23′ AGL/173′ MSL.

EL DORADO ONE DEPARTURE

HOUSTON/DAVID WAYNE HOOKS MEMORIAL (DWH)
SL-5457 (FAA)
HOUSTON, TEXAS



NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to RAECN INT, maintain 4000, expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-028 and the ELD R-208 to ELD VORTAC.

TAKE-OFF OBSTACLES

Rwy 17R, Multiple trees beginning 708′ from DER, 68′ left of centerline, up to 71′ AGL/220′ MSL. Multiple hangars beginning 433′ from DER, 515′ left of centerline, up to 37′ AGL/182′ MSL. DME antenna 653′ from DER, 256′ left of centerline, 13′ AGL/162′ MSL. Multiple trees and pole beginning 85′ from DER, 294′ right of centerline, up to 45′ AGL/189′ MSL.

Rwy 35L, Multiple trees and poles beginning 144′ from DER, 32′ left of centerline, up to 79′ AGL/238′ MSL. Multiple hangars and buildings beginning 85′ from DER, 9′ left of centerline, up to 53′ AGL/202′ MSL. Multiple trees, towers and pole beginning 100′ from DER, 124′ right of centerline, up to 93′ AGL/247′ MSL. Vehicle and road 315′, from DER, on centerline 15′ AGL/166′ MSL. Building 894′ from DER, 231′ right of centerline, 23′ AGL/173′ MSL.

SC-5, 08 APR 2010 to 06 MAY 2010

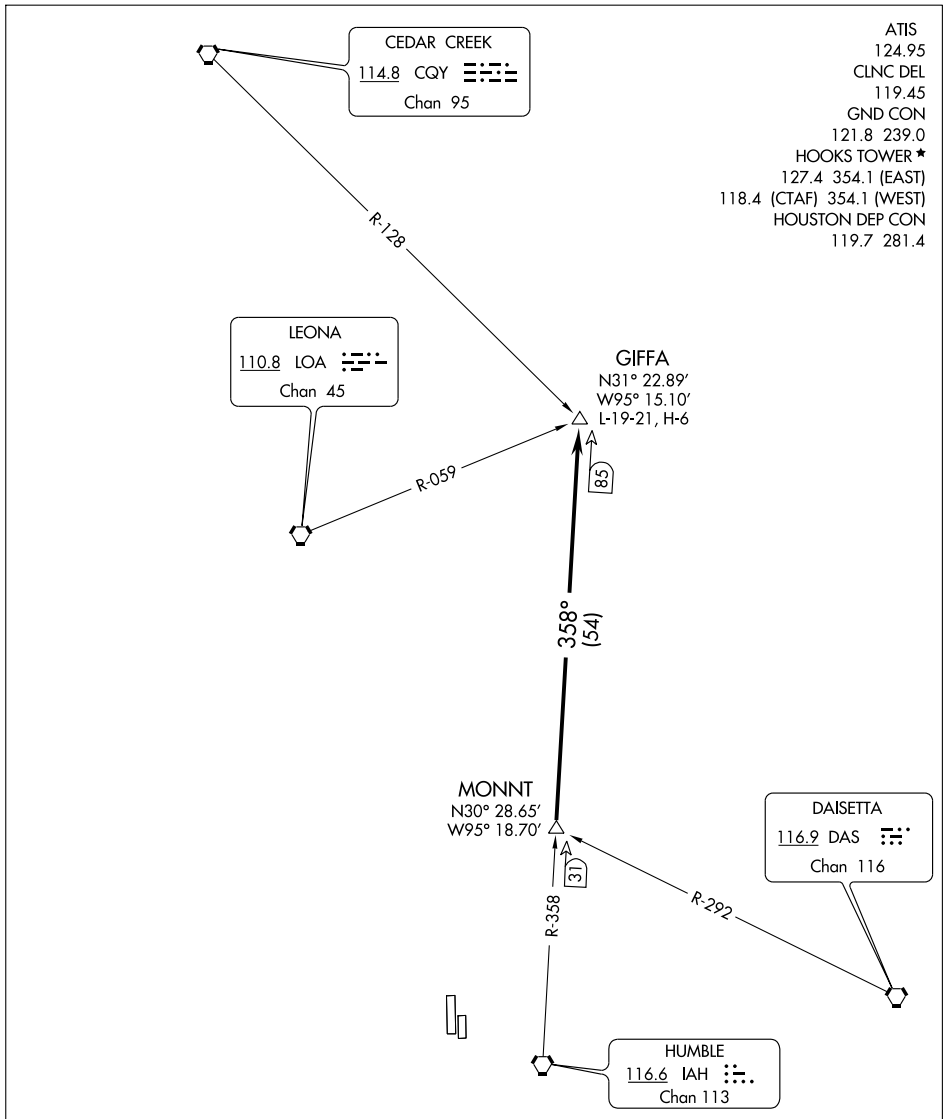
(GIFFA3.GIFFA) 09071

GIFFA THREE DEPARTURE

HOUSTON/DAVID WAYNE HOOKS MEMORIAL (DWH)

SL-5457 (FAA)

HOUSTON, TEXAS



NOTE: Radar Required.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

TAKE-OFF MINIMUMS:

Rwys 17L, 35R NA - environmental.

Rwys 17R, 35L, standard.

Waterway 17, 35 NA - air traffic.

SC-5, 08 APR 2010 to 06 MAY 2010

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to MONNT INT, maintain 4000, expect filed altitude 10 minutes after departure. Thence . . . .

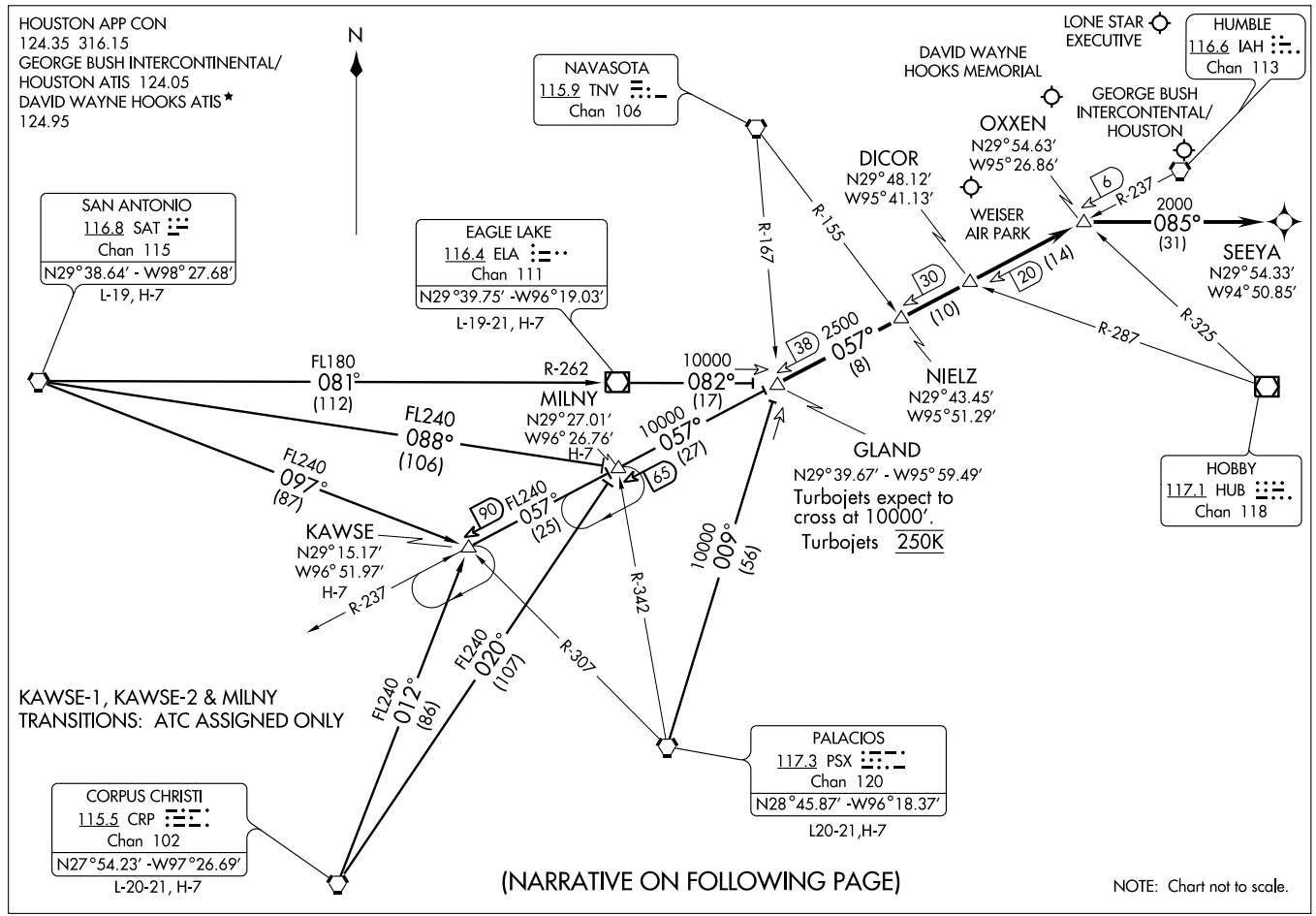
. . . . via IAH R-358 to GIFFA INT.

TAKE-OFF OBSTACLES:

Rwy 17R, Multiple trees beginning 708' from DER, 68' left of centerline, up to 71' AGL/220' MSL.
Multiple hangars beginning 433' from DER, 515' left of centerline, up to 37' AGL/182' MSL.
DME antenna 653' from DER, 256' left of centelrine, 13' AGL/182' MSL.
Multiple trees and pole beginning 85' from DER, 294' right of centerline, up to 45' AGL/189' MSL.

Rwy 35L, Multiple trees and poles beginning 144' from DER, 32' left of centerline, up to 79' AGL/238' MSL.
Multiple hangars and buildings beginning 85' from DER, 9' left of centerline, up to 53' AGL/202' MSL.
Multiple trees, towers and pole beginning 100' from DER, 124' right of centerline, up to 93' AGL/247' MSL.
Vehicle and road 315' from DER, on centerline, 15' AGL/166' MSL.
Building 894' from DER, 231' right of centerline, 23' AGL/173' MSL.

SC-5, 08 APR 2010 to 06 MAY 2010



07298

GLAND THREE ARRIVAL (GLAND.GLAND3)

ST-5461 (FAA)

HOUSTON, TEXAS

GLAND THREE ARRIVAL (GLAND.GLAND3) HOUSTON, TEXAS

ARRIVAL DESCRIPTION

CORPUS CHRISTI TRANSITION (CRP.GLAND3): From over CRP VORTAC via CRP R-020 to MILNY INT, then via IAH R-237 to GLAND INT. Thence. . . .

EAGLE LAKE TRANSITION (ELA.GLAND3): From over ELA VOR/DME via ELA R-082 to GLAND INT. Thence. . . .

KAWSE-1 TRANSITION (KAWSE-1.GLAND3): (ATC assigned.) From over SAT VORTAC via SAT R-097 to KAWSE INT, then via IAH R-237 to GLAND INT. Thence. . . .

KAWSE-2 TRANSITION (KAWSE-2.GLAND3): (ATC assigned.) From over CRP VORTAC via CRP R-012 to KAWSE INT, then via IAH R-237 to GLAND INT. Thence. . . .

MILNY TRANSITION (MILNY.GLAND3): (ATC assigned.) From over SAT VORTAC via SAT R-088 to MILNY INT, then via IAH R-237 to GLAND INT. Thence. . . .

PALACIOS TRANSITION (PSX.GLAND3): From over PSX VORTAC via PSX R-009 to GLAND INT. Thence. . . .

SAN ANTONIO TRANSITION (SAT.GLAND3): From over SAT VORTAC via R-081 and ELA R-262 to ELA VOR/DME, then via ELA R-082 to GLAND INT. Thence. . . .

GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH): From over GLAND INT via IAH R-237 to OXXEN INT, landing runways 26 L/R or 27 fly heading 085° for vectors to final approach course. For /E, /F, /G, /R (RNP-2.0), equipped aircraft: from over OXXEN INT direct SEEYA WP, expect vector to final approach course prior to SEEYA WP, if not received by SEEYA WP fly present heading. All other runways, expect vectors to final approach course at or prior to OXXEN INT.

FOR ALL OTHER AIRPORTS: From over GLAND INT via IAH R-237 to OXXEN INT. Expect vectors to final approach course at or prior to OXXEN INT.

SC-5, 08 APR 2010 to 06 MAY 2010

ATIS 124.95
CLNC DEL 119.45
GND CON
121.8 239.0
HOOKS TOWER *
127.4 354.1 EAST
118.4 (CTAF) 354.1 WEST
HOUSTON DEP CON
119.7 281.4

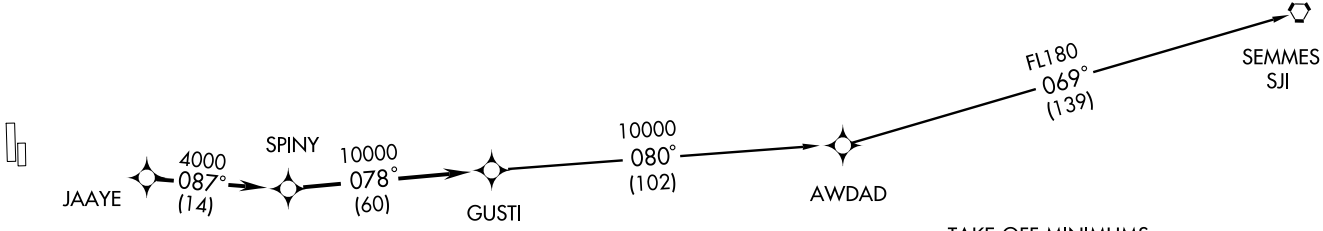
DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to JAAYE, then via 087° track to SPINY, then via 078° track to GUSTI, thence . . . .

. . . . via (transition). Maintain 4000, expect clearance to filed altitude/flight level 10 minutes after departure.

AWDAD TRANSITION (GUSTI1.AWDAD)

SEMMES TRANSITION (GUSTI1.SJI)



TAKE-OFF OBSTACLES:

Rwy 17R, Multiple trees beginning 708′ from DER, 68′ left of centerline, up to 71′ AGL/220′ MSL. Multiple hangars beginning 433′ from DER, 515′ left of centerline, up to 37′ AGL/182′ MSL. DME antenna 653′ from DER, 256′ left of centerline, 13′ AGL/162′ MSL. Multiple trees and pole beginning 85′ from DER, 294′ right of centerline, up to 45′ AGL/189′ MSL.

Rwy 35L, Multiple trees and poles beginning 144′ from DER, 32′ left of centerline, up to 79′ AGL/238′ MSL. Multiple hangars and buildings beginning 85′ from DER, 9′ left of centerline, up to 53′ AGL/202′ MSL. Multiple trees, towers and pole beginning 100′ from DER, 124′ right of centerline, up to 93′ AGL/247′ MSL. Vehicle and road 315′ from DER, on centerline, 15′ AGL/166′ MSL. Building 894′ from DER, 231′ right of centerline, 23′ AGL/173′ MSL.

N

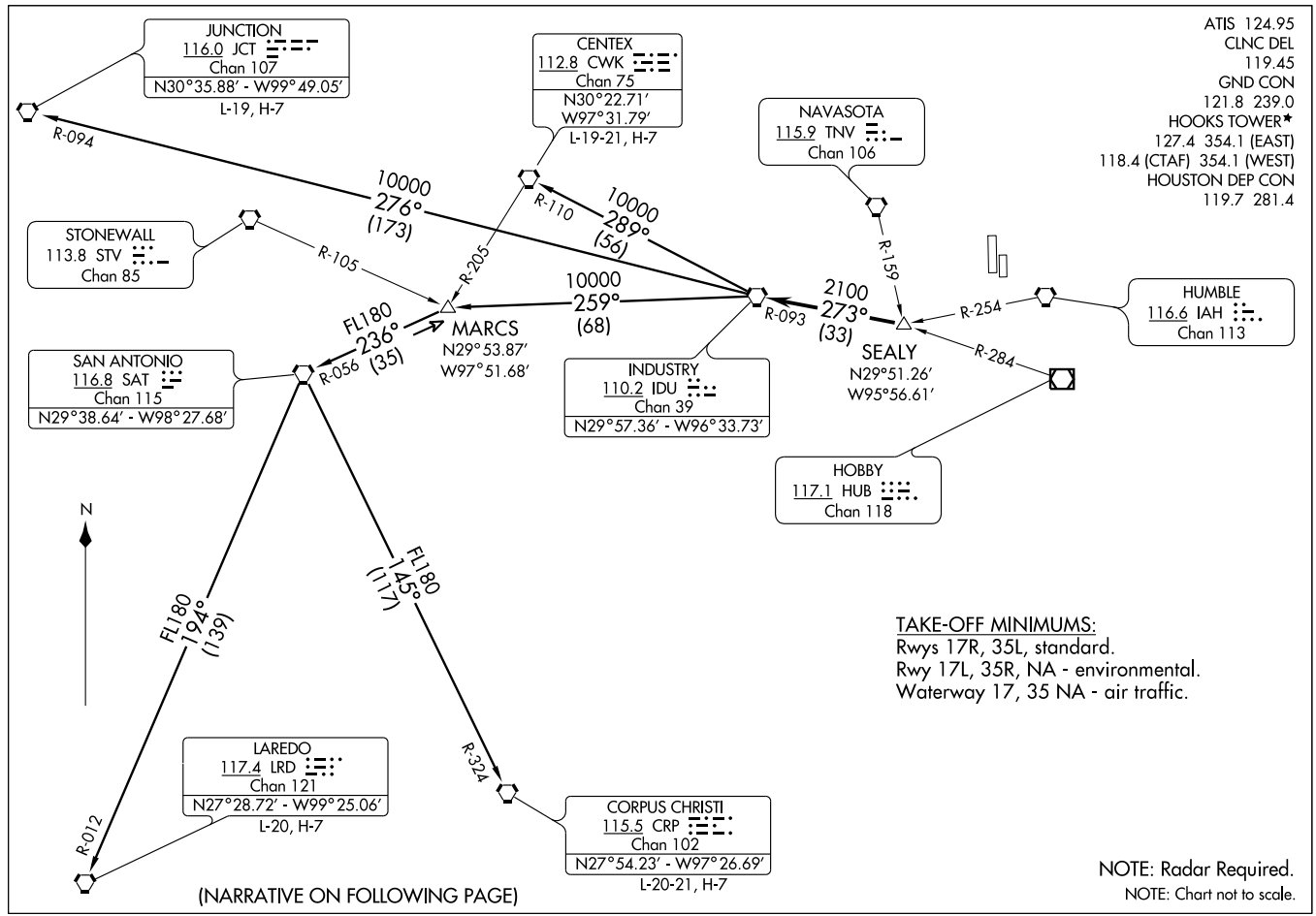
TAKE-OFF MINIMUMS:
Rwys 17R, 35L standard.
Rwy 17L, 35R NA - environmental.
Waterway 17, 35 NA - air traffic.

NOTE: RNAV 1.
NOTE: RADAR REQUIRED.
NOTE: DME/DME/IRU or GPS REQUIRED.
NOTE: For NON-GPS equipped aircraft; SBI, BPT, LCH, LFT, LLA, and HRV must be operational.

NOTE: Chart not to scale.

GUSTI ONE DEPARTURE (RNAV) (GUSTI1.GUSTI) 09071

HOUSTON/ DAVID WAYNE HOOKS MEMORIAL (DWH)
SL-5457 (FAA)
HOUSTON, TEXAS



(IDU3.IDU) 08157

INDUSTRY THREE DEPARTURE

HOUSTON/DAVID WAYNE HOOKS MEMORIAL (DWH)

SL-5457 (FAA)

HOUSTON, TEXAS

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to SEALY INT. Maintain 4000'. Expect filed altitude 10 minutes after departure. Thence . . . .

. . . . VIA IDU R-093 to IDU VORTAC.

CENTEX TRANSITION (IDU3.CWK): (ATC assigned only. For aircraft inbound to the DFW Metroplex area that are being rerouted due to bad weather.) From over IDU VORTAC via IDU R-289 and CWK R-110 to CWK VORTAC.

CORPUS CHRISTI TRANSITION (IDU3.CRP): (ATC assigned only.) From over IDU VORTAC via IDU R-259 to MARCS INT, then via SAT R-056 to SAT VORTAC, then via SAT R-145 and CRP R-324 to CRP VORTAC.

JUNCTION TRANSITION (IDU3.JCT): (For aircraft overflying JCT VORTAC via J2, J15, or J86.) From over IDU VORTAC via IDU R-276 and JCT R-094 to JCT VORTAC.

LAREDO TRANSITION (IDU3.LRD): (ATC assigned only.) From over IDU VORTAC via IDU R-259 to MARCS INT, then via SAT R-056 to SAT VORTAC, then via SAT R-194 and LRD R-012 to LRD VORTAC.

TAKE-OFF OBSTACLES:

Rwy 17R, Multiple trees beginning 708' from DER, 68' left of centerline, up to 71' AGL/220' MSL. Multiple hangars beginning 433' from DER, 515' left of centerline, up to 37' AGL/182' MSL. DME antenna 653' from DER, 256' left of centerline, 13' AGL/162' MSL. Multiple trees and pole beginning 85' from DER, 294' right of centerline, up to 45' AGL/189' MSL.

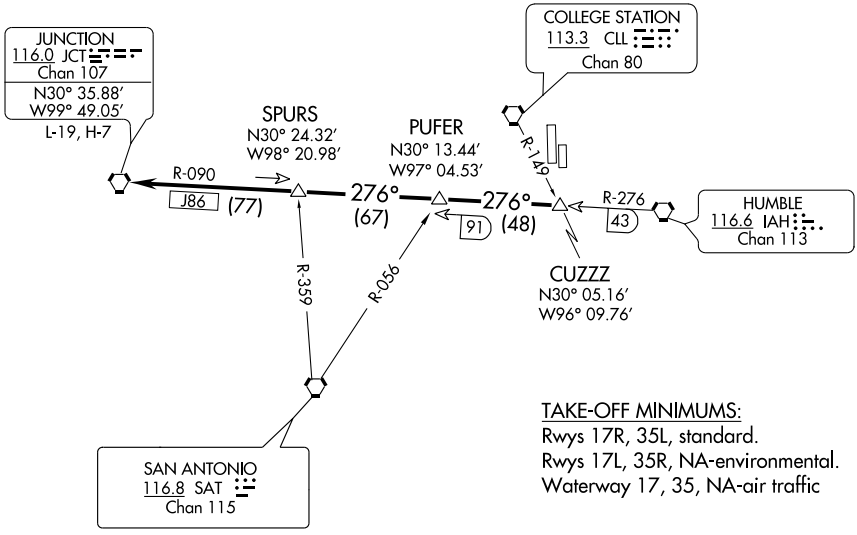
Rwy 35L, Multiple trees and poles beginning 144' from DER, 32' left of centerline, up to 79' AGL/238' MSL. Multiple hangars and buildings beginning 85' from DER, 9' left of centerline, up to 53' AGL/202' MSL. Multiple trees, towers and pole beginning 100' from DER, 124' right of centerline, up to 93' AG:/247' MSL. Vehicle and road 315' from DER, on centerline, 15' AGL/166' MSL. Building 894' from DER, 231' right of centerline, 23' AGL/173' MSL.

SC-5, 08 APR 2010 to 06 MAY 2010

JUNCTION SIX DEPARTURE

SL-5457 (FAA)

ATIS 124.95
CLNC DEL 119.45
GND CON
121.8 239.0
HOOKS TOWER ★
127.4 354.1 EAST
118.4 354.1 WEST
HOUSTON DEP CON
119.7 281.4



TAKE-OFF MINIMUMS:
Rwys 17R, 35L, standard.
Rwys 17L, 35R, NA-environmental.
Waterway 17, 35, NA-air traffic

NOTE: Radar Required.
NOTE: For aircraft overflying JCT VORTAC via J86 filing FL240 or above.

NOTE: Chart not to scale.

(NOTES ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to CUZZZ INT, maintain 4,000′, expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-276 and JCT R-090 to JCT VORTAC.

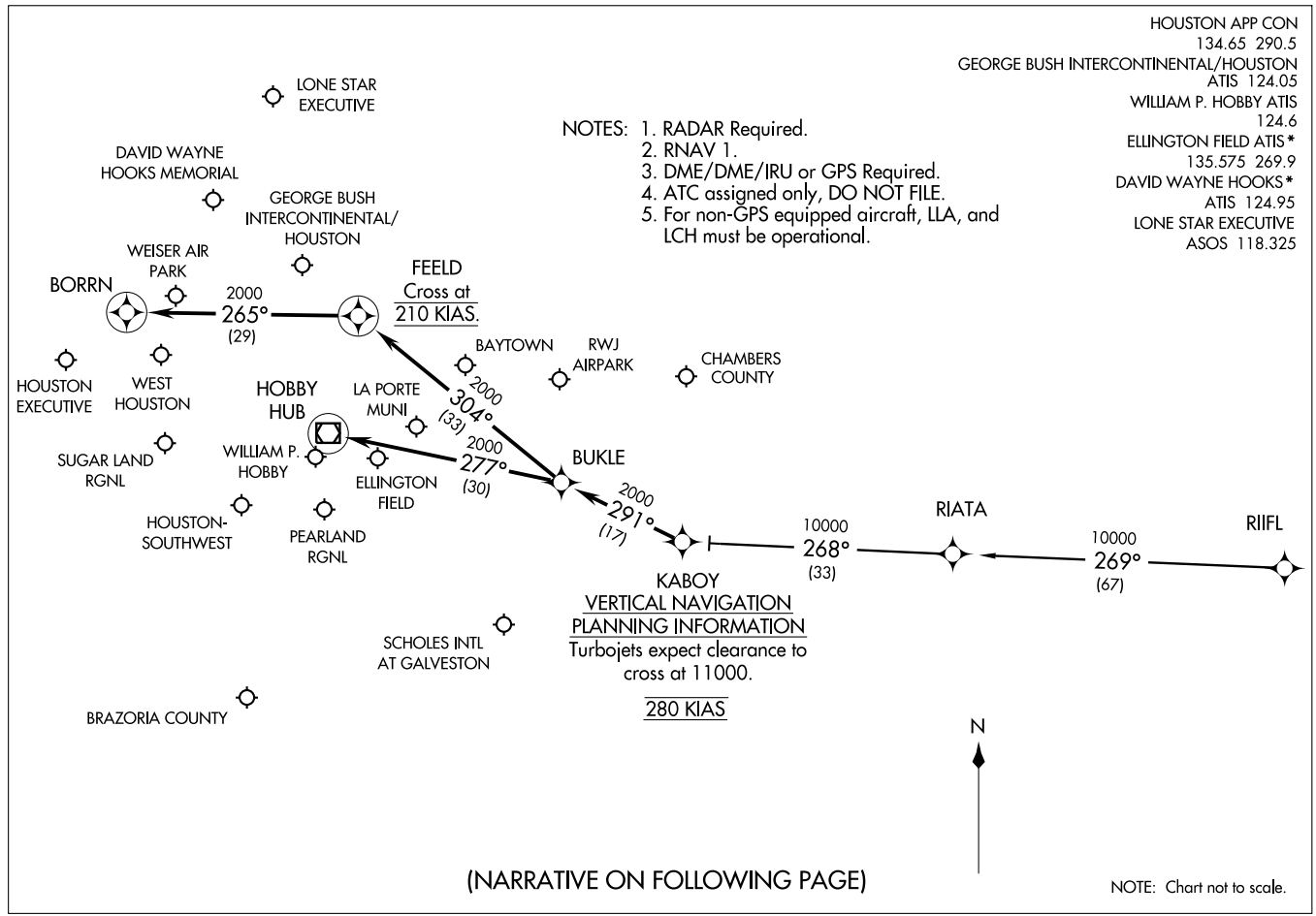
SC-5, 08 APR 2010 to 06 MAY 2010

TAKE-OFF OBSTACLES:

Rwy 17R, Multiple trees beginning 708′ from DER, 68′ left of centerline, up to 71′ AGL/220′ MSL. Multiple hangars beginning 433′ from DER, 515′ left of centerline, up to 37′ AGL/182′ MSL. DME antenna 653′ from DER, 256′ left of centerline, 13′ AGL/162′ MSL. Multiple trees and pole beginning 85′ from DER, 294′ right of centerline, up to 45′ AGL/189′ MSL.

Rwy 35L, Multiple trees and poles beginning 144′ from DER, 32′ left of centerline, up to 79′ AGL/238′ MSL. Multiple hangars and buildings beginning 85′ from DER, 9′ left of centerline, up to 53′ AGL/202′ MSL. Multiple trees, towers and pole beginning 100′ from DER, 124′ right of centerline, up to 93′ AGL/247′ MSL. Vehicle and road 316′ from DER, on centerline 15′ AGL/166′ MSL. Building 894′ from DER, 231′ right of centerline, 23′ AGL/173′ MSL.

SC-5, 08 APR 2010 to 06 MAY 2010


HOUSTON APP CON
134.65 290.5
GEORGE BUSH INTERCONTINENTAL/HOUSTON
ATIS 124.05
WILLIAM P. HOBBY ATIS
124.6
ELLINGTON FIELD ATIS*
135.575 269.9
DAVID WAYNE HOOKS*
ATIS 124.95
LONE STAR EXECUTIVE
ASOS 118.325
(KABOY.KABOY1) 09071
KABOY ONE ARRIVAL (RNAV)
ST-5461(FAA)
HOUSTON, TEXAS
NOTES: 1. RADAR Required.
2. RNAV 1.
3. DME/DME/IRU or GPS Required.
4. ATC assigned only, DO NOT FILE.
5. For non-GPS equipped aircraft, LLA, and LCH must be operational.
LONE STAR EXECUTIVE
DAVID WAYNE HOOKS MEMORIAL
GEORGE BUSH INTERCONTINENTAL/ HOUSTON
WEISER AIR PARK
BORRN
2000
265°
(29)
FEELD
Cross at
210 KIAS.
BAYTOWN
RWJ AIRPARK
CHAMBERS COUNTY
HOUSTON EXECUTIVE
WEST HOUSTON
HOBBY HUB
LA PORTE MUNI
2000
304°
(33)
SUGAR LAND RGNL
WILLIAM P. HOBBY
2000
277°
(30)
ELLINGTON FIELD
BUKLE
2000
291°
(17)
HOUSTON-SOUTHWEST
PEARLAND RGNL
10000
268°
(33)
RIATA
10000
269°
(67)
RIIFL
KABOY
VERTICAL NAVIGATION
PLANNING INFORMATION
Turbojets expect clearance to cross at 11000.
280 KIAS
SCHOLES INTL AT GALVESTON
BRAZORIA COUNTY
N
(NARRATIVE ON FOLLOWING PAGE)
NOTE: Chart not to scale.

ARRIVAL DESCRIPTION

RIIFL TRANSITION (RIIFL.KABOY1)

From KABOY via 291° track to BUKLE . . . .

GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):

LANDING RUNWAYS 8L/8R, OR 9: . . . . From BUKLE via 304° track to FEELD, thence as depicted to BORRN. Expect vectors to final approach course prior to BORRN, if not received by BORRN, fly present heading.

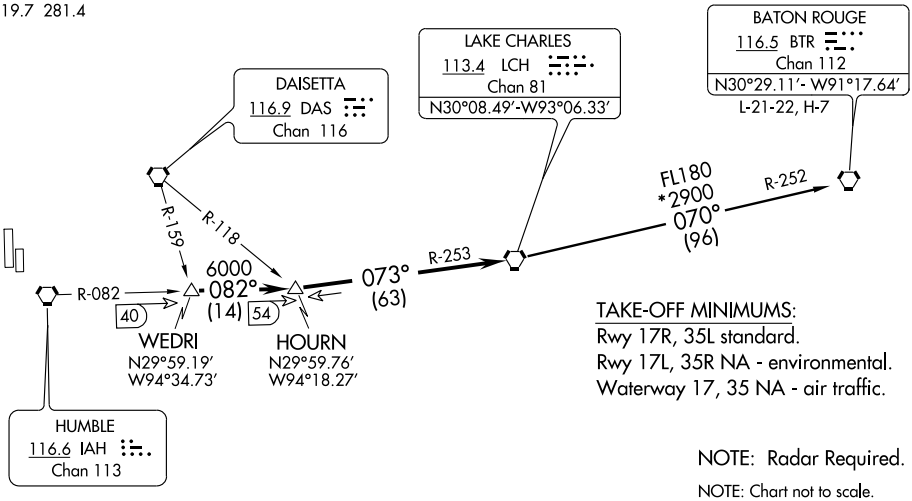
ALL OTHER RUNWAYS: . . . . From BUKLE via 304° track to FEELD. Expect vectors to final approach course prior to FEELD.

DAVID WAYNE HOOKS MEMORIAL (DWH) AND LONE STAR EXECUTIVE (CXO): . . . . From BUKLE via 304° track to FEELD. Expect vectors to final approach course prior to FEELD.

ALL OTHER AIRPORTS: . . . . From BUKLE via 277° track to HUB VOR/DME. Expect vectors to final approach course prior to HUB VOR/DME.

LAKE CHARLES ONE DEPARTURE SL-5457 (FAA)

ATIS 124.95
CLNC DEL 119.45
GND CON
121.8 239.0
HOOKS TOWER ★
127.4 354.1 (EAST)
118.4 354.1 (WEST)
HOUSTON DEP CON
119.7 281.4



TAKE-OFF MINIMUMS:
Rwy 17R, 35L standard.
Rwy 17L, 35R NA - environmental.
Waterway 17, 35 NA - air traffic.

NOTE: Radar Required.

NOTE: Chart not to scale.

TAKE-OFF OBSTACLES

Rwy 17R, Multiple trees beginning 708' from DER, 68' left of centerline, up to 71' AGL/220' MSL. Multiple hangars beginning 433' from DER, 515' left of centerline, up to 37' AGL/182' MSL. DME antenna 653' from DER, 256' left of centerline, 13' AGL/162' MSL. Multiple trees and pole beginning 85' from DER, 294' right of centerline, up to 45' AGL/189' MSL.

Rwy 35L, Multiple trees and poles beginning 144' from DER, 32' left of centerline, up to 79' AGL/238' MSL. Multiple hangars and buildings beginning 85' from DER, 9' left of centerline, up to 53' AGL/202' MSL. Multiple trees, towers and pole beginning 100' from DER, 124' right of centerline, up to 93' AGL/247' MSL. Vehicle and road 315' from DER, on centerline 15' AGL/166' MSL. Building 894' from DER, 231' right of centerline, 23' AGL/173' MSL.

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to WEDRI INT, maintain 4000, expect filed altitude 10 minutes after departure. Thence . . . .

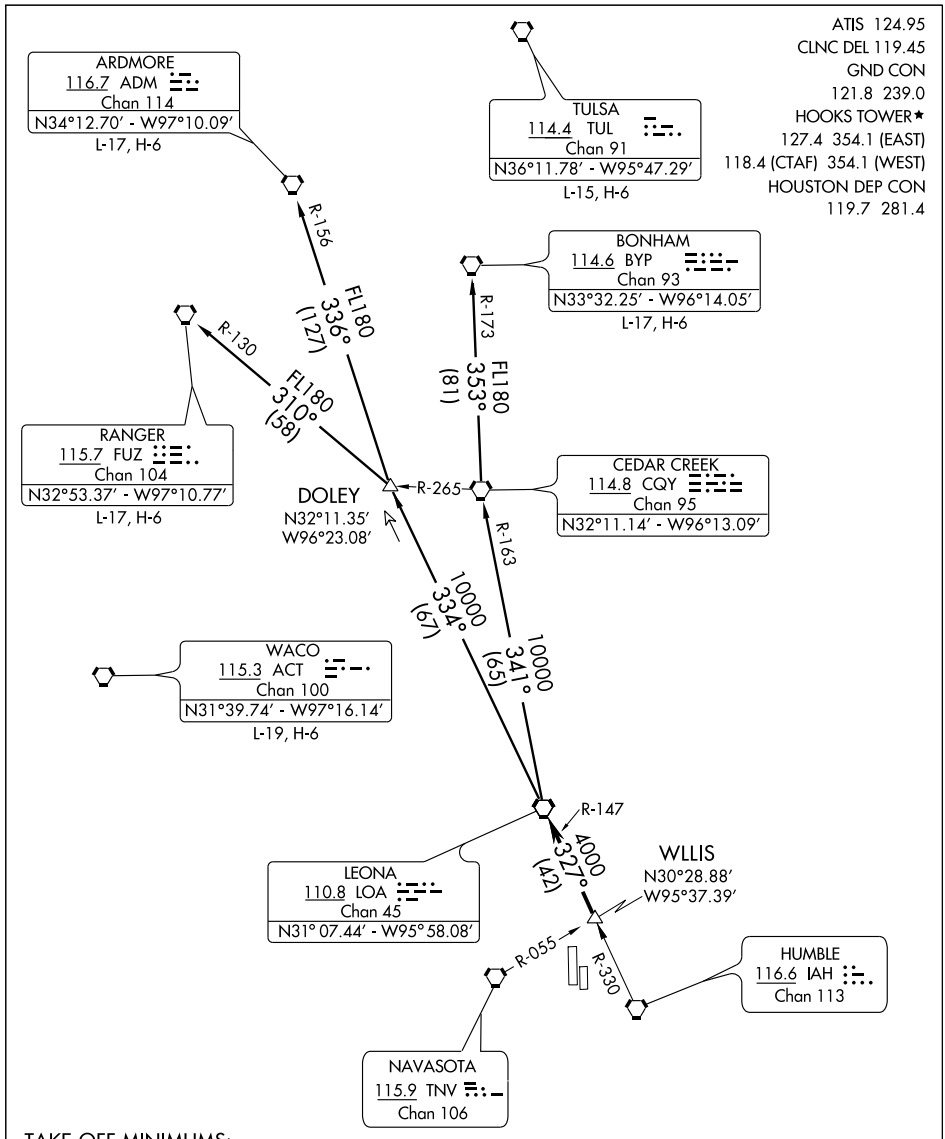
. . . . via IAH R-082 to HOURN INT, then via LCH R-253 to LCH VORTAC.

BATON ROUGE TRANSITION (LCH1.BTR): From over LCH VORTAC via LCH R-070 and BTR R-252 to BTR VORTAC.

(LOA6.LOA) 09351

LEONA SIX DEPARTURE

HOUSTON/DAVID WAYNE HOOKS MEMORIAL (DWH)
SL-5457 (FAA)
HOUSTON, TEXAS



TAKE-OFF MINIMUMS:
Rwy 17R, 35L standard.
Rwy 17L, 35R NA - environmental.
Waterway 17, 35 NA - air traffic.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Radar required.

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DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to WLLIS INT, maintain 4000, expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via LOA R-147 to LOA VORTAC.

ARDMORE TRANSITION (LOA6.ADM): (For aircraft overflying North/Northwest of the DFW terminal area FL240 and above.) From over LOA VORTAC via LOA R-334 to DOLEY INT, then via ADM R-156 to ADM VORTAC.

BONHAM TRANSITION (LOA6.BYP): (For aircraft overflying/landing TUL VORTAC FL240 and above.) From over LOA VORTAC via LOA R-341 and CQY R-163 to CQY VORTAC, then via CQY R-353 and BYP R-173 to BYP VORTAC.

RANGER TRANSITION (LOA6.FUZ): (For aircraft overflying west/northwest of the DFW terminal area FL240 and above.) From over LOA VORTAC via LOA R-334 to DOLEY INT, then via FUZ R-130 to FUZ VORTAC.

TAKE-OFF OBSTACLES

Rwy 17R, Multiple trees beginning 708′ from DER, 68′ left of centerline, up to 71′ AGL/220′ MSL. Multiple hangars beginning 433′ from DER, 515′ left of centerline, up to 37′ AGL/182′ MSL. DME antenna 653′ from DER, 256′ left of centerline, 13′ AGL/162′ MSL. Multiple trees and pole beginning 85′ from DER, 294′ right of centerline, up to 45′ AGL/189′ MSL.

Rwy 35L, Multiple trees and poles beginning 144′ from DER, 32′ left of centerline, up to 79′ AGL/238′ MSL. Multiple hangars and buildings beginning 85′ from DER, 9′ left of centerline, up to 53′ AGL/202′ MSL. Multiple trees, towers and pole beginning 100′ from DER, 124′ right of centerline, up to 93′ AGL/247′ MSL. Vehicle and road 315′ from DER, on centerline 15′ AGL/166′ MSL. Building 894′ from DER, 231′ right of centerline, 23′ AGL/173′ MSL.

LOC I-HEW 110.5 Chan 42	APP CRS 168°	Rwy Idg 6012 TDZE 152 Apt Elev 152

LOC RWY 17R

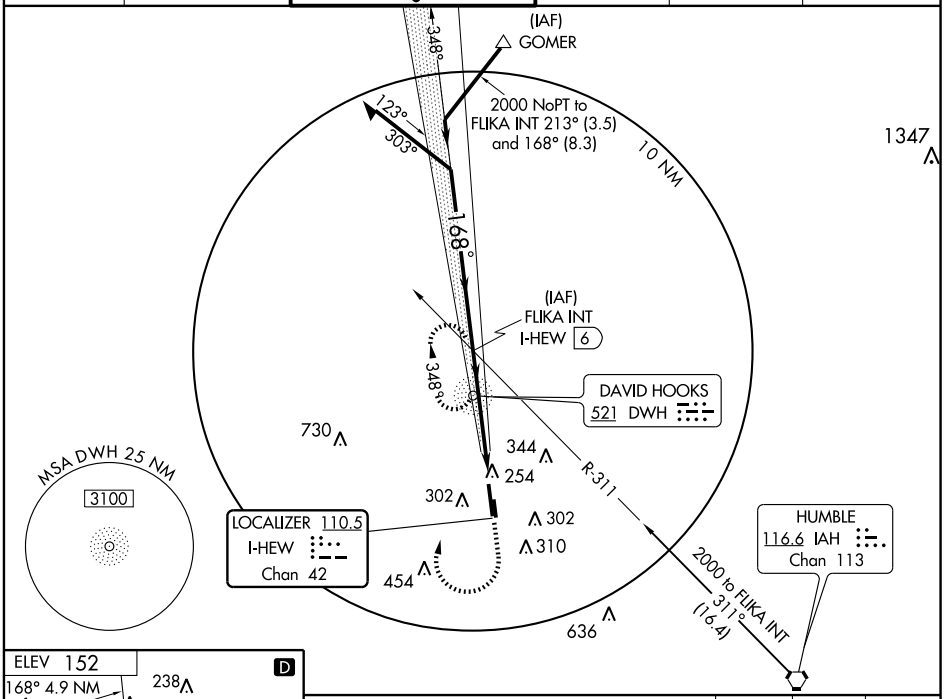
HOUSTON/ DAVID WAYNE HOOKS MEMORIAL (DWH)

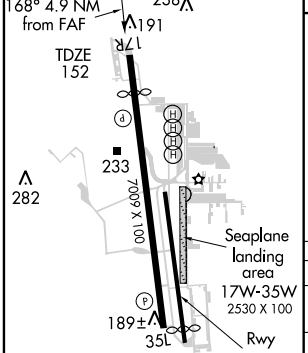
When local altimeter setting not received, use George Bush Intercontinental/Houston altimeter setting. ADF required.

NA

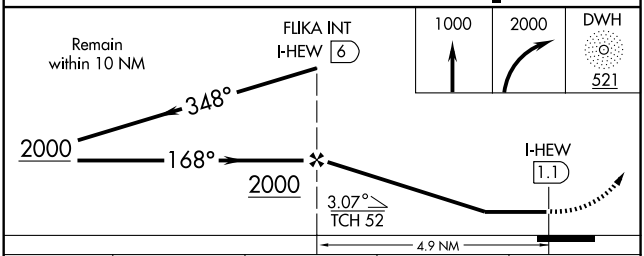
MISSED APPROACH: Climb to 1000 then climbing right turn to 2000 direct DWH NDB and hold.

ATIS	HOUSTON APP CON	HOOKS TOWER★	GND CON	CLNC DEL	UNICOM
124.95	119.7 281.4	127.4 354.1 EAST 118.4 (CTAF) L 354.1 WEST	121.8 239.0	119.45	122.95





FAF to MAP 4.9NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38



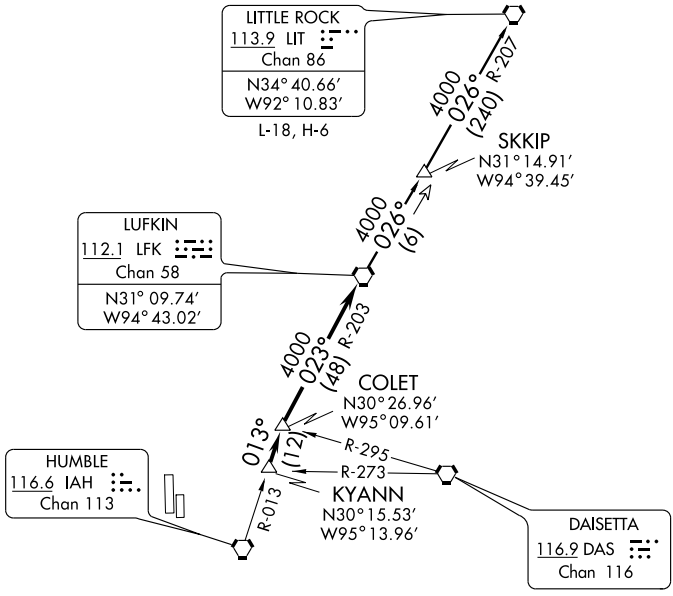
CATEGORY	A	B	C	D
S-17R	640-1 488 (500-1)		640-1¼ 488 (500-1¼)	640-1½ 488 (500-1½)
CIRCLING	640-1 488 (500-1)	660-1 508 (600-1)	660-1½ 508 (600-1½)	720-2 568 (600-2)
GEORGE BUSH INTERCONTINENTAL/HOUSTON ALTIMETER SETTING MINIMUMS				
S-17R	660-1 508 (600-1)		660-1½ 508 (600-1½)	
CIRCLING	680-1 528 (600-1)	700-1 548 (600-1)	700-1 ½ 548 (600-1½)	720-2 568 (600-2)

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LUFKIN FIVE DEPARTURE

SL-5457 (FAA)

ATIS 124.95
CLNC DEL
119.45
GND CON
121.8 239.0
HOOKS TOWER★
127.4 354.1 (EAST)
118.4 (CTAF) 354.1 (WEST)
HOUSTON DEP CON
119.7 281.4



NOTE: Radar Required.
NOTE: For aircraft destined LIT, or overflying LIT or PXV.

TAKE-OFF MINIMUMS:
Rwys 17R, 35L, standard.
Rwy 17L, 35R NA - environmental.
Waterway 17, 35 NA - air traffic.

NOTE: Chart not to scale.

(NOTES ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to KYANN INT, maintain 4000′, expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-013 to COLET INT, then right turn via LFK R-203 to LFK VORTAC.

LITTLE ROCK TRANSITION (LFK5.LIT): From over LFK VORTAC via LFK R-026 to SKKIP INT, then via LIT R-207 to LIT VORTAC.

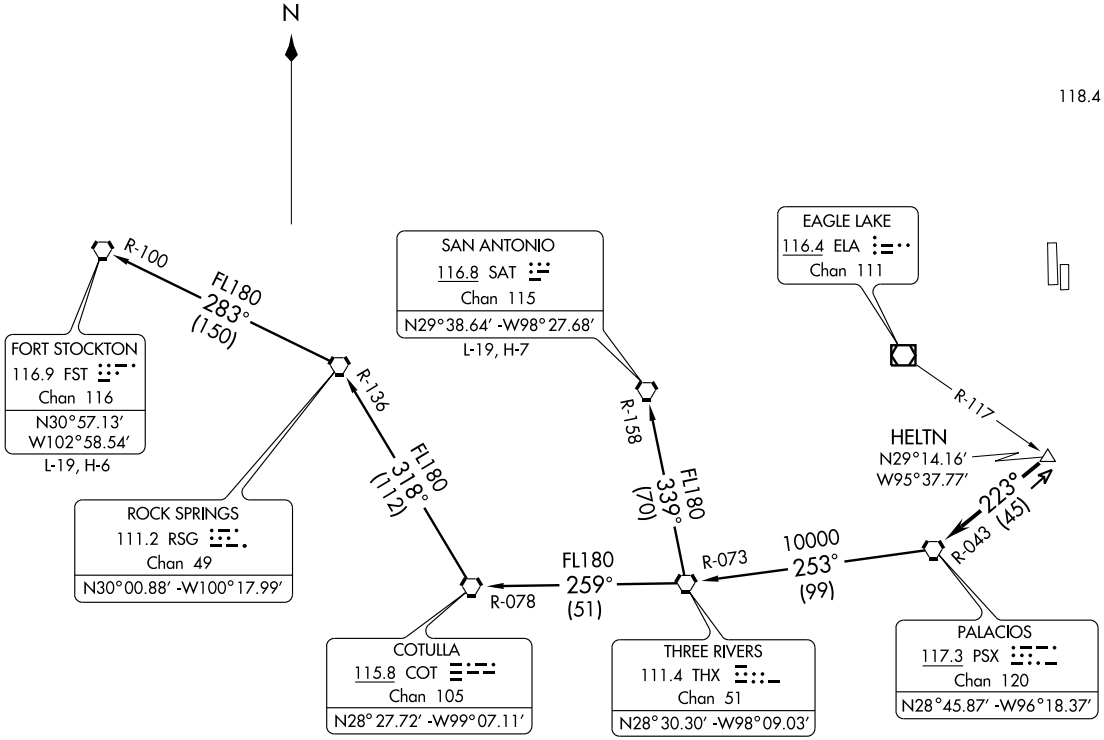
SC-5, 08 APR 2010 to 06 MAY 2010

TAKE-OFF OBSTACLES

Rwy 17R, Multiple trees beginning 708′ from DER, 68′ left of centerline, up to 71′ AGL/220′ MSL.
Multiple hangars beginning 433′ from DER, 515′ left of centerline, up to 37′ AGL/182′ MSL.
DME antenna 653′ from DER, 256′ left of centelrine, 13′ AGL/162′ MSL.
Multiple trees and pole beginning 85′ from DER, 294′ right of centerline, up to 45′ AGL/189′ MSL.

Rwy 35L, Multiple trees and poles beginning 144′ from DER, 32′ left of centerline, up to 79′ AGL/238′ MSL.
Multiple hangars and buildings beginning 85′ from DER, 9′ left of centerline, up to 53′ AGL/202′ MSL.
Multiple trees, towers and pole beginning 100′ from DER, 124′ right of centerline, up to 93′ AGL/247′ MSL. Vehicle and road 315′ from DER, on centerline, 15′ AGL/166′ MSL.
Building 894′ from DER, 231′ right of centerline, 23′ AGL/173′ MSL.

ATIS 124.95
CLNC DEL
119.45
GND CON
121.8 239.0
HOOKS TOWER ★
127.4 354.1 (EAST)
118.4 (CTAF) 354.1 (WEST)
HOUSTON DEP CON
119.7 281.4



TAKE-OFF MINIMUMS:
Rwys 17R, 35L, standard.
Rwys 17L, 35R NA - environmental.
Waterway 17, 35 NA - air traffic.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Radar Required
NOTE: Chart not to scale

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to HELTN INT, maintain 4000'. Expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via PSX R-043 to PSX VORTAC.

FORT STOCKTON TRANSITION (PSX3.FST): From over PSX VORTAC via PSX R-253 and THX R-073 to THX VORTAC, then via THX R-259 and COT R-078 to COT VORTAC, then via COT R-318 and RSG R-136 to RSG VORTAC, then via RSG R-283 and FST R-100 to FST VORTAC.

SAN ANTONIO TRANSITION (PSX3.SAT): From over PSX VORTAC via PSX R-253 and THX R-073 to THX VORTAC, then via THX R-339 and SAT R-158 to SAT VORTAC.

TAKE-OFF OBSTACLES:

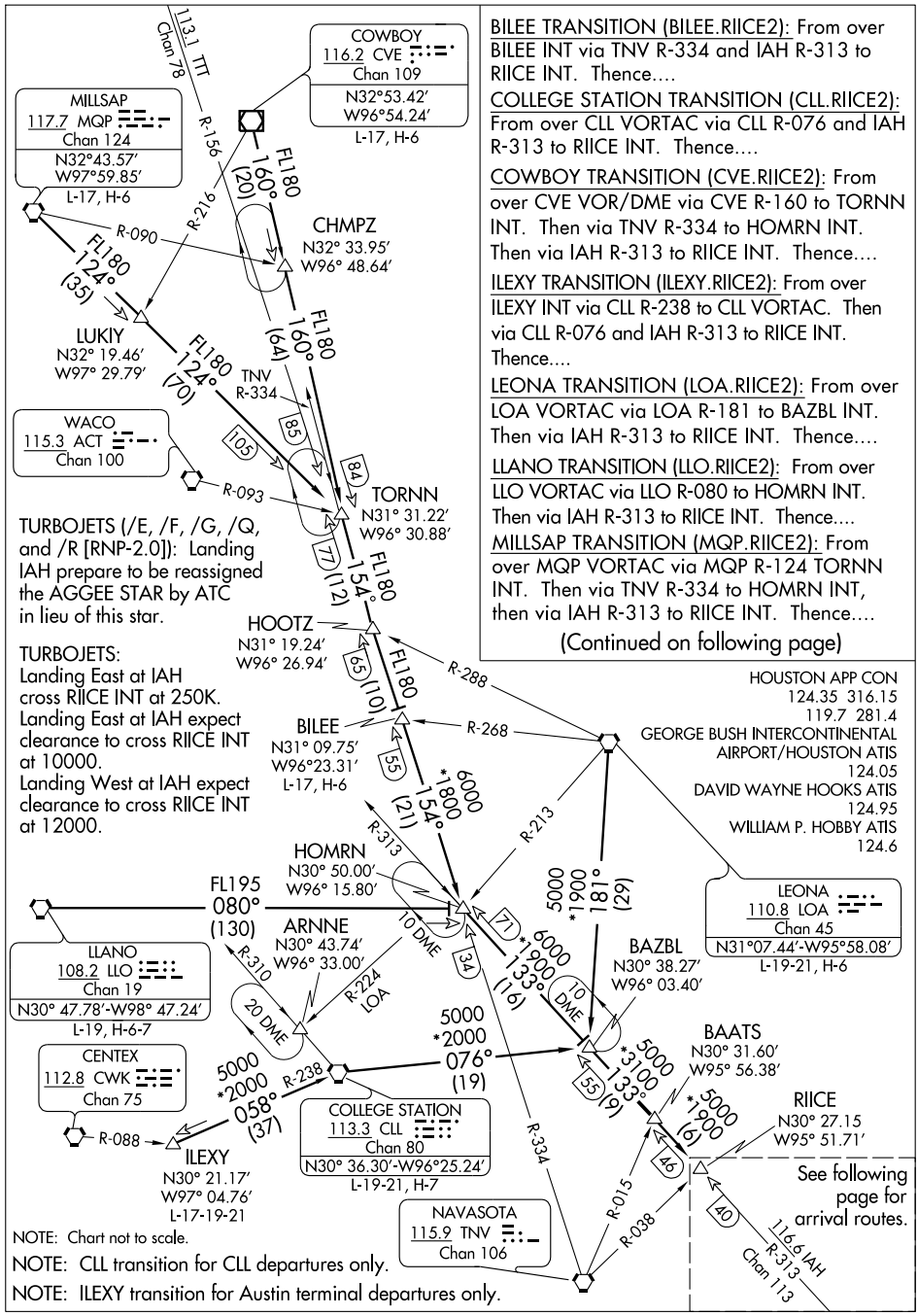
Rwy 17R, Multiple trees beginning 708' from DER, 68' left of centerline, up to 71' AGL/220' MSL.
Multiple hangars beginning 433' from DER, 515' left of centerline, up to 37' AGL/182' MSL.
DME antenna 653' from DER, 256' left of centerline, 13' AGL/162' MSL.
Multiple trees and poles beginning 85' from DER, 294' right of centerline, up to 45' AGL/189' MSL.

Rwy 35L, Multiple trees and poles beginning 144' from DER, 32' left of centerline, up to 79' AGL/238' MSL.
Multiple hangars and buildings beginning 85' from DER, 9' left of centerline, up to 53' AGL/202' MSL.
Multiple trees, towers and pole beginning 100' from DER, 124' right of centerline, up to 93' AGL/247' MSL.
Vehicle and road 315' from DER, on centerline 15' AGL/166' MSL.
Building 894' from DER, 231' right of centerline, 23' AGL/173' MSL.

SC-5, 08 APR 2010 to 06 MAY 2010

RIICE TWO ARRIVAL Transition Routes

HOUSTON, TEXAS



BILEE TRANSITION (BILEE.RIICE2): From over BILEE INT via TNV R-334 and IAH R-313 to RIICE INT. Thence....

COLLEGE STATION TRANSITION (CLL.RIICE2): From over CLL VORTAC via CLL R-076 and IAH R-313 to RIICE INT. Thence....

COWBOY TRANSITION (CVE.RIICE2): From over CVE VOR/DME via CVE R-160 to TORNN INT. Then via TNV R-334 to HOMRN INT. Then via IAH R-313 to RIICE INT. Thence....

ILEXY TRANSITION (ILEXY.RIICE2): From over ILEXY INT via CLL R-238 to CLL VORTAC. Then via CLL R-076 and IAH R-313 to RIICE INT. Thence....

LEONA TRANSITION (LOA.RIICE2): From over LOA VORTAC via LOA R-181 to BAZBL INT. Then via IAH R-313 to RIICE INT. Thence....

LLANO TRANSITION (LLO.RIICE2): From over LLO VORTAC via LLO R-080 to HOMRN INT. Then via IAH R-313 to RIICE INT. Thence....

MILLSAP TRANSITION (MQP.RIICE2): From over MQP VORTAC via MQP R-124 TORNN INT. Then via TNV R-334 to HOMRN INT, then via IAH R-313 to RIICE INT. Thence....

(Continued on following page)

NOTE: Chart not to scale.

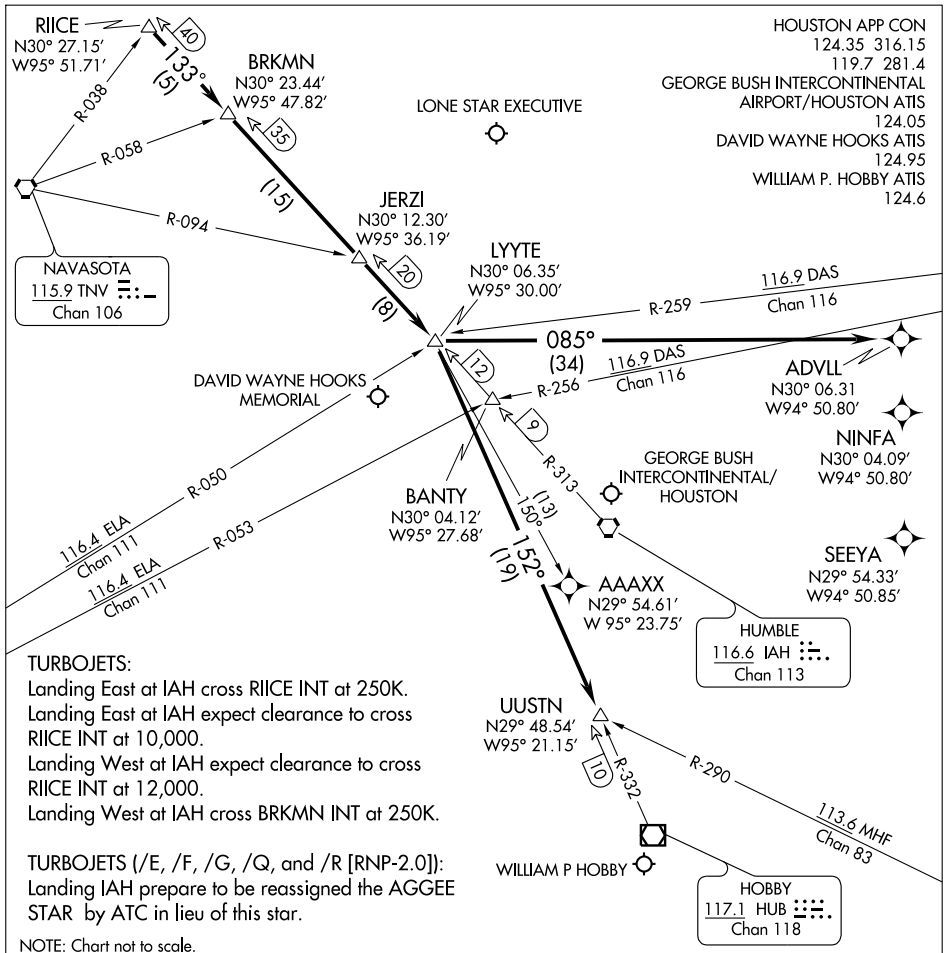
NOTE: CLL transition for CLL departures only.

NOTE: ILEXY transition for Austin terminal departures only.

SC-5, 08 APR 2010 to 06 MAY 2010

RIICE TWO ARRIVAL Arrival Routes

HOUSTON, TEXAS



TURBOJETS:
Landing East at IAH cross RIICE INT at 250K.
Landing East at IAH expect clearance to cross RIICE INT at 10,000.
Landing West at IAH expect clearance to cross RIICE INT at 12,000.
Landing West at IAH cross BRKMN INT at 250K.

TURBOJETS (/E, /F, /G, /Q, and /R [RNP-2.0]):
Landing IAH prepare to be reassigned the AGGEE STAR by ATC in lieu of this star.

NOTE: Chart not to scale.

GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):
....From over RIICE INT via IAH R-313 to LYYTE INT. Landing Runway 26L/26R or 27; fly heading 085° for vectors to final approach course. For /E, /F, /G, /Q and /R (RNP-2.0), equipped aircraft from LYYTE INT direct ADVLL WP, expect vectors to final approach course prior to ADVLL WP; if not received by ADVLL WP, fly present heading.

WILLIAM P. HOBBY (HOU) (ATC ASSIGNED):
....From over RIICE INT via IAH R-313 to LYYTE INT, then via HUB R-332 to UUSTN INT, expect vectors to final approach course at or prior to UUSTN INT.

DAVID WAYNE HOOKS MEMORIAL (DWH) and LONE STAR EXCUTIVE (CXO):
....From over RIICE INT via IAH R-313 to LYYTE INT, expect vectors to final approach course at or prior to LYYTE INT.

ALL OTHER RUNWAYS: Expect vectors to final approach course at or prior to LYYTE INT.

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APP CRS	Rwy Idg	6002
168°	TDZE	152
	Apt Elev	152

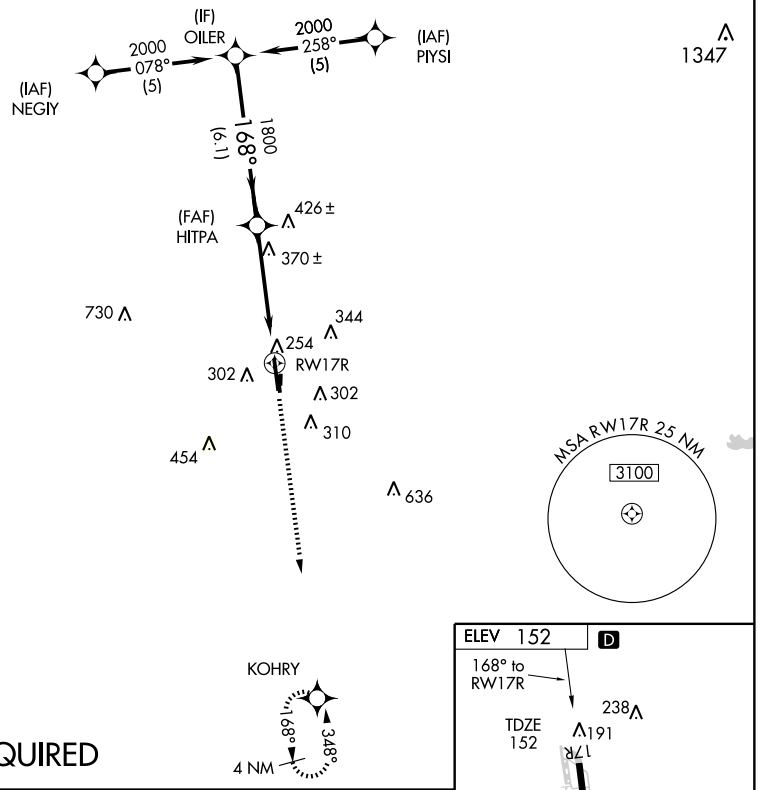
RNAV (GPS) RWY 17R

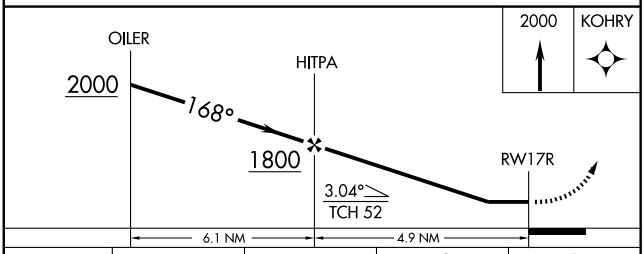
HOUSTON/ DAVID WAYNE HOOKS MEMORIAL (DWH)

If local altimeter setting not received, use George Bush Intercontinental/Houston altimeter setting and increase all MDAs 40 feet. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

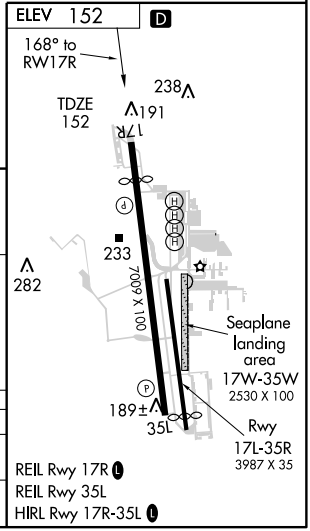
MISSED APPROACH: Climb to 2000 direct KOHRY and hold.

ATIS	HOUSTON APP CON	HOOKS TOWER★	GND CON	CLNC DEL	UNICOM
124.95	119.7 281.4	127.4 354.1 EAST 118.4 (CTAF) L 354.1 WEST	121.8 239.0	119.45	122.95





CATEGORY	A	B	C	D
LNAV MDA	620-1 468 (500-1)		620-1¼ 468 (500-1¼)	620-1½ 468 (500-1½)
CIRCLING	640-1 488 (500-1)	660-1 508 (600-1)	660-1½ 508 (600-1½)	720-2 568 (600-2)



SC-5, 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg 6700
CH 45603	348°	TDZE 152
W35A		Apt Elev 152

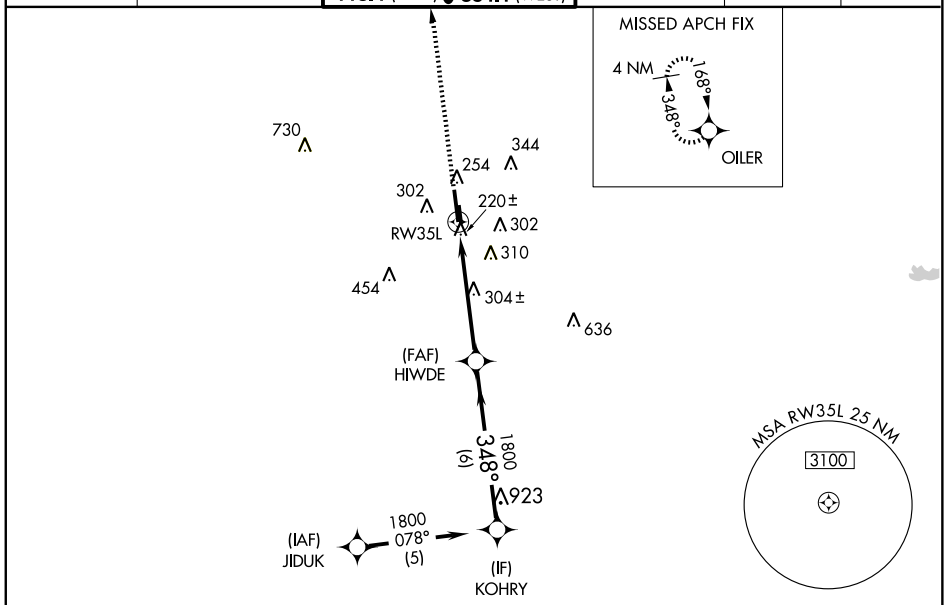
RNAV (GPS) RWY 35L

HOUSTON/ DAVID WAYNE HOOKS MEMORIAL (DWH)

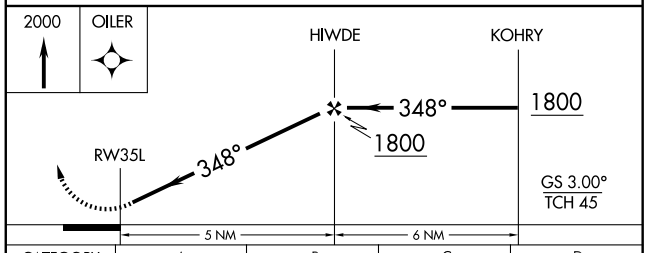
Baro-VNAV NA when using George Bush Intercontinental/Houston altimeter setting.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below-15°C (5°F) or above 48°C (119°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
If local altimeter setting not received, use George Bush Intercontinental/Houston altimeter setting and increase all DAs 36 feet, and all MDAs 40 feet.

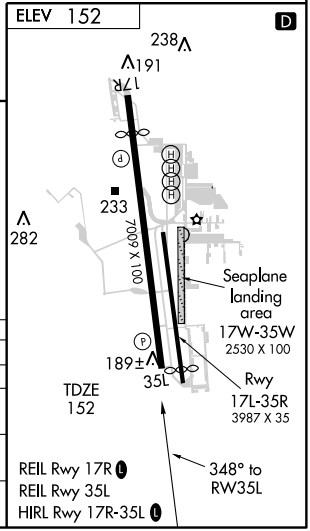
MISSED APPROACH: Climb to 2000 direct OILER and hold.

ATIS	HOUSTON APP CON	HOOKS TOWER★	GND CON	CLNC DEL	UNICOM
124.95	119.7 281.4	127.4 354.1 (EAST) 118.4 (CTAF) L 354.1 (WEST)	121.8 239.0	119.45	122.95



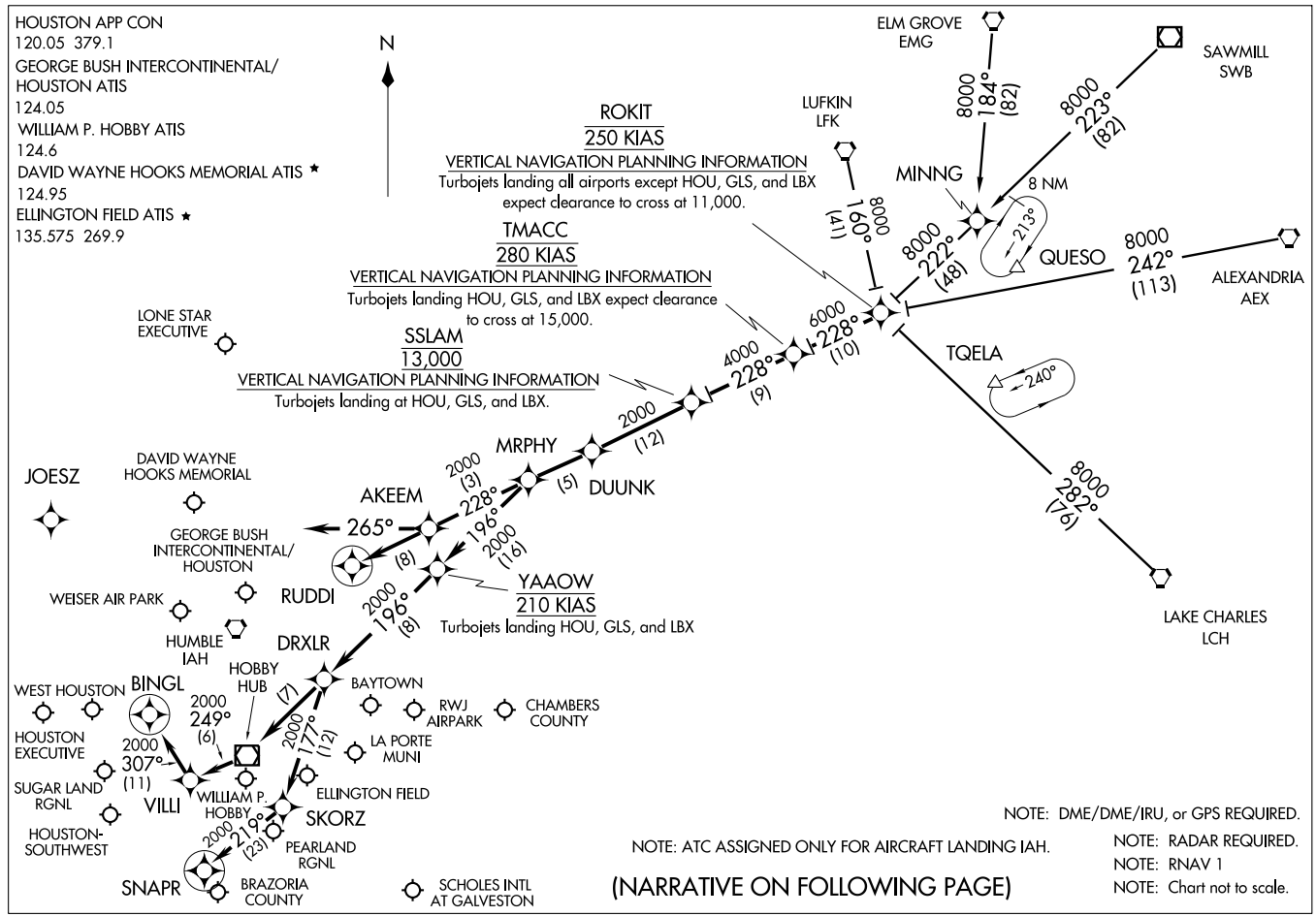
RADAR REQUIRED





CATEGORY	A	B	C	D
LPV DA	451-1 299 (300-1)			
LNAV/ VNAV DA	552-1½ 400 (400-1½)			
LNAV MDA	560-1 408 (500-1)		560-1¼ 408 (500-1¼)	560-1½ 408 (500-1½)
CIRCLING	640-1 488 (500-1)	660-1 508 (600-1)	660-1½ 508 (600-1½)	720-2 568 (600-2)

SC-5, 08 APR 2010 to 06 MAY 2010



(ROKIT.ROKIT1) 09127

ROKIT ONE ARRIVAL (RNAV)

ST-5461(FAA)

HOUSTON, TEXAS

ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.ROKIT1): For non-GPS equiped aircraft: LCH, AEX, LFK, and DAS must be operational.
ELM GROVE TRANSITION (EMG.ROKIT1): For non-GPS equiped aircraft: LFK, EMG, LCH, and DAS must be operational.
LAKE CHARLES TRANSITION (LCH.ROKIT1): For non-GPS equiped aircraft: BPT, LCH, DAS, and IAH must be operational.
LUFKIN TRANSITION (LFK.ROKIT1): For non-GPS equiped aircraft: IAH and DAS must be operational.
SAWMILL TRANSITION (SWB.ROKIT1): For non-GPS equiped aircraft: LFK and DAS must be operational.

From ROKIT via 228° track to TMACC, thence as depicted to MRPHY. Thence . . . .

FOR DAVID WAYNE HOOKS MEMORIAL (DWH) AND LONE STAR EXECUTIVE (CXO):
. . . . From MRPHY via 228° track to AKEEM, thence as depicted to RUDDI. Expect vectors to final approach course prior to RUDDI.

FOR WILLIAM P. HOBBY (HOU):
RUNWAY 4 . . . . From MRPHY via 196° track to YAAOW, thence as depicted to SNAPR. Expect vectors to final approach course prior to SNAPR, if not received by SNAPR fly present heading.

RUNWAY 12R . . . . From MRPHY via 196° track to YAAOW, thence as depicted to BINGL. Expect vectors to final approach course prior to BINGL, if not received by BINGL fly present heading.

ALL OTHER RUNWAYS . . . . From MRPHY via 196° track to YAAOW, thence as depicted to DRXLR. Expect vectors to final approach course prior to DRXLR.

FOR GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):
RUNWAYS 8 L/R and 9 . . . . From MRPHY via 228° track to AKEEM, then via 265° heading. Expect radar vectors.

ALL OTHER RUNWAYS . . . . From MRPHY via 228° track to AKEEM, thence as depicted to RUDDI. Expect vectors to final appraoch course prior to RUDDI.

FOR OTHER SATELLITE AIRPORTS:
. . . . From MRPHY via 196° track to YAAOW, thence as depicted to DRXLR. Expect vectors to final approach course prior to DRXLR.

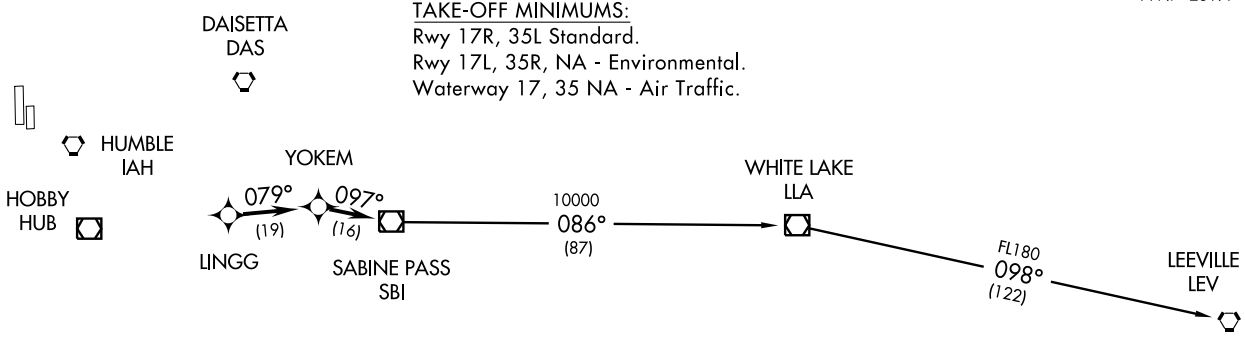
SC-5, 08 APR 2010 to 06 MAY 2010

NOTE: Chart not to scale.

Note: RADAR Required.
Note: RNAV 1.
Note: DME/DME/IRU or GPS Required.
Note: For non-GPS equipped aircraft, BPT and LCH must be operational.

ATIS 124.95
CLNC DEL 119.45
GND CON
121.8 239.0
HOOKS TOWER ★
127.4 354.1 (EAST)
118.4 (CTAF) 354.1 (WEST)
HOUSTON DEP CON
119.7 281.4

TAKE-OFF MINIMUMS:
Rwy 17R, 35L Standard.
Rwy 17L, 35R, NA - Environmental.
Waterway 17, 35 NA - Air Traffic.



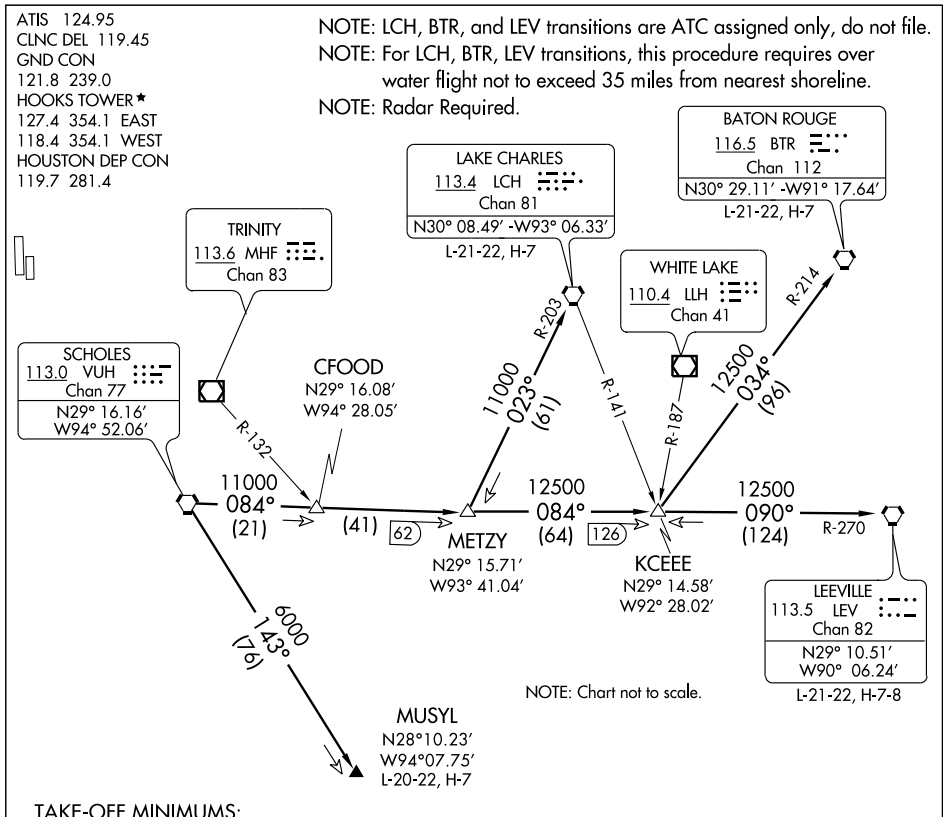
TAKE-OFF OBSTACLES:
Rwy 17R, Multiple trees beginning 708′ from DER, 68′ left of centerline, up to 71′ AGL/220′ MSL. Multiple hangars beginning 433′ from DER, 515′ left of centerline, up to 37′ AGL/182′ MSL. DME antenna 653′ from DER, 256′ left of centerline, 13′ AGL/162′ MSL. Multiple trees and pole beginning 85′ from DER, 294′ right of centerline, up to 45′ AGL/189′ MSL.
Rwy 35L, Multiple trees and poles beginning 144′ from DER, 32′ left of centerline, up to 79′ AGL/238′ MSL. Multiple hangars and buildings beginning 85′ from DER, 9′ left of centerline, up to 53′ AGL/202′ MSL. Multiple trees, towers and pole beginning 100′ from DER, 124′ right of centerline, up to 93′ AGL/247′ MSL. Vehicle and road 315′ from DER, on centerline 15′ AGL/166′ MSL. Building 894′ from DER, 231′ right of centerline, 23′ AGL/173′ MSL.

DEPARTURE ROUTE DESCRIPTION

Expect vectors to LINGG, maintain 4000, then via depicted route to SBI VOR/DME, thence. . . .

. . . .via (transition). Expect clearance to filed altitude/flight level 10 minutes after departure.

LEEVILLE TRANSITION: (SBI1.LEV)
WHITE LAKE TRANSITION: (SBI1.LLA)



TAKE-OFF MINIMUMS:
Rwys 17R, 35L standard.
Rwy 17L, 35R NA - environmental.
Waterway 17, 35 NA - air traffic.

(TAKE-OFF NOTES ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to VUH VORTAC, maintain 4000′, expect filed altitude 10 minutes after departure.

BATON ROUGE TRANSITION (VUH3.BTR): From over VUH VORTAC via VUH R-084 to KCEEE INT, then via BTR R-214 to BTR VORTAC.

LAKE CHARLES TRANSITION (VUH3.LCH): From over VUH VORTAC via VUH R-084 to METZY INT, then via LCH R-203 to LCH VORTAC.

LEEVILLE TRANSITION (VUH3.LEV): From over VUH VORTAC via VUH R-084 to KCEEE INT, then via LEV R-270 to LEV VORTAC.

MUSYL TRANSITION (VUH3.MUSYL): From over VUH VORTAC via VUH R-143 to MUSYL.

SC-5, 08 APR 2010 to 06 MAY 2010

TAKE-OFF OBSTACLES:

Rwy 17R, Multiple trees beginning 708′ from DER, 68′ left of centerline, up to 71′ AGL/220′ MSL.
Multiple hangars beginning 433′ from DER, 515′ left of centerline, up to 37′ AGL/182′ MSL.
DME antenna 653′ from DER, 256′ left of centerline, 13′ AGL/162′ MSL.
Multiple trees and pole beginning 85′ from DER, 294′ right of centerline, up to 45′ AGL/189′ MSL.

Rwy 35L, Multiple trees and poles beginning 144′ from DER, 32′ left of centerline, up to 79′ AGL/238′ MSL.
Multiple hangars and buildings beginning 85′ from DER, 9′ left of centerline, up to 53′ AGL/202′ MSL.
Multiple trees, towers and pole beginning 100′ from DER, 124′ right of centerline, up to 93′ AGL/247′ MSL.
Vehicle and road 315′ from DER, on centerline, 15′ AGL/166′ MSL.
Building 894′ from DER, 231′ right of centerline, 23′ AGL/173′ MSL.

SC-5, 08 APR 2010 to 06 MAY 2010

VORTAC IAH	APP CRS	Rwy Idg	6700
116.6	348°	TDZE	152
Chan 113		Apt Elev	152

VOR/DME RNAV RWY 35L

HOUSTON/ DAVID WAYNE HOOKS MEMORIAL (DWH)

Obtain local altimeter setting on CTAF; when not received, use George Bush Intercontinental/Houston altimeter setting.

MISSED APPROACH: Climb to 1800 direct OILER and hold.

ATIS	HOUSTON APP CON	HOOKS TOWER ★	GND CON	CLNC DEL	UNICOM
124.95	119.7 281.4	127.4 354.1 EAST 118.4 (CTAF) L 354.1 WEST	121.8 239.0	119.45	122.95

MSA RW35L 25 NM
3100

4 NM 168° 348°

OILER
N30°14.11′ -W95°34.71′
116.6 IAH 319.0° -20.6
90

1347

730 344 254 302 302 310 454 636

MAP
N30°03.25′ -W95°33.12′
116.6 IAH 293.5°-12.2
90

FAF
HIWDE
N29°58.30′ -W95°32.40′
116.6 IAH 270.0°-10.2
90

2000 121° (10.1)

348° (5)

2000 242° (10.3)

STRUK
N29°59.25′ -W95°41.07′
116.6 IAH 271.0°-17.8
90

HUMBLE
116.6 IAH
Chan 113

168° 348°

IAF
KOHRY
N29°53.32′ -W95°31.67′
116.6 IAH 241.8°-10.3
90

4 NM

ELEV 152 D

238 191 17R 233 282 7009 X 100

Seaplane landing area

17W-35W
2530 X 100

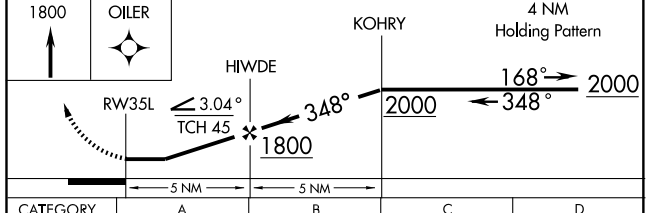
TDZE
152
189±

35L

Rwy 17L-35R
3987 X 35

REIL Rwy 17R L
REIL Rwy 35L
HIRL Rwy 17R-35L L

348° to MAP WP



CATEGORY	A	B	C	D
S-35L	620-1 468 (500-1)		620-1¼ 468 (500-1¼)	620-1½ 468 (500-1½)
CIRCLING	640-1 488 (500-1)	660-1 508 (600-1)	660-1½ 508 (600-1½)	720-2 568 (600-2)
GEORGE BUSH INTERCONTINENTAL/HOUSTON ALTIMETER SETTING MINIMUMS				
S-35L	660-1 508 (600-1)		660-1½ 508 (600-1½)	
CIRCLING	680-1 528 (600-1)	700-1 548 (600-1)	700-1½ 548 (600-1½)	720-2 568 (600-2)

SC-5, 08 APR 2010 to 06 MAY 2010

HOUSTON APP CON
134.65 290.5
GEORGE BUSH INTERCONTINENTAL/
HOUSTON ATIS
124.05
DAVID WAYNE HOOKS MEMORIAL ATIS
124.95
LONE STAR EXECUTIVE ATIS
118.325

ARRIVAL DESCRIPTION

HARVEY TRANSITION (HRV.WOLDE2):

KLAMS TRANSITION (KLAMS.WOLDE2):

LEEVILLE TRANSITION (LEV.WOLDE2):

SABINE PASS TRANSITION (SBI.WOLDE2):

SEMMES TRANSITION (SJI.WOLDE2):

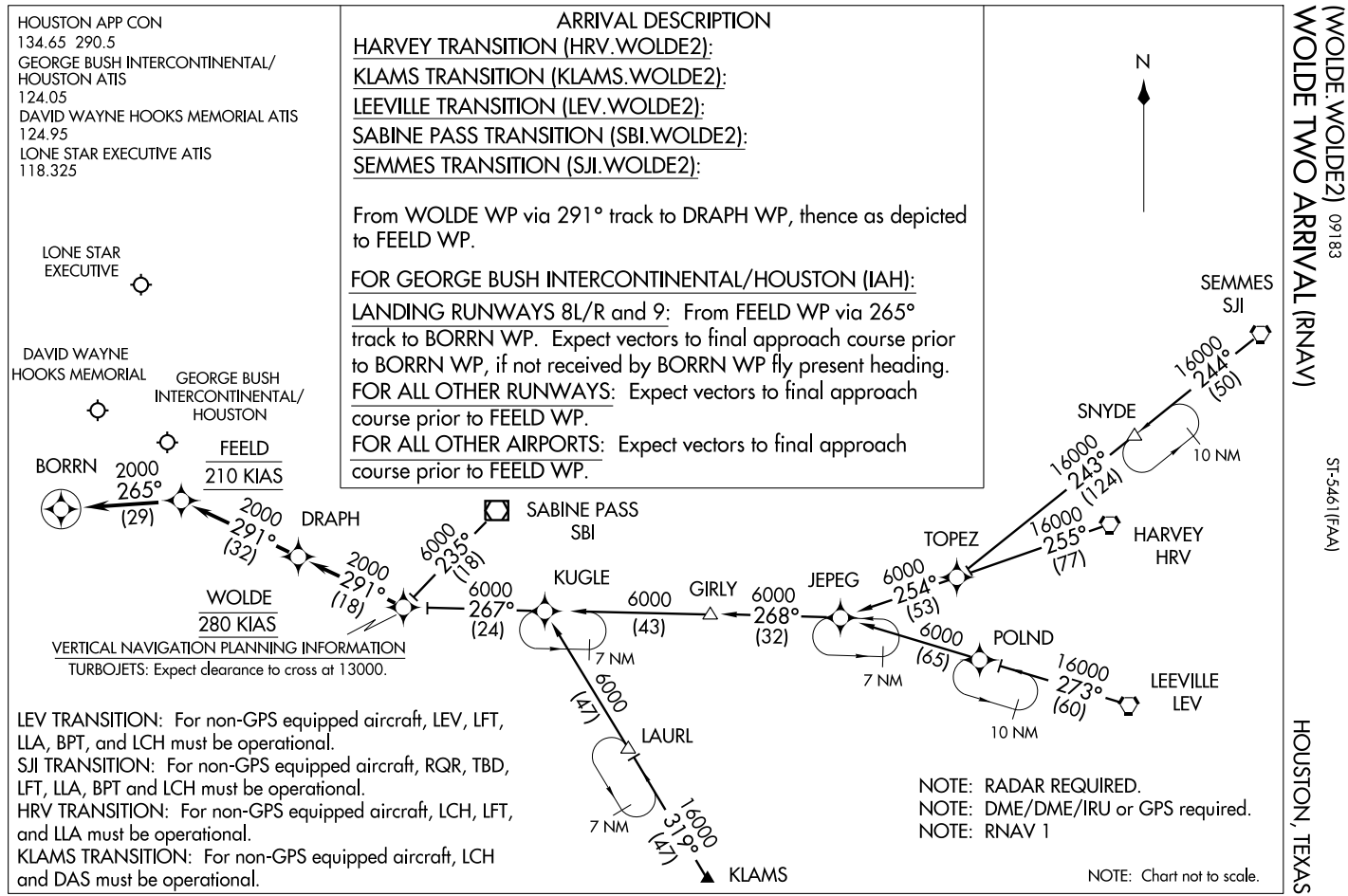
From WOLDE WP via 291° track to DRAPH WP, thence as depicted to FEELD WP.

FOR GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):

LANDING RUNWAYS 8L/R and 9: From FEELD WP via 265° track to BORRN WP. Expect vectors to final approach course prior to BORRN WP, if not received by BORRN WP fly present heading.

FOR ALL OTHER RUNWAYS: Expect vectors to final approach course prior to FEELD WP.

FOR ALL OTHER AIRPORTS: Expect vectors to final approach course prior to FEELD WP.



LEV TRANSITION: For non-GPS equipped aircraft, LEV, LFT, LLA, BPT, and LCH must be operational.

SJI TRANSITION: For non-GPS equipped aircraft, RQR, TBD, LFT, LLA, BPT and LCH must be operational.

HRV TRANSITION: For non-GPS equipped aircraft, LCH, LFT, and LLA must be operational.

KLAMS TRANSITION: For non-GPS equipped aircraft, LCH and DAS must be operational.

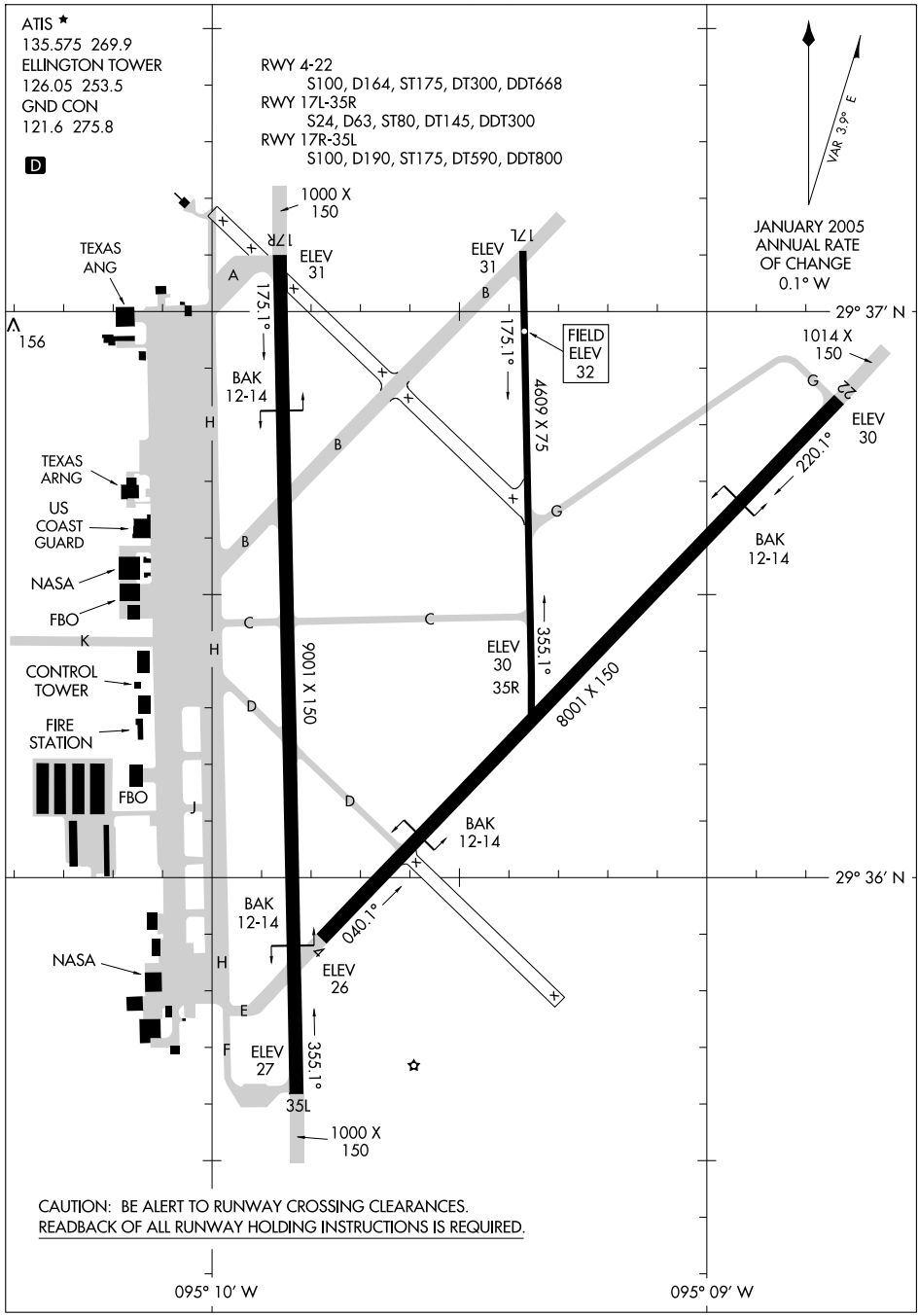
NOTE: RADAR REQUIRED.
NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1

NOTE: Chart not to scale.

AIRPORT DIAGRAM

AL-197 (FAA)

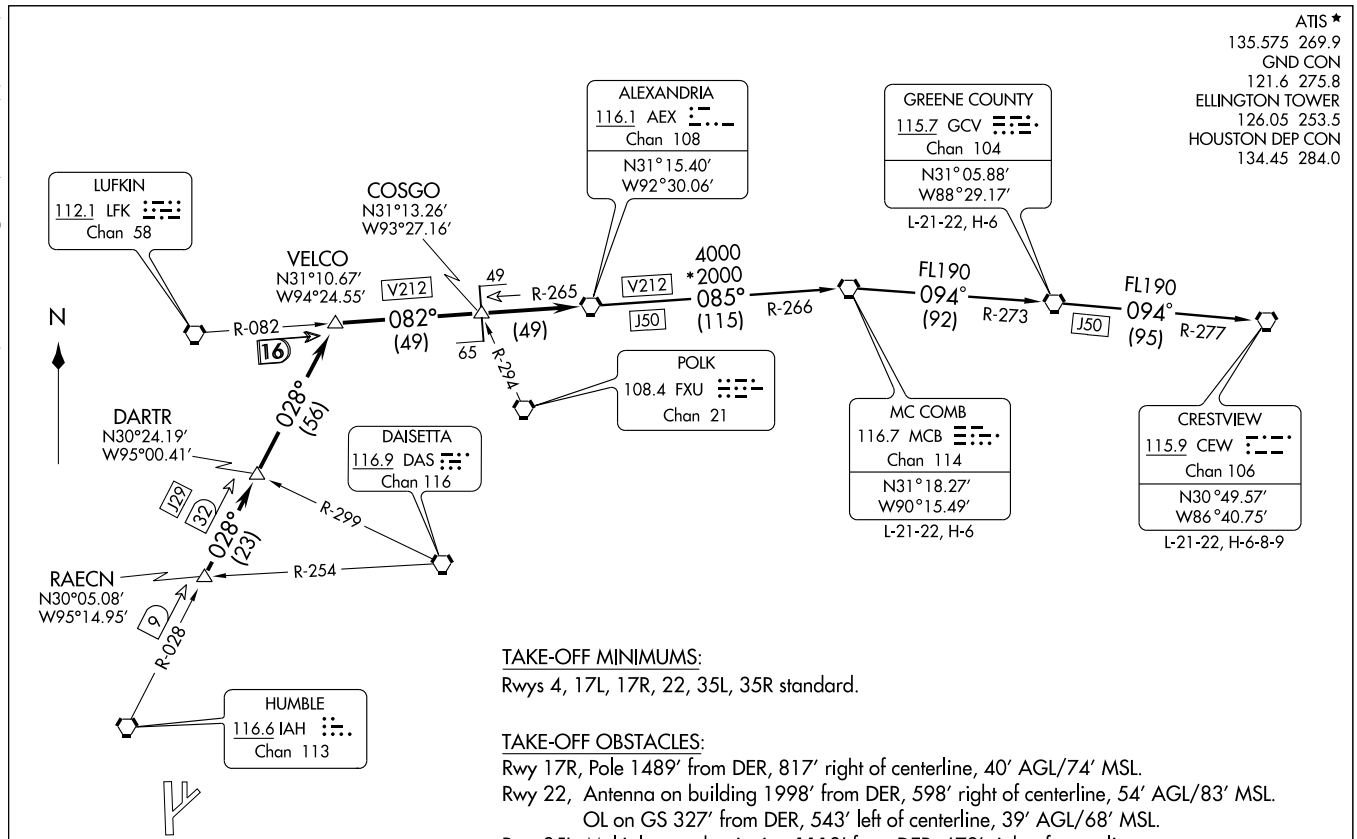
HOUSTON/ ELLINGTON FIELD (EFD)
HOUSTON, TEXAS



CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

SC-5, 08 APR 2010 to 06 MAY 2010

ALEXANDRIA FOUR DEPARTURE



TAKE-OFF MINIMUMS:

Rwys 4, 17L, 17R, 22, 35L, 35R standard.

TAKE-OFF OBSTACLES:

Rwy 17R, Pole 1489′ from DER, 817′ right of centerline, 40′ AGL/74′ MSL.

Rwy 22, Antenna on building 1998′ from DER, 598′ right of centerline, 54′ AGL/83′ MSL. OL on GS 327′ from DER, 543′ left of centerline, 39′ AGL/68′ MSL.

Rwy 35L, Multiple trees beginning 1118′ from DER, 679′ right of centerline, up to 37′ AGL/77′ MSL. Crane 2352′ from DER, 1024′ left of centerline, 37′ AGL/97′ MSL.

Rwy 35R, Tree 1597′ from DER, 32′ left of centerline, 33′ AGL/80′ MSL.

NOTE: Radar Required.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION

Expect vectors to RAECN INT, maintain 4000', expect filed altitude 10 minutes after departure. Thence . . . .

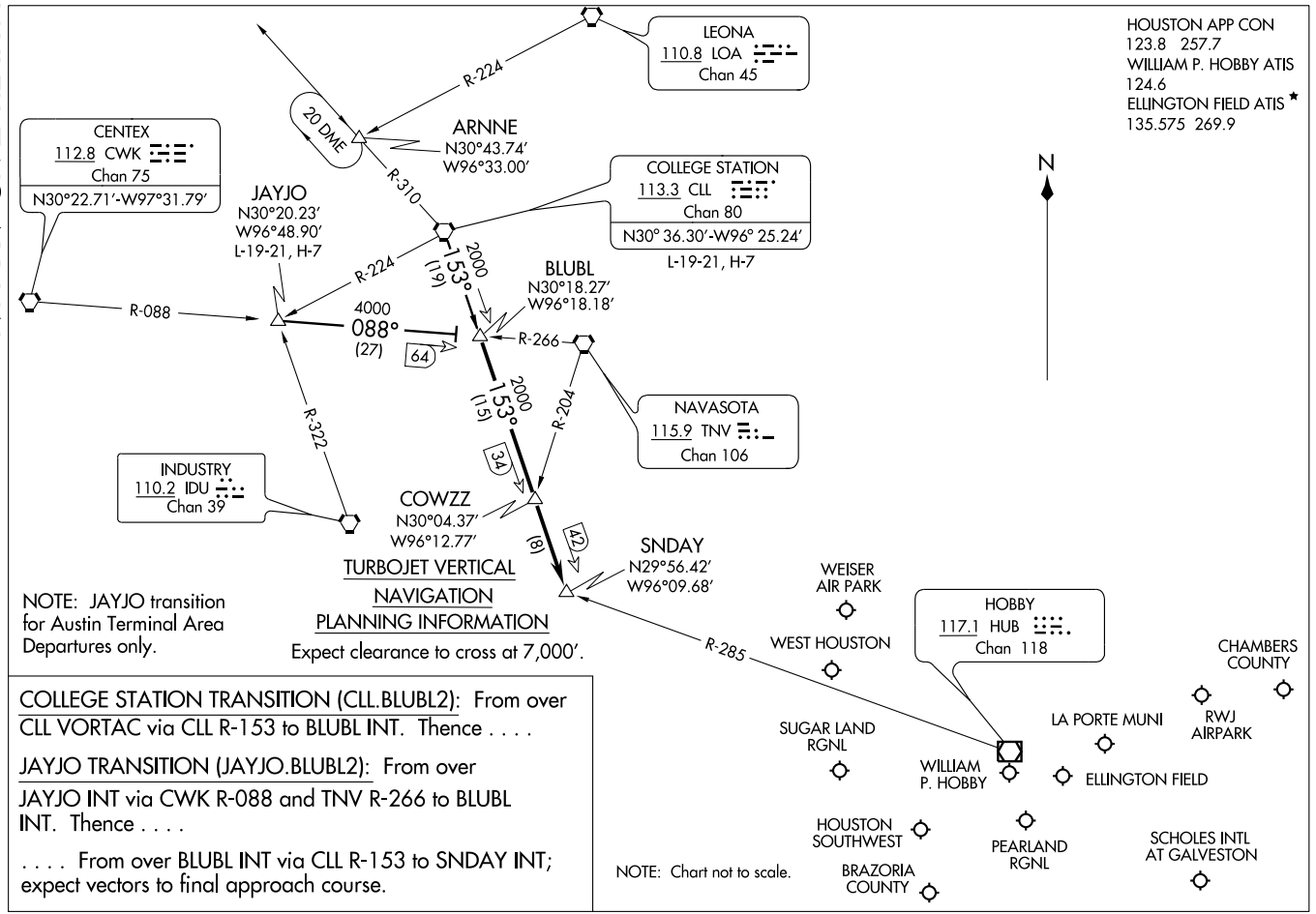
. . . . via IAH R-028 to VELCO INT, then right turn via LFK R-082 and AEX R-265 to AEX VORTAC.

THE FOLLOWING TRANSITIONS ARE ATC ASSIGNED ONLY DO NOT FILE:

CRESTVIEW TRANSITION (AEX4.CEW): (For aircraft being weather rerouted to join a jet route off CEW VORTAC or overflying CEW VORTAC to join a direct route). From over AEX VORTAC via AEX R-085 and MCB R-266 to MCB VORTAC, then via MCB R-094 and GCV R-273 to GCV VORTAC, then via GCV R-094 and CEW R-277 to CEW VORTAC.

GREENE COUNTY TRANSITION (AEX4.GCV): (For aircraft being weather rerouted to join a jet route off GCV VORTAC or overflying GCV VORTAC to join a direct route). From over AEX VORTAC via AEX R-085 and MCB R-266 to MCB VORTAC, then via MCB R-094 and GCV R-273 to GCV VORTAC.

MC COMB TRANSITION (AEX4.MCB): (For aircraft being weather rerouted to join a jet route off MCB VORTAC or overflying MCB VORTAC to join a direct route). From over AEX VORTAC via AEX R-085 and MCB R-266 to MCB VORTAC.



COLLEGE STATION TRANSITION (CLL.BLUBL2): From over CLL VORTAC via CLL R-153 to BLUBL INT. Thence . . . .

JAYJO TRANSITION (JAYJO.BLUBL2): From over JAYJO INT via CWK R-088 and TNV R-266 to BLUBL INT. Thence . . . .

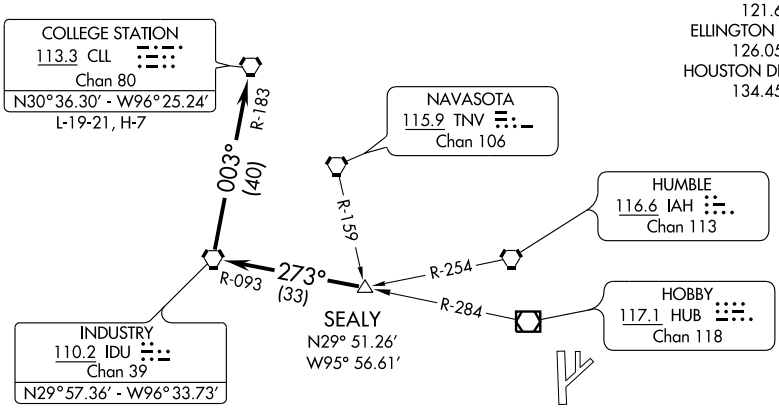
. . . . From over BLUBL INT via CLL R-153 to SNDAY INT; expect vectors to final approach course.

COLLEGE TWO DEPARTURE

SL-197 (FAA)

HOUSTON/ELLINGTON FIELD (EFD)
HOUSTON, TEXAS

ATIS 135.575 269.9
GND CON 121.6 275.8
ELLINGTON TOWER 126.05 253.5
HOUSTON DEP CON 134.45 284.0



TAKE-OFF MINIMUMS:
Rwys 4, 17L, 17R, 22, 35L, 35R standard.

TAKE-OFF OBSTACLES:
Rwy 17R, Pole 1489' from DER, 817' right of centerline, 40' AGL/74' MSL.
Rwy 22, Antenna on Bldg 1998' from DER, 598' right of centerline, 54' AGL/83' MSL. OL on GS 327' from DER, 543' left of centerline, 39' AGL/68' MSL.
Rwy 35L, Multiple trees beginning 1118' from DER, 679' right of centerline, up to 37' AGL/77' MSL. Crane 2352' from DER, 1024' left of centerline, 37' AGL/97' MSL.
Rwy 35R, Tree 1597' from DER, 32' left of centerline, 33' AGL/80' MSL.

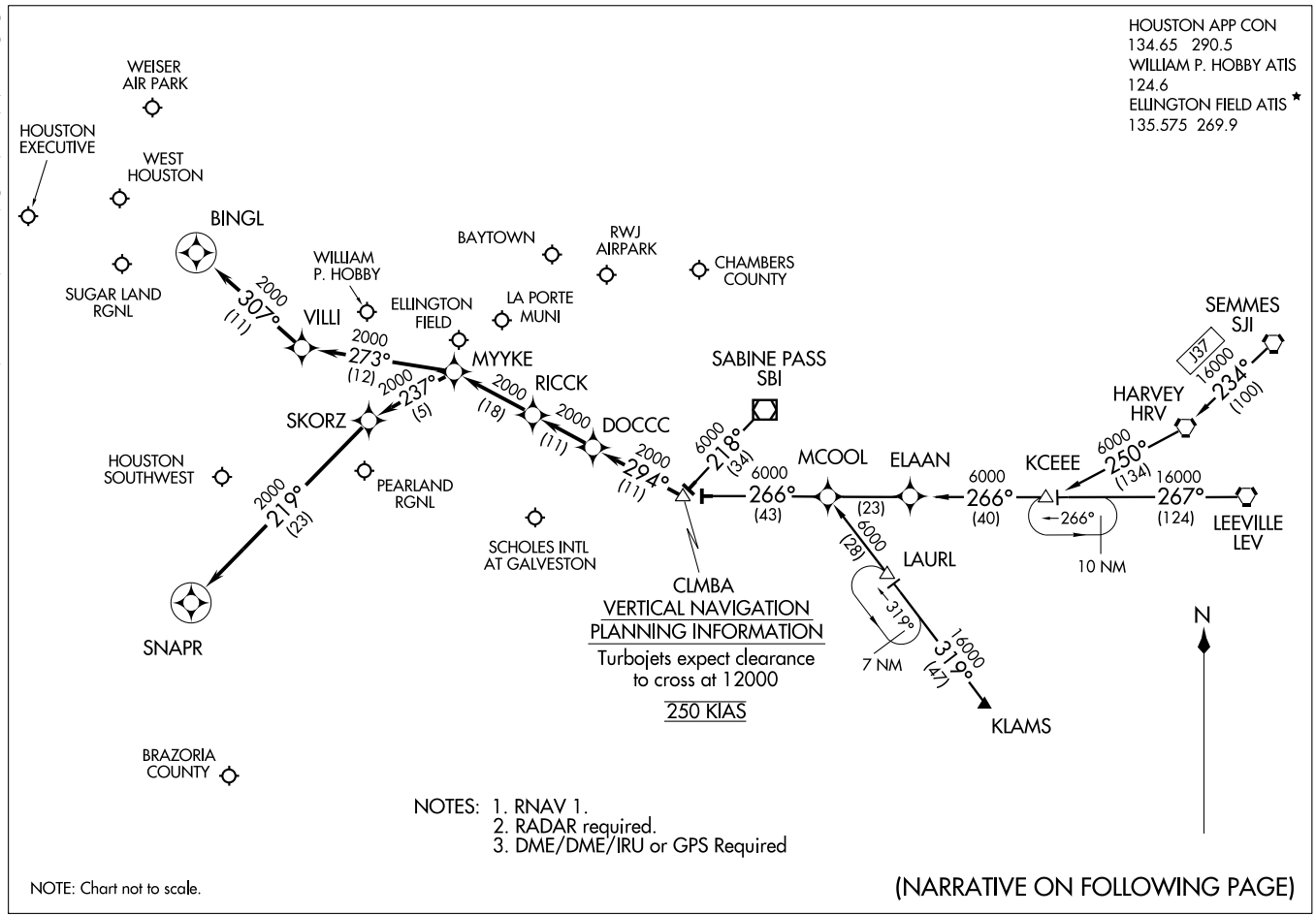
NOTE: Radar Required.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

Expect vectors to SEALY INT, maintain 4000, expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IDU R-093 to IDU VORTAC, then right turn via IDU R-003 and CLL R-183 to CLL VORTAC.



COLUMBIA ONE ARRIVAL (RNAV)

(CLMBA.CLMBA1) 09239

ST-198 (FAA)

HOUSTON, TEXAS

ARRIVAL DESCRIPTION

HARVEY TRANSITION (HRV.CLMBA1): (For non-GPS equipped aircraft LEV, HRV, RQR, LLA, LCH, and DAS must be operational.)
KCEEE TRANSITION (KCEEE.CLMBA1): (For non-GPS equipped aircraft LLA, LCH, and DAS must be operational.)
KLAMS TRANSITION (KLAMS.CLMBA1): (For non-GPS equipped aircraft DAS, LCH, MHF, and VUH must be operational.)
LEEVILLE TRANSITION (LEV.CLMBA1): (For non-GPS equipped aircraft LCH, LLA, and DAS must be operational.)
SABINE PASS TRANSITION (SBI.CLMBA1):
SEMMES TRANSITION (SJI.CLMBA1): (For non-GPS equipped aircraft LEV, HRV, RQR, LLA, LCH, and DAS must be operational.)

From CLMBA WP via 294° track to DOCCC, thence as depicted to RICCK . . . .

WILLIAM P. HOBBY/HOUSTON (HOU):

LANDING RUNWAY 4: . . . . From RICCK via 294° track to MYYKE, thence as depicted to SNAPR. Expect vectors to final approach course prior to SNAPR, if not received by SNAPR fly present heading.

LANDING RUNWAY 12R: . . . . From RICCK via 294° track to MYYKE, thence as depicted to BINGL. Expect vectors to final approach course prior to BINGL, if not received by BINGL fly present heading.

FOR ALL OTHER RUNWAYS: From RICCK via 294° track to MYYKE. Expect vectors to final approach course prior to MYYKE.

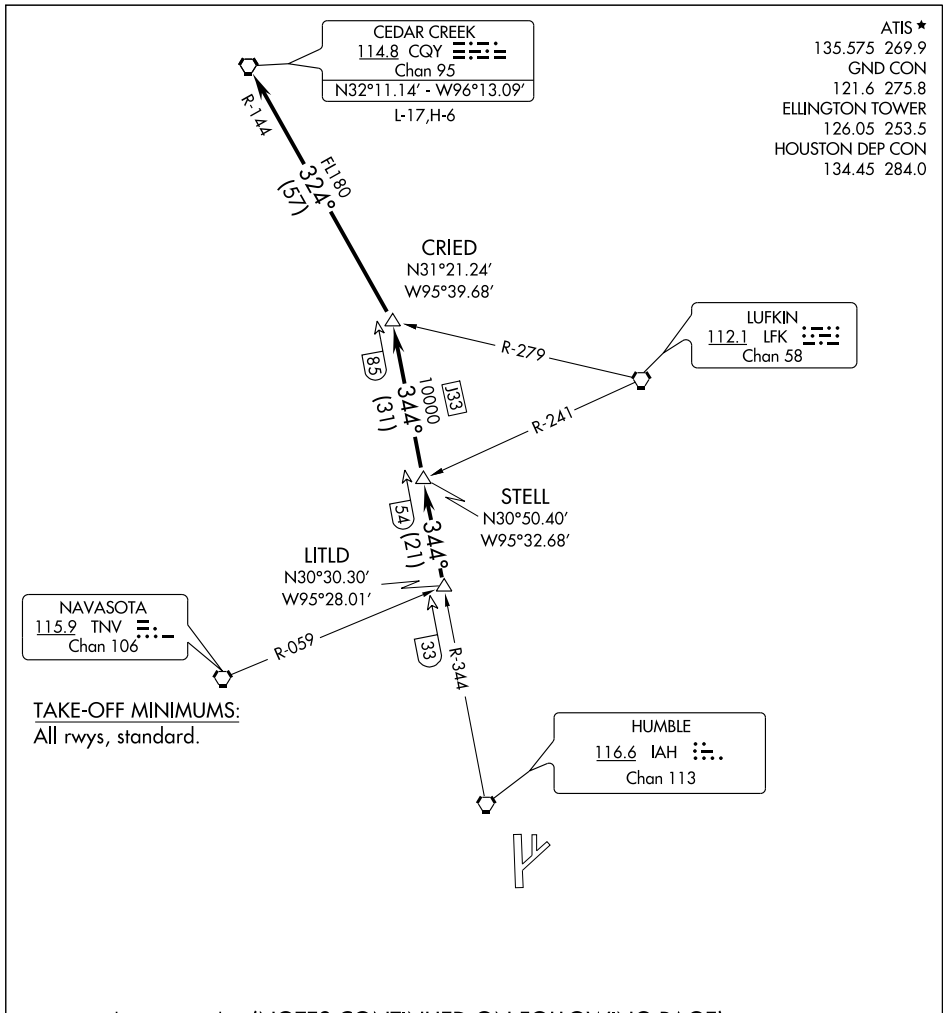
FOR ALL OTHER AIRPORTS: From RICCK via 294° track to MYYKE. Expect vectors to final approach course prior to MYYKE.

SC-5, 08 APR 2010 to 06 MAY 2010

CRIED THREE DEPARTURE

SL-197 (FAA)

HOUSTON/ELLINGTON FIELD (EFD)
HOUSTON, TEXAS



NOTE: Radar Required. (NOTES CONTINUED ON FOLLOWING PAGE) NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

Expect vectors to LITLD INT, maintain 4000, expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-344 to STELL INT, then via IAH R-344 to CRIED INT, then left turn via CQY R-144 to CQY VORTAC.

SC-5, 08 APR 2010 to 06 MAY 2010

TAKE-OFF OBSTACLES

Rwy 17R, Pole ,1489′ from DER, 817′ right of centerline, 40′ AGL/74′ MSL.
Rwy 22, Obstruction light on glide slope antenna, 327′ from DER, 543′ left of centerline. 39′ AGL/68′ MSL. Antenna on building, 1998′ from DER, 598′ right of centerline, 54′ AGL/83′ MSL.
Rwy 35R, Tree, 1597′ from DER, 32′ left of centerline, 33′ AGL/80′ MSL.
Rwy 35L, Multiple trees, 1118′ to 1600′ from DER, 679′ to 741′ right of centerline, up to 37′ AGL/77′ MSL. Crane, 2352′ from DER, 1024′ left of centerline, 37′ AGL/97′ MSL.

SC-5, 08 APR 2010 to 06 MAY 2010

DAISETTA EIGHT ARRIVAL (DAS.DAS8)

HOUSTON APP CON
120.05 379.1
GEORGE BUSH INTERCONTINENTAL/
HOUSTON ATIS 124.05
WILLIAM P. HOBBY ATIS
124.6
ELLINGTON FIELD ATIS *
135.575 269.9

NOTE: For all conventional navigation aircraft landing in the Houston terminal area. For all turboprops/pistons landing IAH. ATC assigned only for all others.

NOTE: For RNAV equipped aircraft landing IAH runways 8L/R and 9 from over DAETN INT direct JOESZ INT, expect vectors to final approach course prior to JOESZ INT, if not received by JOESZ INT fly present heading.

ELM GROVE
111.2 EMG
Chan 49
N32°24.01'-W93°35.71'
L-17, H-6

QUESO
N30°46.86'
W94°06.54'

BROWW
N30°54.22'
W93°52.20'

SAWMILL
113.75 SWB
Chan 84(Y)
N31°58.39' - W92°40.63'
L-22, H-6

LUFKIN
112.1 LFK
Chan 58
N31°09.74'
W94°43.02'
L-19-21, H-6

VIERA
N30°44.51'
W94°02.83'

TQELA
N30°32.39'
W93°46.23'

ALEXANDRIA
116.1 AEX
Chan 108
N31°15.40' -W92°30.06'
L-21-22, H-6

INDUSTRY
110.2 IDU
Chan 39

JOESZ
N30°06.40'
W95°46.72'

INNIS
N30°02.07'
W95°06.83'

REHAB
N29°59.59'
W95°14.25'

COMBS
N30°23.32'
W94°25.84'

DAETN
N30°06.31'
W94°54.07'

YAAOW
N29°53.12'
W95°10.69'

DRXLR
N29°45.59'
W95°13.92'

GEORGE BUSH
INTERCONTINENTAL/
HOUSTON

HUMBLE
116.6 IAH
Chan 113

HOBBY
117.1 HUB
Chan 118

DAISETTA
116.9 DAS
Chan 116
N30°11.38' -W94°38.70'

LAKE CHARLES
113.4 LCH
Chan 81
N30°08.49' -W93°06.33'
L-21-22, H-7

BEAUMONT
114.5 BPT
Chan 92
N29°56.76' -W94°00.97'

VERTICAL NAVIGATION
PLANNING INFORMATION
Turbojets: 280K IAS
Expect clearance
to cross at 13,000'

RADAR REQUIRED

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

WEISER AIRPARK
WEST HOUSTON
HOUSTON EXECUTIVE
SUGAR LAND RGNL
LA PORTE MUNI
CHAMBERS COUNTY
WILLIAM P. HOBBY
BAYTOWN
RWJ AIRPARK
PEARLAND RGNL
ELLINGTON FIELD
HOUSTON-SOUTHWEST
SCHOLES INTL AT GALVESTON
BRAZORIA COUNTY

DAISETTA EIGHT ARRIVAL (DAS.DAS8)

ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.DAS8): From over AEX VORTAC via AEX R-246 to VIERA INT, then via DAS R-038 to DAS VORTAC. Thence . . . .

ELM GROVE TRANSITION (EMG.DAS8): From over EMG VORTAC via EMG R-182 to BROWW INT, then via DAS R-038 to DAS VORTAC. Thence . . . .

LAKE CHARLES TRANSITION (LCH.DAS8): From over LCH VORTAC via LCH R-275 to COMBS INT, then via DAS R-038 to DAS VORTAC. Thence . . . .

LUFKIN TRANSITION (LFK.DAS8): From over LFK VORTAC via LFK R-157 to COMBS INT, then via DAS R-038 to DAS VORTAC Thence . . . .

SAWMILL TRANSITION (SWB.DAS8): From over SWB VOR/DME via SWB R-222 and DAS R-038 to BROWW INT, then via DAS R-038 to DAS VORTAC. Thence . . . .

GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):

. . . . From over DAS VORTAC via DAS R-244 to DAETN INT.

LANDING RUNWAYS 8L/R and 9:

. . . . From DAETN INT fly heading 265° for vectors to final approach course.

FOR ALL OTHER RUNWAYS: Expect vectors to final approach course at or prior to REHAB INT.

FOR ALL OTHER AIRPORTS:

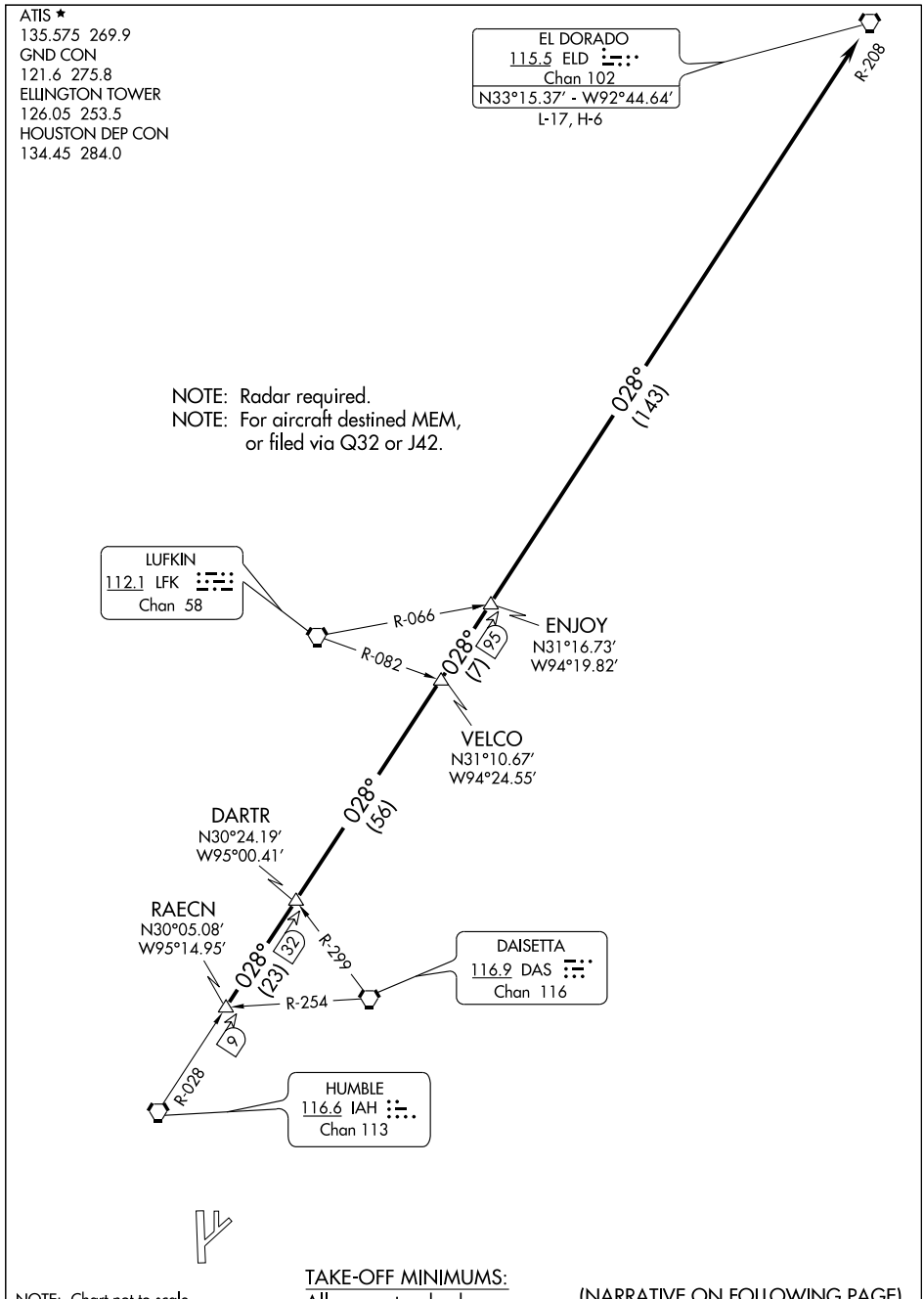
. . . . From over DAS VORTAC via DAS R-244 to INNIS INT, thence via HUB R-015 to HUB VOR/DME, expect vectors to final approach course at or prior to HUB VOR/DME.

SC-5, 08 APR 2010 to 06 MAY 2010

(ELD1.ELD) 09239

EL DORADO ONE DEPARTURE SL-197 (FAA)

HOUSTON/ELLINGTON FIELD (EFD)
HOUSTON, TEXAS



NOTE: Chart not to scale.

TAKE-OFF MINIMUMS:
All rwys, standard.

(NARRATIVE ON FOLLOWING PAGE)

SC-5, 08 APR 2010 to 06 MAY 2010

DEPARTURE ROUTE DESCRIPTION

Expect vectors to RAECN INT, maintain 4000, expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-028 and the ELD R-208 to ELD VORTAC.

TAKE-OFF OBSTACLES

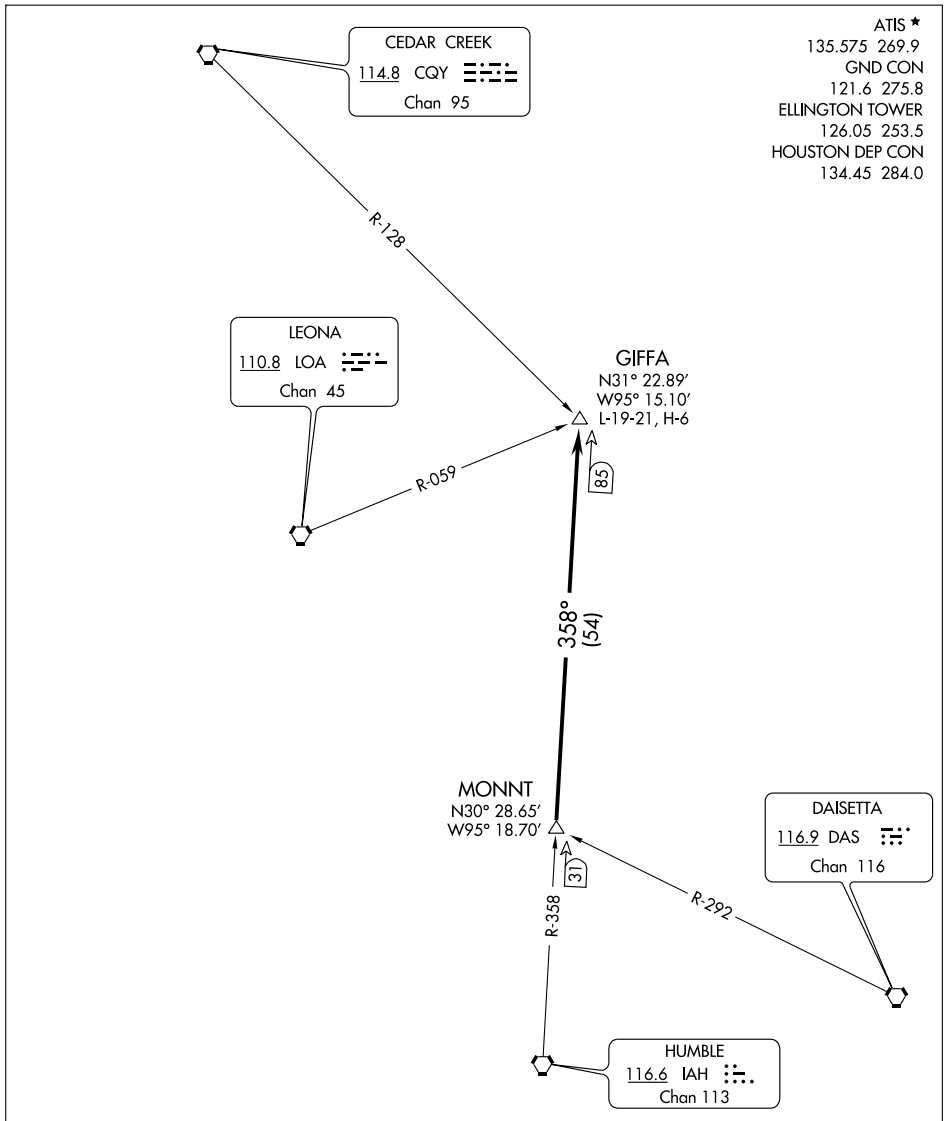
Rwy 17R, Pole 1489′ from DER, 817′ right of centerline, 40′ AGL/74′ MSL.
Rwy 22, Antenna on building 1998′ from DER, 598′ right of centerline, 54′ AGL/ 83′ MSL. OL on GS 327′ from DER, 543′ left of centerline, 39′ AGL/ 68′ MSL.
Rwy 35L, Multiple trees beginning 1118′ from DER, 679′ right of centerline, up to 37′ AGL/77′ MSL. Crane 2352′ from DER, 1024′ left of centerline, 37′ AGL/97′ MSL.
Rwy 35R, Tree 1597′ from DER, 32′ left of centerline, 33′ AGL/80′ MSL.

SC-5, 08 APR 2010 to 06 MAY 2010

GIFFA THREE DEPARTURE

SL-197 (FAA)

HOUSTON/ ELLINGTON FIELD (EFD)
HOUSTON, TEXAS



TAKE-OFF MINIMUMS:
All rwys, standard.

NOTE: Radar Required.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SC-5, 08 APR 2010 to 06 MAY 2010

DEPARTURE ROUTE DESCRIPTION

Expect vectors to MONNT INT, maintain 4000, expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-358 to GIFFA INT.

TAKE-OFF OBSTACLES

Rwy 17R, Pole 1489′ from DER, 817′ right of centerline, 40′ AGL/74′ MSL.
Rwy 22, Antenna on building 1998′ from DER, 598′ right of centerline, 54′ AGL/ 83′ MSL. OL on GS 327′ from DER, 543′ left of centerline, 39′ AGL/ 68′ MSL.
Rwy 35L, Multiple trees beginning 1118′ from DER, 679′ right of centerline, up to 37′ AGL/77′ MSL. Crane 2352′ from DER, 1024′ left of centerline, 37′ AGL/97′ MSL.
Rwy 35R, Tree 1597′ from DER, 32′ left of centerline, 33′ AGL/80′ MSL.

SC-5, 08 APR 2010 to 06 MAY 2010

HI-ILS 1 RWY 35L

LOC I-EFD	APCH CRS	Rwy ldg	9001
111.1	354°	TDZE	27
		Arpt Elev	32

JAL-197 [USAF] HOUSTON/ELLINGTON FIELD (KEFD)

T * When ALS inop, increase CAT CD RVR to 60 and vis to 1¼ miles, CAT E vis to 1½ miles.
** Circling not authorized W of Rwy 17R-35L

MALSF (A4)

MISSED APPROACH: Climb to 500 then climbing right turn to 2500 via EFD R-136 to WATFO INT/EFD 16 DME and hold.

ATIS	HOUSTON APP CON	ELLINGTON TOWER	GND CON
135.575 269.9	134.45 284.0	126.05 253.5	121.6 275.8

DME or RADAR REQUIRED

EFD TACAN	N29°36.36′ W95°09.58′
CANDI	N29°39.24′ W95°18.17′
DROPP	N29°13.63′ W95°32.07′
WATFO	N29°23.90′ W94°58.07′

649 247 629 395 120 499 2049 1549 1235

R-286 16,000 (IAF) CANDI EFD 8 106° 14,000 12,000

LOCALIZER 111.1 I-EFD

ELLINGTON EFD Chan 31

MARZY EFD 7 /RADAR

20 NM

354° 151°

WATFO EFD 16

PAHSU EFD 15

KOREJ EFD 18

EFD 18 Arc 7000

EDEDY EFD 18

316° 136° R-136

(IAF) DROPP EFD 30 16,000

R-216 R-206

174° LR-179 LR-168 354° R-151

ANRUY EFD 30 15,000

EFD 30 Arc

OKUME EFD 30 4000

MSA EFD 25 NM 150° 1800 3100 330°

EMERG SAFE ALT 100 NM 16,000

500 2500 EFD R-136 WATFO EFD 16

KOREJ Intcp Lczr 18 3000

MARZY 7 /RADAR 2100

PAHSU 15 3000 2500

354°

TACAN 1.4 2100

GS 3.00° TCH 54

0.7 5.6 NM

ELEV 32

17R 17L 156 112 129 22 35R

4609 × 75 150 × 100 8001 × 150

TDZE 27 35L

354° 6.3 NM from FAF 70

HIRL Rwy 4-22 and 17R-35L

TDZL/CL Rwy 17R, 22 and 35L

CATEGORY	C	D	E
S-ILS 35L	227/40	200	(200-¾)
S-LOC 35L*	440/50 413 (500-1)		440/60 413 (500-1¼)
CIRCLING **	500-1½ 468 (500-1½)	600-2 568 (600-2)	660-2¼ 628 (700-2¼)

FAF to MAP 5.6 NM

Knots	120	140	160	180	200
Min:Sec	2:48	2:24	2:06	1:52	1:41

HI-ILS RWY 17R

LOC I-LPV	APCH CRS	Rwy Idg / TDZE / Arpt Elev
110.3	174°	9001 / 31 / 32

JAL-197 [USAF] HOUSTON/ELLINGTON FIELD (KEFD)

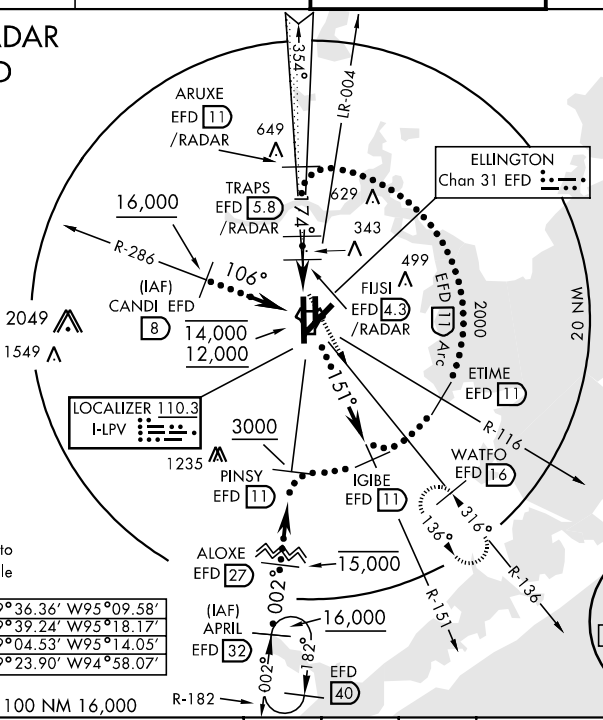
▼* When ALS inop, increase CAT CD RVR to 60 and vis to 1¼ miles, CAT E vis to 1½ miles.
** Circling not authorized W of Rwy 17R-35L.

MALSF

MISSED APPROACH: Climb to 500 then climbing left turn to 2500 via EFD R-136 to WATFO INT/16 DME and hold.

ATIS	HOUSTON APP CON	ELLINGTON TOWER	GND CON
135.575 269.9	134.45 284.0	126.05 253.5	121.6 275.8

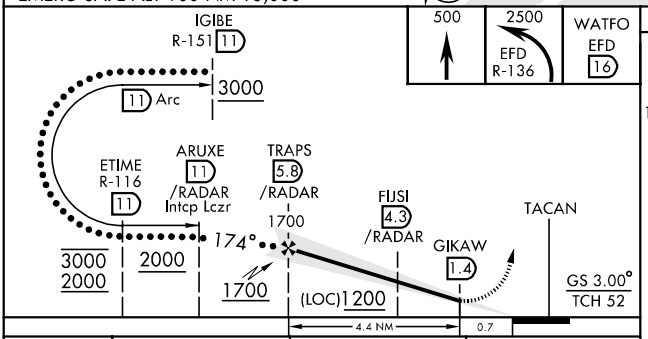
DME or RADAR REQUIRED

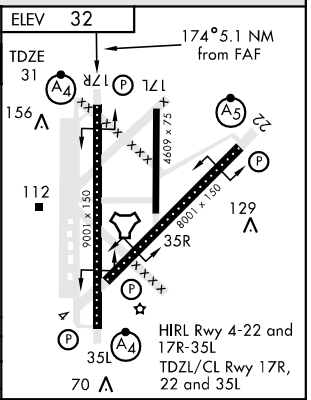


Enroute penetration to 11 DME Arc available

EFD TACAN	N29°36.36′ W95°09.58′
CANDI	N29°39.24′ W95°18.17′
APRIL	N29°04.53′ W95°14.05′
WATFO	N29°23.90′ W94°58.07′

EMERG SAFE ALT 100 NM 16,000





CATEGORY	C	D	E
S-ILS 17R	231/40 200 (200-¾)		
S-LOC 17R *	440/50 409 (500-1)		440/60 409 (500-1¼)
CIRCLING **	500-1½ 468 (500-1½)	600-2 568 (600-2)	660-2¼ 628 (700-2¼)

FAF to MAP 4.4 NM

Knots	120	140	160	180	200
Min:Sec	2:12	1:53	1:39	1:28	1:19

HI-ILS RWY 22

LOC I-FNF	APCH CRS	Rwy Idg	8001
110.1	219°	TDZE	31
		Arpt Elev	32

JAL-197 [USAF] HOUSTON/ELLINGTON FIELD (KEFD)

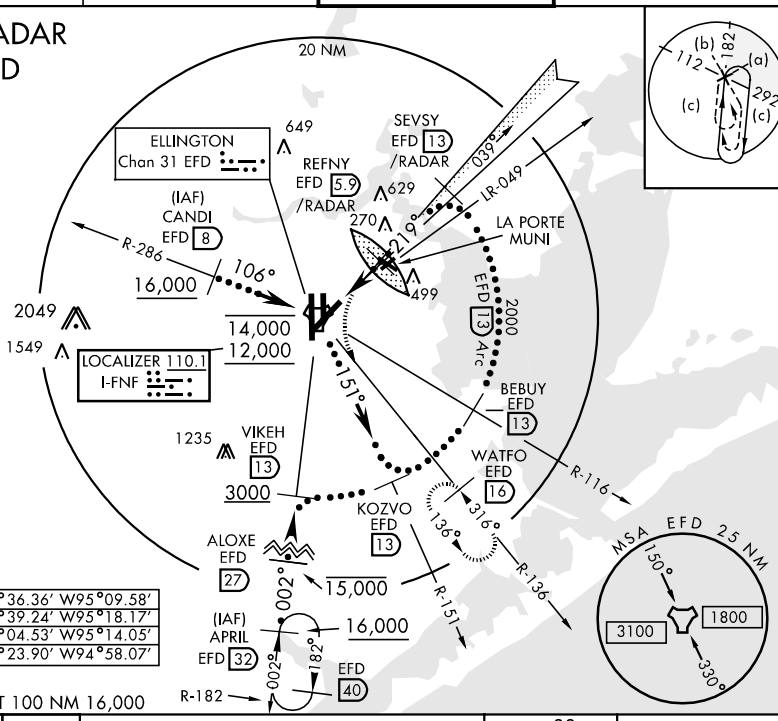
▼* When ALS inop, increase CAT C RVR to 60 and vis to 1¼ miles, CAT DE vis to 1½ miles.
** Circling not authorized W of Rwy 17R-35L.

MALSR

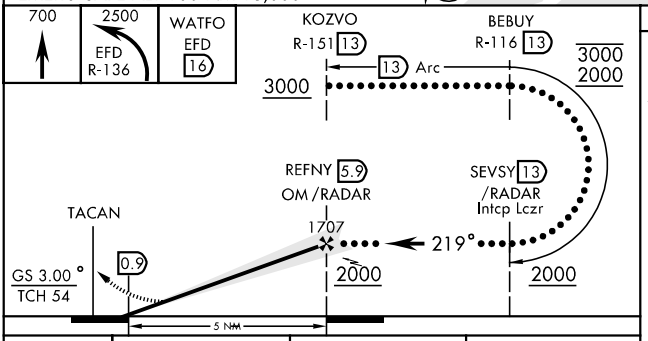
MISSED APPROACH: Climb to 700 then climbing left turn to 2500 via EFD R-136 to WATFO INT/16 DME and hold.

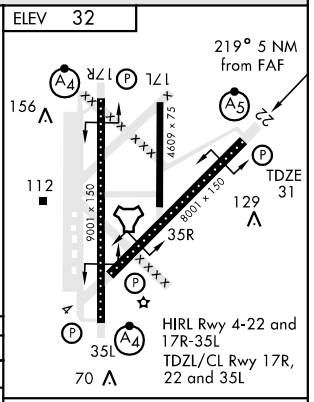
ATIS	HOUSTON APP CON	ELLINGTON TOWER	GND CON
135.575 269.9	134.45 284.0	126.05 253.5	121.6 275.8

DME or RADAR REQUIRED



EFD TACAN	N29°36.36′ W95°09.58′
CANDI	N29°39.24′ W95°18.17′
APRIL	N29°04.53′ W95°14.05′
WATFO	N29°23.90′ W94°58.07′





CATEGORY	C	D	E
S-ILS 22	231/24 200 (200-½)		
S-LOC 22*	460/40 429 (500-¾)	460/50 429 (500-1)	
CIRCLING**	500-1½ 468 (500-1½)	600-2 568 (600-2)	660-2¼ 628 (700-2¼)

FAF to MAP 5 NM					
Knots	120	140	160	180	200
Min:Sec	2:30	2:09	1:52	1:40	1:30

HI-TACAN RWY 17R

TACAN	APCH CRS	Rwy ldg	TDZE	Arpt Elev
EFD Chan 31	163°	9001	31	32

JAL-197 [USAF]

HOUSTON/ELLINGTON FIELD (KEFD)

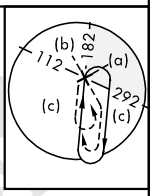
* When ALS inop, increase CAT C RVR to 60 and vis to 1¼ miles, CAT D vis to 1½ miles, CAT E vis to 1¾ miles.
** Circling not authorized W of Rwy 17R-35L.

MALSF

MISSED APPROACH: Climbing left turn to 2500 via EFD TACAN R-136 to WATFO INT/16 DME and hold.

ATIS	HOUSTON APP CON	ELLINGTON TOWER	GND CON
135.575 269.9	134.45 284.0	126.05 253.5	121.6 275.8

EFD TACAN	N29°36.36′ W95°09.58′
CANDI	N29°39.24′ W95°18.17′
APRIL	N29°04.53′ W95°14.05′
WATFO	N29°23.90′ W94°58.07′



RADAR REQUIRED

R-343 - LR-354

LAWKE EFD 11

649

YESHI EFD 6.4

629

JINNI EFD 5

163°

R-286

16,000

(IAF) CANDI EFD 8

106°

343

499

EFD 11 Arc

2000

20 NM

2049

1549

14,000

12,000

ETIME EFD 11

ELLINGTON Chan 31 EFD

151°

R-116

3000

1235

PINSY EFD 11

IGIBE EFD 11

WATFO EFD 16

316°

136°

ALOXE EFD 27

15,000

R-136

MSA EFD 2.5 NM

150°

3100

1800

330°

2000

R-151

(IAF) APRIL EFD 32

16,000

182°

200

R-182

EFD 40

Enroute penetration to 11 DME Arc available

EMERG SAFE ALT 100 NM 16,000

ETIME R-116

IGIBE R-151 11

3000

11 Arc 3000

2000

LAWKE R-343 11

YESHI 6.4

JINNI 5

163°

2000

2000

1600

2.1 GIKAW 1.4

TACAN

3.39° TCH 50

VGSI and descent angles not coincident.

3.5 NM

0.7

2500 EFD R-136

WATFO EFD 16

ELEV 32

TDZE 31

163° 4.2 NM from FAF

17R

17L

156

112

22

129

35R

35L

4609 x 75

9001 x 150

8001 x 150

HIRL Rwy 4-22 and 17R-35L

TDZL/CL Rwy 17R, 22 and 35L

70

CATEGORY	C	D	E
S-17R *	500/50 469 (500-1)	500/60 469 (500-1¼)	500-1½ 469 (500-1½)
CIRCLING **	500-1½ 468 (500-1½)	600-2 568 (600-2)	660-2¼ 628 (700-2¼)

HI-TACAN RWY 35L

TACAN	APCH CRS	Rwy Idg	9001
EFD		TDZE	27
Chan 31	002°	Arpt Elev	32

JAL197 [USAF]

HOUSTON/ELLINGTON FIELD (KEFD)

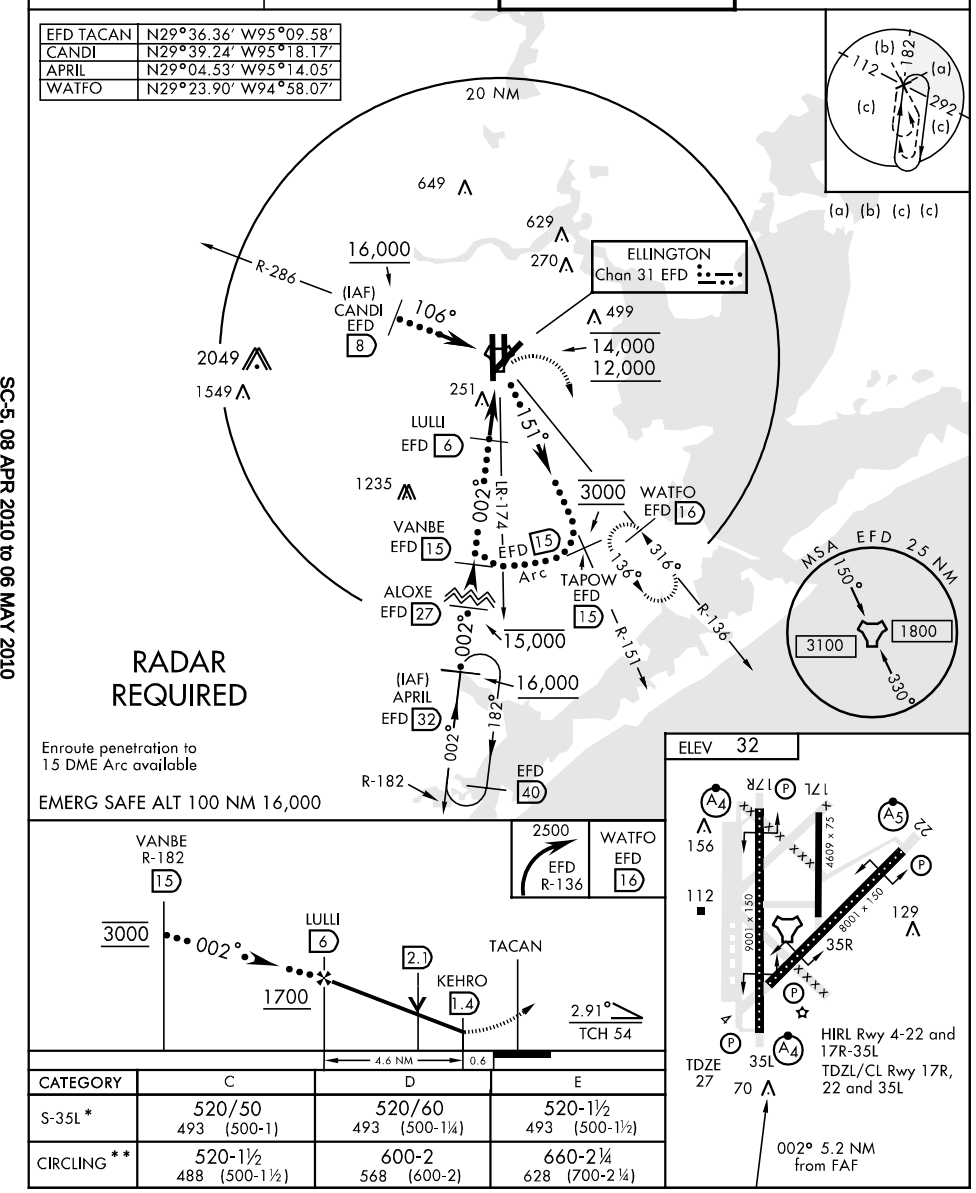
▼ * When ALS inop, increase CAT C RVR to 60 and vis to 1¼ miles, CAT D vis to 1½ miles, CAT E vis to 1¾ miles.
** Circling not authorized W of Rwy 17R-35L.

MALSF

MISSED APPROACH: Climbing right turn to 2500 via EFD TACAN R-136 to WATFO INT/ 16 DME and hold.

ATIS	HOUSTON APP CON	ELLINGTON TOWER	GND CON
135.575 269.9	134.45 284.0	126.05 253.5	121.6 275.8

EFD TACAN	N29°36.36′ W95°09.58′
CANDI	N29°39.24′ W95°18.17′
APRIL	N29°04.53′ W95°14.05′
WATFO	N29°23.90′ W94°58.07′



CATEGORY	C	D	E
S-35L *	520/50 493 (500-1)	520/60 493 (500-1¼)	520-1½ 493 (500-1½)
CIRCLING **	520-1½ 488 (500-1½)	600-2 568 (600-2)	660-2¼ 628 (700-2¼)

LOC I-LPV	APP CRS	Rwy Idg	9001
110.3	174°	TDZE	31
		Apt Elev	32

ILS RWY 17R

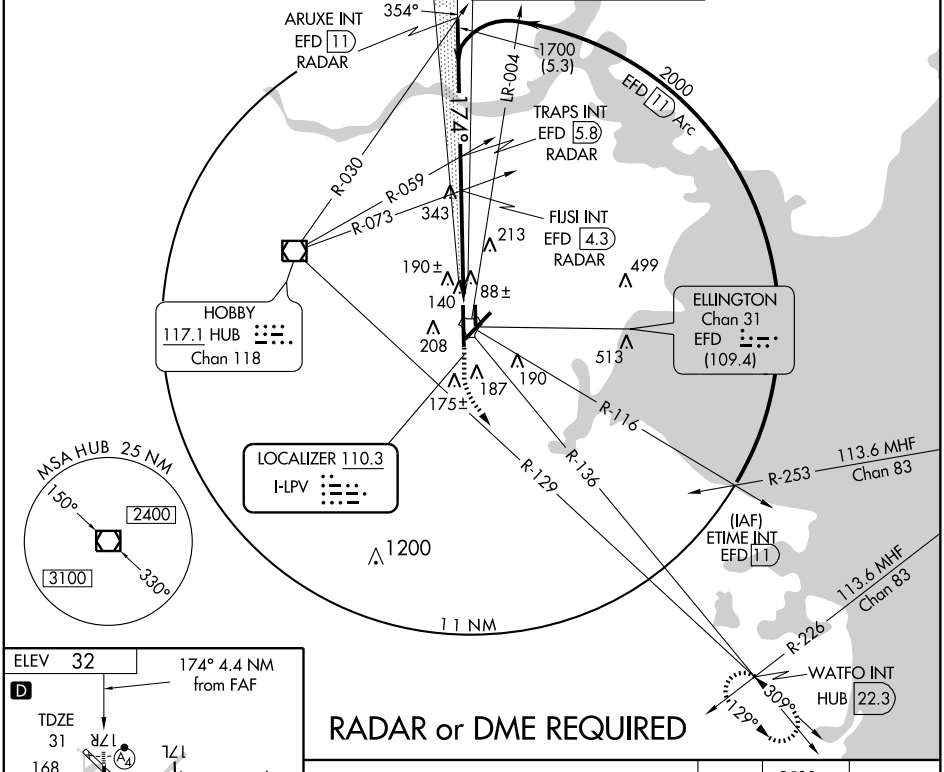
HOUSTON/ ELLINGTON FIELD (EFD)

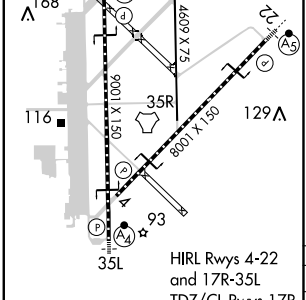
Inoperative table does not apply to S-ILS all Cats.
Inoperative table does not apply to S-LOC all Cats.
Circling not authorized west of Rwy 17R-35L.

SSALF

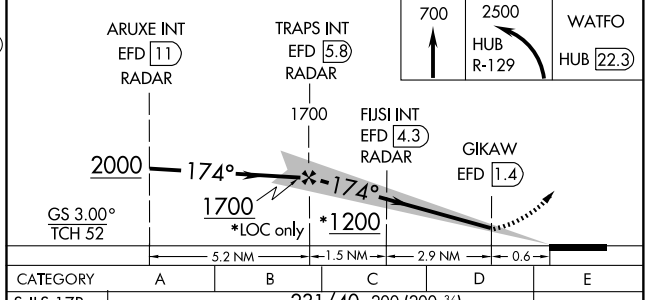
MISSED APPROACH: Climb to 700 then climbing left turn to 2500 via HUB VOR/DME R-129 to WATFO Int and hold.

ATIS ★	HOUSTON APP CON	ELLINGTON TOWER	GND CON
135.575 269.9	134.45 284.0	126.05 253.5	121.6 275.8





HIRL Rwys 4-22 and 17R-35L
TDZ/CL Rwys 17R, 22 and 35L



CATEGORY	A	B	C	D	E
S-ILS 17R	231/40 200 (200-¾)				
S-LOC 17R	440/50 409 (500-1)		440/60 409 (500-1¼)		440-1½ 409 (500-1½)
CIRCLING	500-1 468 (500-1)		500-1½ 468 (500-1½)	600-2 568 (600-2)	660-2¼ 628 (700-2¼)

FAF to MAP 4.4 NM					
Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

SC-5, 08 APR 2010 to 06 MAY 2010

LOC I-FNF	APP CRS	Rwy Idg	8001
110.1	219°	TDZE	31
		Apt Elev	32

ILS RWY 22

HOUSTON/ ELLINGTON FIELD (EFD)

Circling not authorized west of Rwy 17R-35L.

MALSR

MISSED APPROACH: Climb to 700 then climbing left turn to 2500 via HUB VOR/DME R-129 to WATFO Int and hold.

ATIS*	HOUSTON APP CON	ELLINGTON TOWER	GND CON
135.575 269.9	134.45 284.0	126.05 253.5	121.6 275.8

RADAR or DME REQUIRED

116.6 IAH Chan 113

116.6 IAH Chan 113

SEVSY INT EFD 13 RADAR

R-117

039°

LR-049

*Mandatory

REFNY INT EFD 5.9 RADAR

R-135

270

219°

2000 (7.1)

ELLINGTON Chan 31 EFD (109.4)

HOBBY 117.1 HUB Chan 118

La Porte Muni

213

190±

499

208

513

EFD 13 Arc 2000*

LOCALIZER 110.1 I-FNF

187

175±

190

R-116

R-136

MSA HUB 25 NM

150°

2400

3100

330°

10 NM

1200

(IAF) BEBUY EFD 13

R-129

113.6 MHF Chan 83

WATFO INT HUB 22.3

309°

129°

R-226

ELEV 32 D

219° 5 NM from FAF

TDZE 31

17R

17L

22

168

116

35R

129

93

35L

9001 X 150

8008 X 150

6999 X 75

HIRL Rwys 4-22 and 17R-35L TDZ/CL Rwys17R, 22 and 35L

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

700

2500 HUB R-129

WATFO HUB 22.3

REFNY INT EFD 5.9 RADAR

SEVSY INT EFD 13 RADAR

EFD 0.9

1707

219°

2000

2000

GS 3.00° TCH 54

5 NM

7.1 NM

CATEGORY	A	B	C	D	E
S-ILS 22	231/18 200 (200-½)				231/24 200 (200-½)
S-LOC 22	460/24 429 (500-½)		460/40 429 (500-¾)	460/50 429 (500-1)	
CIRCLING	500-1 468 (500-1)		500-1½ 468 (500-1½)	600-2 568 (600-2)	660-2¼ 628 (700-2¼)

SC-5, 08 APR 2010 to 06 MAY 2010

LOC I-EFD	APP CRS	Rwy Idg	9001
111.1	354°	TDZE	27
		Apt Elev	32

ILS RWY 35L

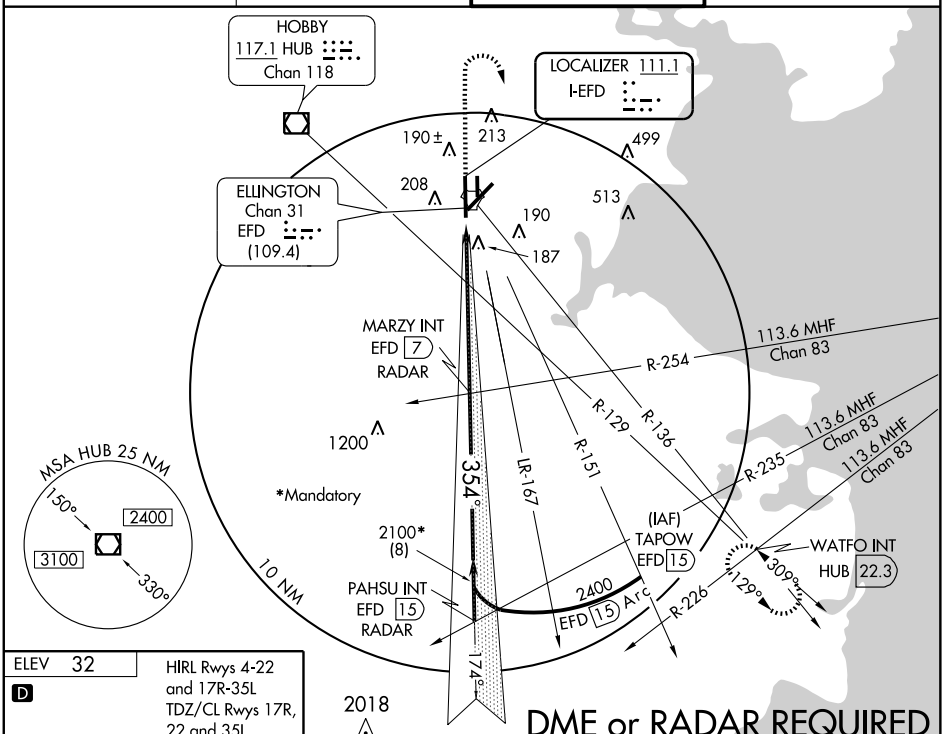
HOUSTON/ ELLINGTON FIELD (EFD)

Circling not authorized west of Rwy 17R-35L
Inoperative table does not apply to S-LOC and S-ILS all Cats.

SSALF

MISSED APPROACH: Climb to 700 then climbing right turn to 2500 via HUB VOR/DME R-129 to WATFO Int and hold.

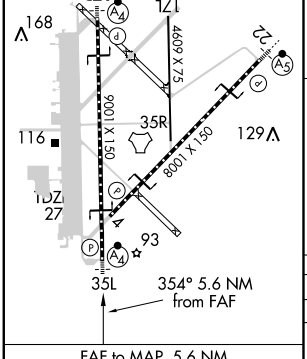
ATIS★	HOUSTON APP CON	ELLINGTON TOWER	GND CON
135.575 269.9	134.45 284.0	126.05 253.5	121.6 275.8



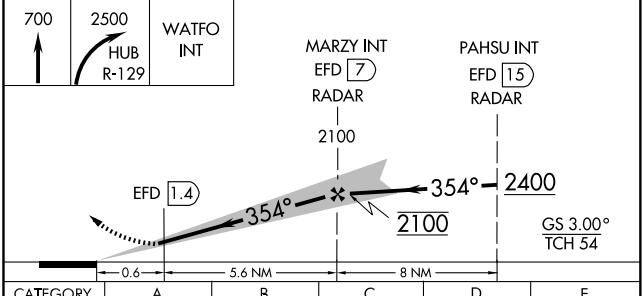
ELEV 32

D

HIRL Rwys 4-22 and 17R-35L
TDZ/CL Rwys 17R, 22 and 35L

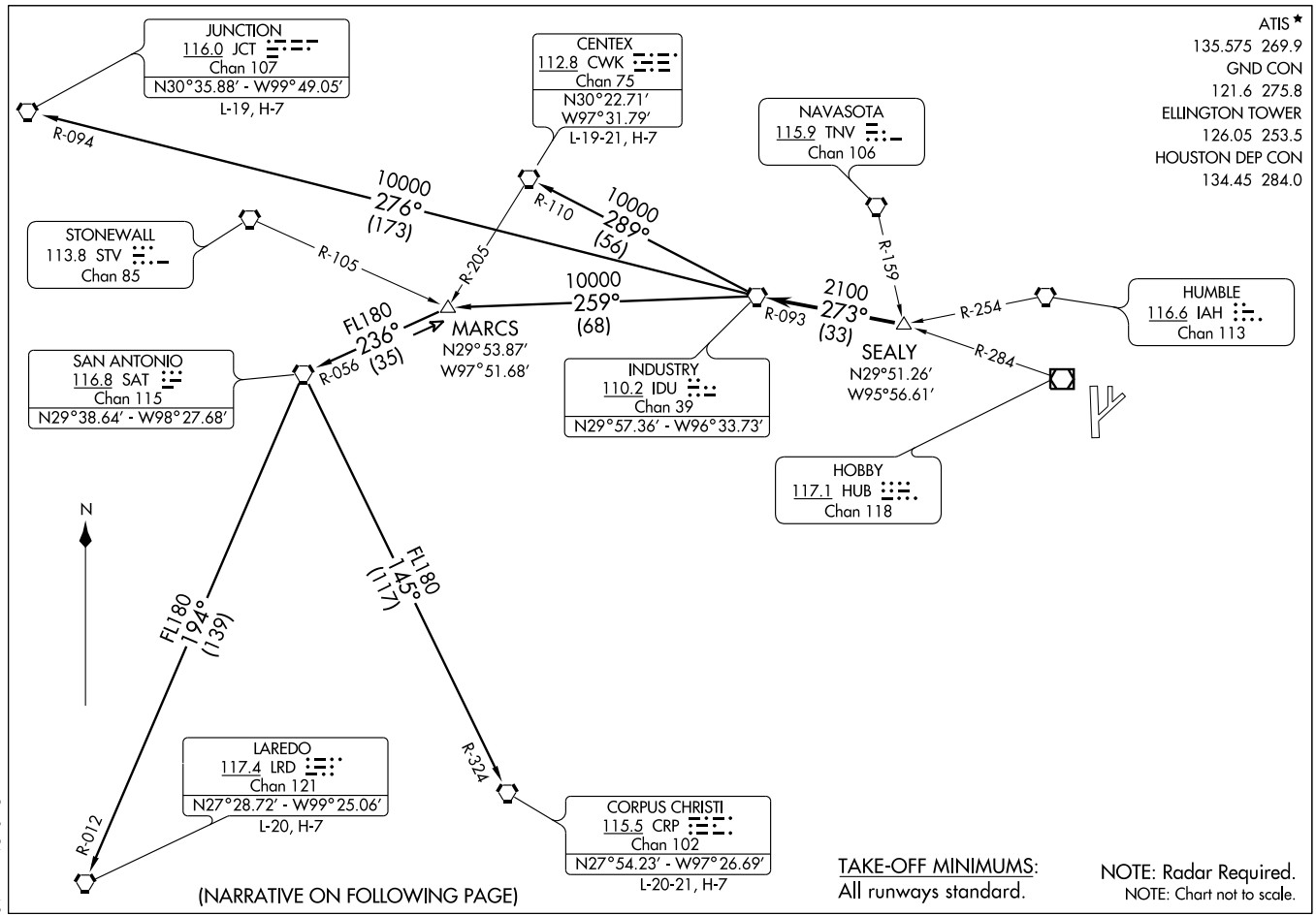


FAF to MAP 5.6 NM					
Knots	60	90	120	150	180
Min:Sec	5:36	3:44	2:48	2:14	1:52



CATEGORY	A	B	C	D	E
S-ILS 35L	227/40 200 (200-¾)				
S-LOC 35L	440/50 413 (500-1)		440/60 413 (500-1¼)		440-1½ 413 (500-1½)
CIRCLING	500-1 468 (500-1)		500-1½ 468 (500-1½)	600-2 568 (600-2)	660-2¼ 628 (700-2¼)

SC-5, 08 APR 2010 to 06 MAY 2010



(IDU3.IDU) 09239

INDUSTRY THREE DEPARTURE

SI-197 (FAA)

HOUSTON/ELLINGTON FIELD (EFD)
HOUSTON, TEXAS

DEPARTURE ROUTE DESCRIPTION

Expect vectors to SEALY INT, maintain 4000', expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IDU R-093 to IDU VORTAC.

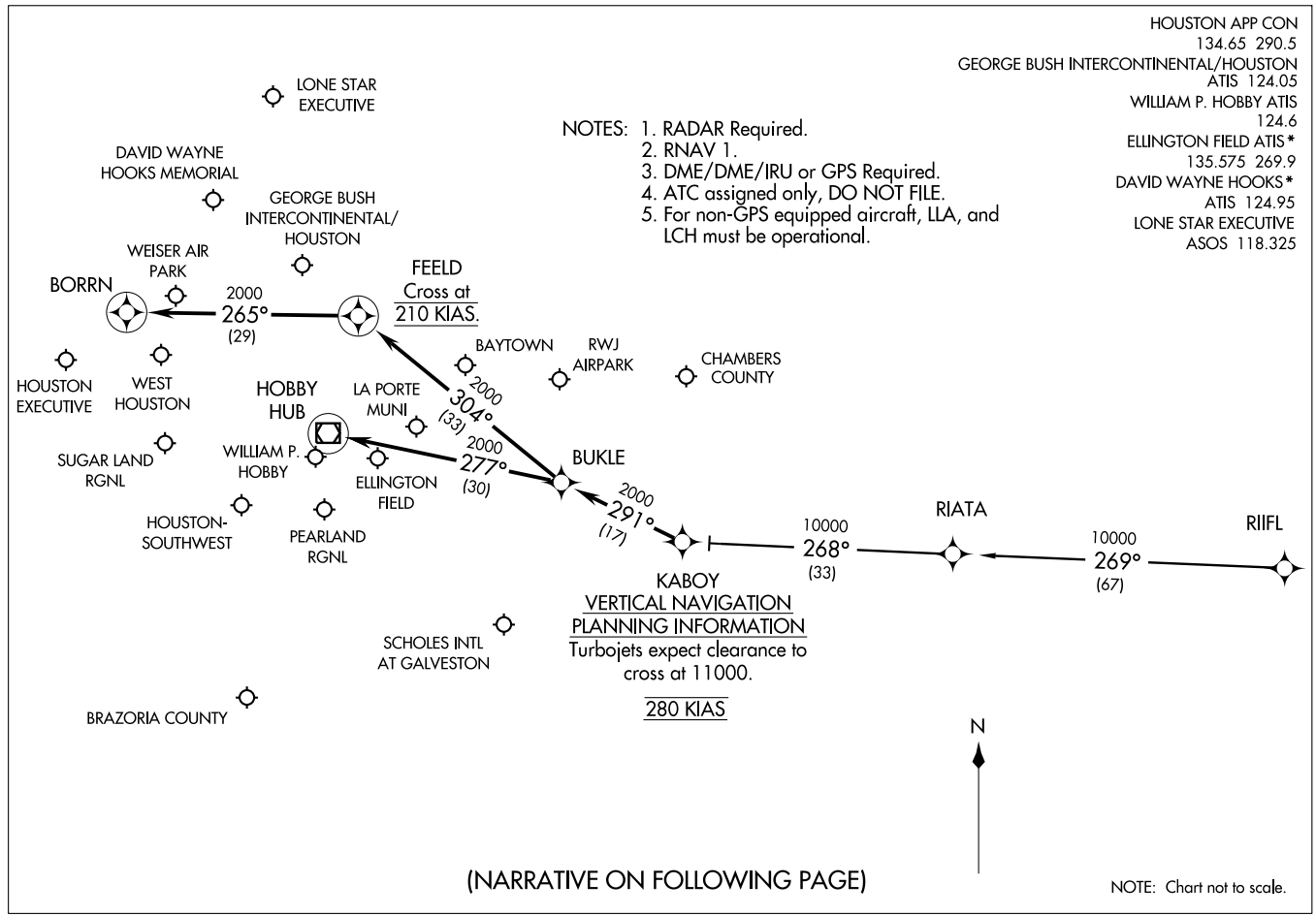
CENTEX TRANSITION (IDU3.CWK): (ATC assigned only. For aircraft inbound to the DFW Metroplex area that are being rerouted due to bad weather.) From over IDU VORTAC via IDU R-289 and CWK R-110 to CWK VORTAC.

CORPUS CHRISTI TRANSITION (IDU3.CRP): (ATC assigned only.) From over IDU VORTAC via IDU R-259 to MARCS INT, then via SAT R-056 to SAT VORTAC, then via SAT R-145 and CRP R-324 to CRP VORTAC.

JUNCTION TRANSITION (IDU3.JCT): (For aircraft overflying JCT VORTAC via J2, J15, or J86.) From over IDU VORTAC via IDU R-276 and JCT R-094 to JCT VORTAC.

LAREDO TRANSITION (IDU3.LRD): (ATC assigned only.) From over IDU VORTAC via IDU R-259 to MARCS INT, then via SAT R-056 to SAT VORTAC, then via SAT R-194 and LRD R-012 to LRD VORTAC.

TAKE-OFF OBSTACLES:
Rwy 17R, Pole 1489' from DER, 817' right of centerline, 40' AGL/74' MSL.
Rwy 22, Antenna on Bldg 1998' from DER, 598' right of centerline, 54 AGL/83 MSL. OL on GS 327'
from DER, 543' left of centerline, 39 AGL/68' MSL.
Rwy 35L, Multiple trees beginning 1118' from DER, 679' right of centerline, up to 37' AGL/77' MSL.
Crane 2352' DER, 1024' left of centerline, 37' AGL/97' MSL.
Rwy 35R, Tree 1597' from DER, 32' left of centerline, 33 AGL/80 MSL.


HOUSTON APP CON
134.65 290.5
GEORGE BUSH INTERCONTINENTAL/HOUSTON
ATIS 124.05
WILLIAM P. HOBBY ATIS
124.6
ELLINGTON FIELD ATIS*
135.575 269.9
DAVID WAYNE HOOKS*
ATIS 124.95
LONE STAR EXECUTIVE
ASOS 118.325
(KABOY.KABOY1) 09071
KABOY ONE ARRIVAL (RNAV)
ST-5461(FAA)
HOUSTON, TEXAS
NOTES: 1. RADAR Required.
2. RNAV 1.
3. DME/DME/IRU or GPS Required.
4. ATC assigned only, DO NOT FILE.
5. For non-GPS equipped aircraft, LLA, and LCH must be operational.
LONE STAR EXECUTIVE
DAVID WAYNE HOOKS MEMORIAL
GEORGE BUSH INTERCONTINENTAL/ HOUSTON
WEISER AIR PARK
BORRN
2000
265°
(29)
FEELD
Cross at
210 KIAS.
BAYTOWN
RWJ AIRPARK
CHAMBERS COUNTY
HOUSTON EXECUTIVE
WEST HOUSTON
HOBBY HUB
LA PORTE MUNI
2000
304°
(33)
SUGAR LAND RGNL
WILLIAM P. HOBBY
2000
277°
(30)
ELLINGTON FIELD
BUKLE
2000
291°
(17)
HOUSTON-SOUTHWEST
PEARLAND RGNL
10000
268°
(33)
RIATA
10000
269°
(67)
RIIFL
KABOY
VERTICAL NAVIGATION
PLANNING INFORMATION
Turbojets expect clearance to cross at 11000.
280 KIAS
SCHOLES INTL AT GALVESTON
BRAZORIA COUNTY
N
(NARRATIVE ON FOLLOWING PAGE)
NOTE: Chart not to scale.

ARRIVAL DESCRIPTION

RIIFL TRANSITION (RIIFL.KABOY1)

From KABOY via 291° track to BUKLE . . . .

GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):

LANDING RUNWAYS 8L/8R, OR 9: . . . . From BUKLE via 304° track to FEELD, thence as depicted to BORRN. Expect vectors to final approach course prior to BORRN, if not received by BORRN, fly present heading.

ALL OTHER RUNWAYS: . . . . From BUKLE via 304° track to FEELD. Expect vectors to final approach course prior to FEELD.

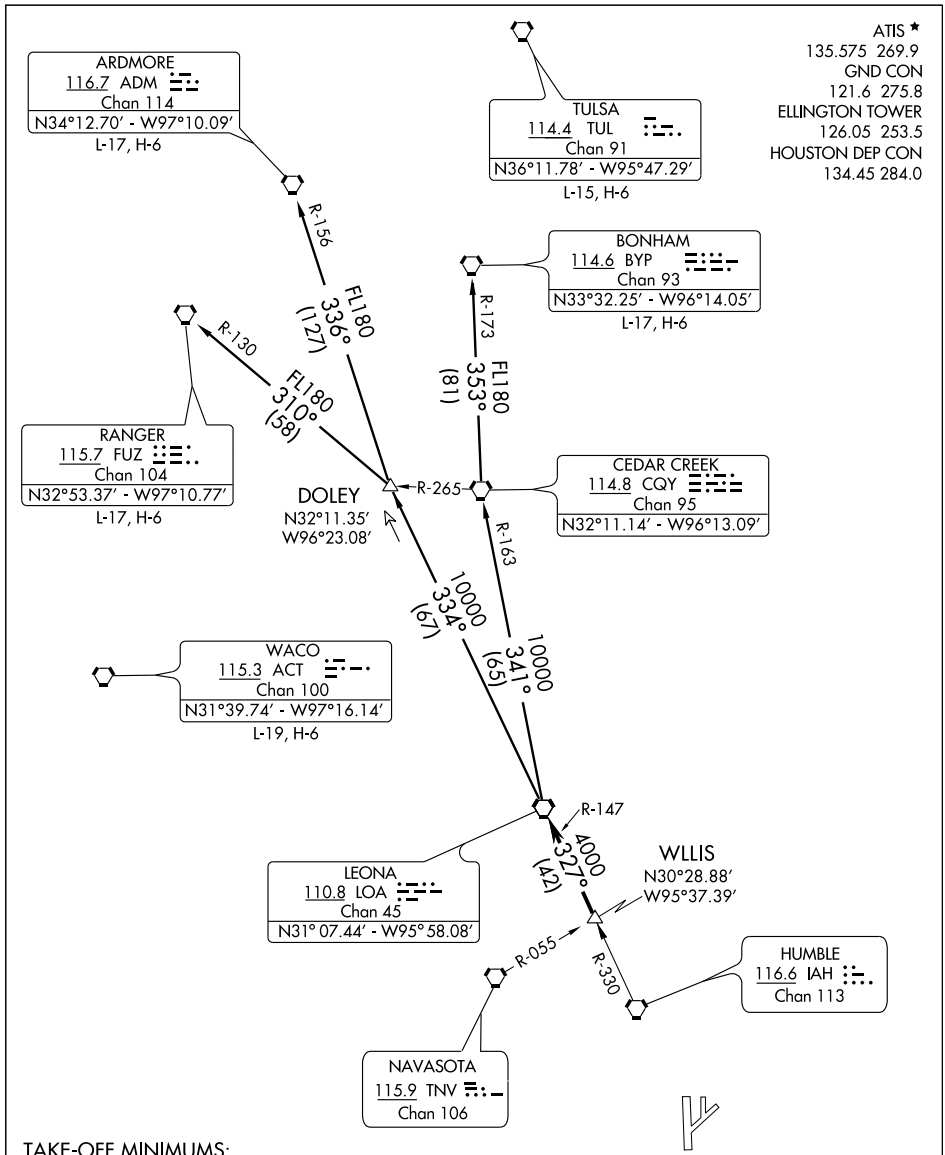
DAVID WAYNE HOOKS MEMORIAL (DWH) AND LONE STAR EXECUTIVE (CXO): . . . . From BUKLE via 304° track to FEELD. Expect vectors to final approach course prior to FEELD.

ALL OTHER AIRPORTS: . . . . From BUKLE via 277° track to HUB VOR/DME. Expect vectors to final approach course prior to HUB VOR/DME.

LEONA SIX DEPARTURE

SL-197 (FAA)

HOUSTON/ELLINGTON FIELD (EFD)
HOUSTON, TEXAS



TAKE-OFF MINIMUMS:
Rwy 4, 17L/R, 22, 35L/R standard.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Radar required.

SC-5, 08 APR 2010 to 06 MAY 2010

DEPARTURE ROUTE DESCRIPTION

Expect vectors to WLLIS INT, maintain 4000, expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via LOA R-147 to LOA VORTAC.

ARDMORE TRANSITION (LOA6.ADM): (For aircraft overflying North/Northwest of the DFW terminal area FL240 and above.) From over LOA VORTAC via LOA R-334 to DOLEY INT, then via ADM R-156 to ADM VORTAC.

BONHAM TRANSITION (LOA6.BYP): (For aircraft overflying/landing TUL VORTAC FL240 and above.) From over LOA VORTAC via LOA R-341 and CQY R-163 to CQY VORTAC, then via CQY R-353 and BYP R-173 to BYP VORTAC.

RANGER TRANSITION (LOA6.FUZ): (For aircraft overflying west/northwest of the DFW terminal area FL240 and above.) From over LOA VORTAC via LOA R-334 to DOLEY INT, then via FUZ R-130 to FUZ VORTAC.

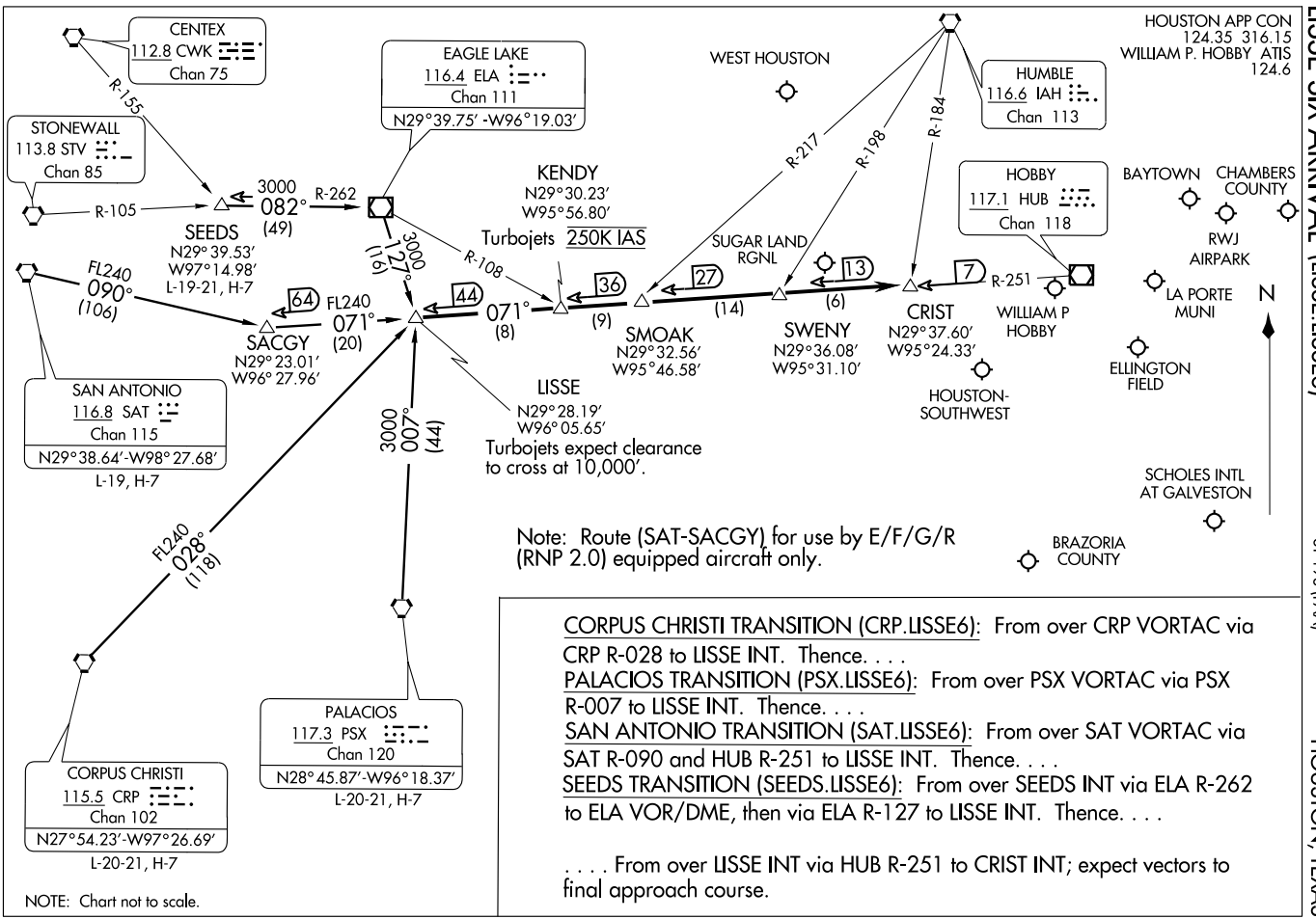
TAKE-OFF OBSTACLES

Rwy 17R, Pole 1489′ from DER, 817′ right of centerline, 40′ AGL/74′ MSL.
Rwy 22, Obstruction light on glide slope 327′ from DER, 543′ left of centerline, 39′ AGL/68′ MSL. Antenna on building 1998′ from DER, 598′ right of centerline, 54′ AGL/83′ MSL.
Rwy 35R, Tree 1597′ from DER, 32′ left of centerline, 33′ AGL/80′ MSL.
Rwy 35L, Multiple trees beginning 1118′ from DER, 679′ right of centerline, up to 37′ AGL/77′ MSL. Crane 2352′ from DER, 1024′ left of centerline, 37′ AGL/97′ MSL.

SC-5, 08 APR 2010 to 06 MAY 2010

LISSE SIX ARRIVAL (LISSE.LISSE6)

HOUSTON, TEXAS



CORPUS CHRISTI TRANSITION (CRP.LISSE6): From over CRP VORTAC via CRP R-028 to LISSE INT. Thence. . . .

PALACIOS TRANSITION (PSX.LISSE6): From over PSX VORTAC via PSX R-007 to LISSE INT. Thence. . . .

SAN ANTONIO TRANSITION (SAT.LISSE6): From over SAT VORTAC via SAT R-090 and HUB R-251 to LISSE INT. Thence. . . .

SEEDS TRANSITION (SEEDS.LISSE6): From over SEEDS INT via ELA R-262 to ELA VOR/DME, then via ELA R-127 to LISSE INT. Thence. . . .

. . . . From over LISSE INT via HUB R-251 to CRIST INT; expect vectors to final approach course.

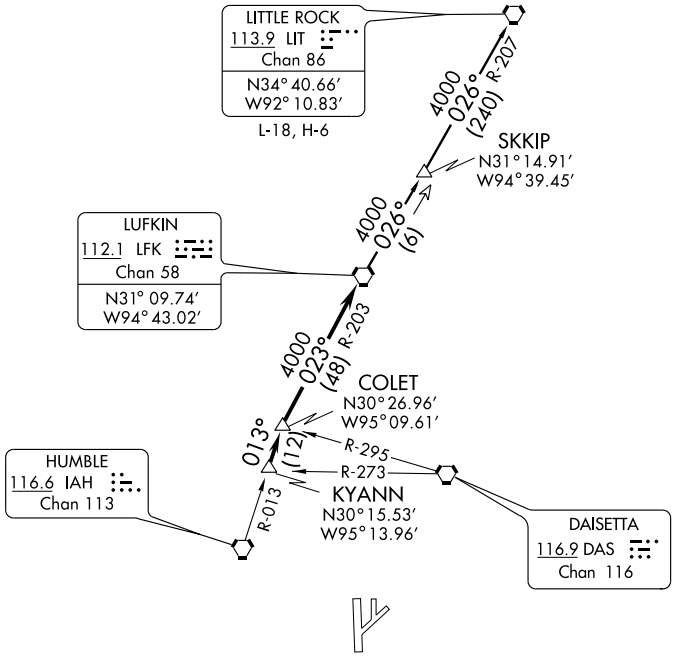
NOTE: Chart not to scale.

LUFKIN FIVE DEPARTURE

SL-197 (FAA)

HOUSTON/ ELLINGTON FIELD (EFD)
HOUSTON, TEXAS

ATIS ★
135.575 269.9
GND CON
121.6 275.8
ELLINGTON TOWER
126.05 253.5
HOUSTON DEP CON
134.45 284.0



NOTE: Radar Required.
NOTE: For aircraft destined LIT, or overflying LIT or PXV.

TAKE-OFF MINIMUMS:
All rwys, standard.

TAKE-OFF OBSTACLES:
Rwy 17R, Pole 1489′ from DER, 817′ right of centerline, 40′ AGL/74′ MSL.
Rwy 22, Antenna on Bldg 1998′ from DER, 598′ right of centerline, 54 AGL/83′ MSL. OL on GS 327′ from DER, 543′ left of centerline, 39′ AGL/68′ MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

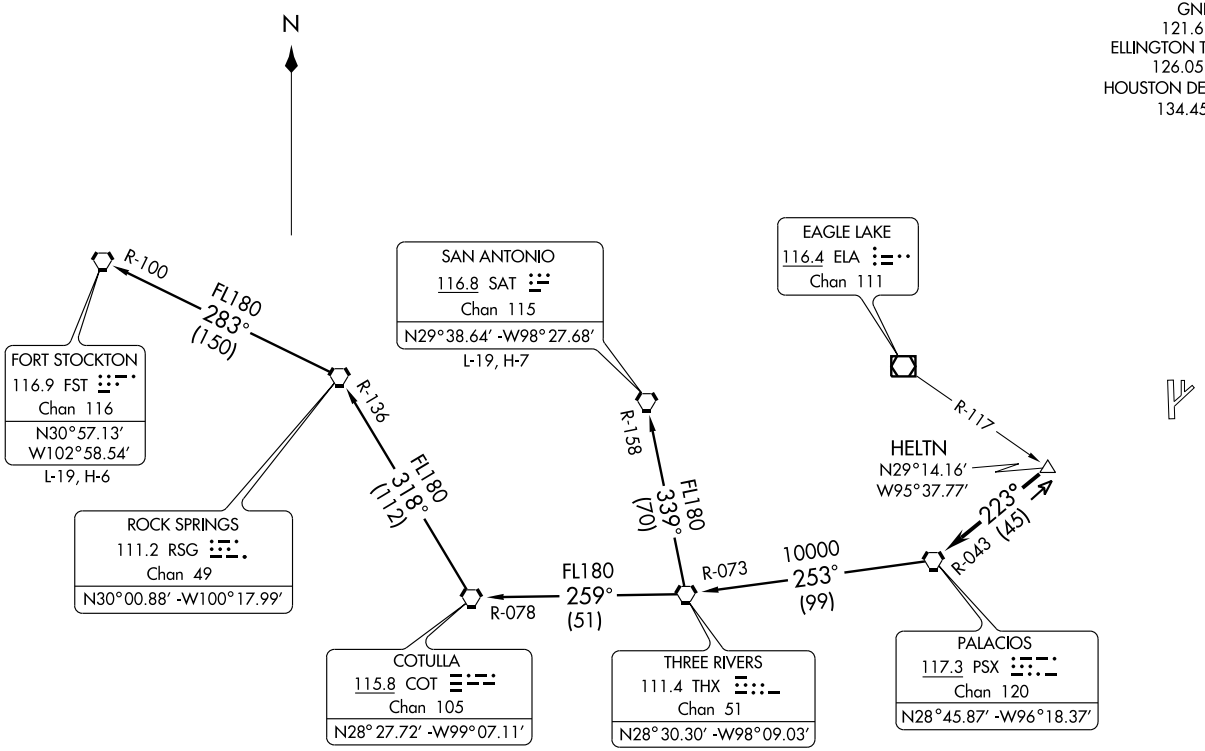
Expect vectors to KYANN INT, maintain 4000′, expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-013 to COLET INT, then right turn via LFK R-203 to LFK VORTAC.

LITTLE ROCK TRANSITION (LFK5.LIT): From over LFK VORTAC via LFK R-026 to SKKIP INT, then via LIT R-207 to LIT VORTAC.

SC-5, 08 APR 2010 to 06 MAY 2010

ATIS ★
135.575 269.9
GND CON
121.6 257.8
ELLINGTON TOWER
126.05 253.5
HOUSTON DEP CON
134.45 284.0



TAKE-OFF MINIMUMS:
Rwys 4, 17L, 17R, 22, 35L, 35R, standard.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Radar Required
NOTE: Chart not to scale

DEPARTURE ROUTE DESCRIPTION

Expect vectors to HELTN INT, maintain 4000'. Expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via PSX R-043 to PSX VORTAC.

FORT STOCKTON TRANSITION (PSX3.FST): From over PSX VORTAC via PSX R-253 and THX R-073 to THX VORTAC, then via THX R-259 and COT R-078 to COT VORTAC, then via COT R-318 and RSG R-136 to RSG VORTAC, then via RSG R-283 and FST R-100 to FST VORTAC.

SAN ANTONIO TRANSITION (PSX3.SAT): From over PSX VORTAC via PSX R-253 and THX R-073 to THX VORTAC, then via THX R-339 and SAT R-158 to SAT VORTAC.

TAKE-OFF OBSTACLES:

Rwy 17R, Pole 1489' from DER, 817' right of centerline, 40' AGL/74' MSL.

Rwy 22, Antenna on Bldg 1998' from DER, 598' right of centerline, 54' AGL/83' MSL.
OL on GS 327' from DER, 543' left of centerline, 39' AGL/68' MSL.

APP CRS	Rwy Idg	8001
039°	TDZE	30
	Apt Elev	32

RNAV (GPS) RWY 4

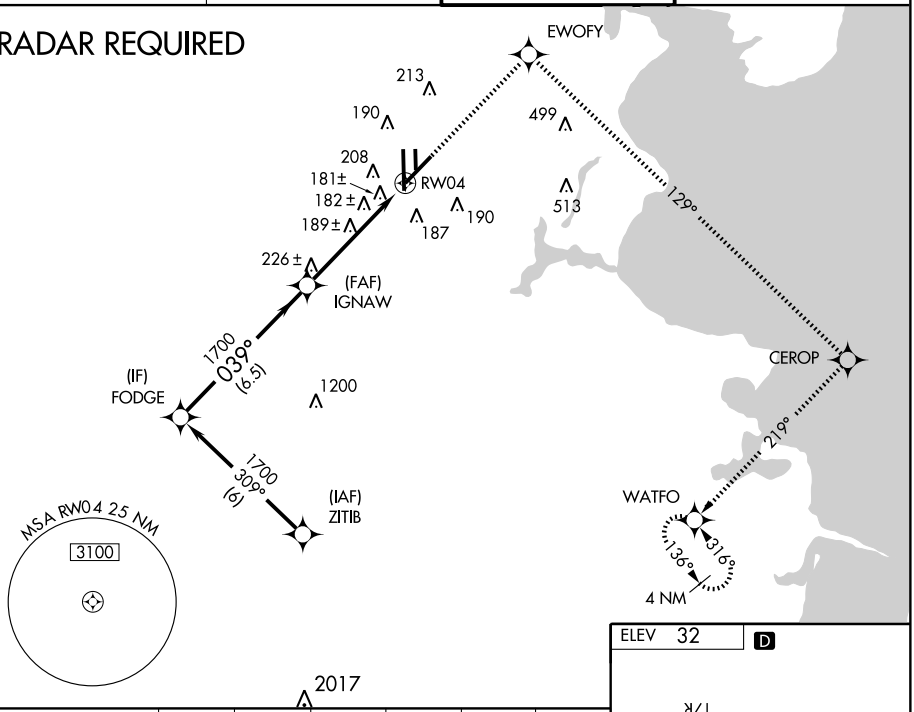
HOUSTON/ ELLINGTON FIELD (EFD)

For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). Circling not authorized west of runways 17R and 35L. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

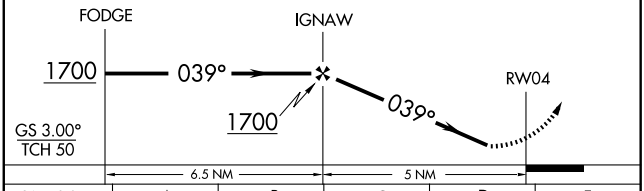
MISSED APPROACH: Climb to 2500 direct EWOFY and climbing right turn via 129° track to CEROP and right turn via 219° track to WATFO and hold.

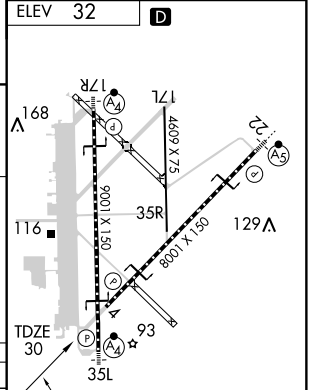
ATIS★	HOUSTON APP CON	ELLINGTON TOWER	GND CON
135.575 269.9	134.45 284.0	126.05 253.5	121.6 275.8

RADAR REQUIRED









CATEGORY	A	B	C	D	E
LNAV/ VNAV DA	479-1½ 449 (500-1½)				
LNAV MDA	500-1 470 (500-1)		500-1¼ 470 (500-1¼)	500-1½ 470 (500-1½)	500-1¾ 470 (500-1¾)
CIRCLING	500-1 468 (500-1)		500-1½ 468 (500-1½)	600-2 568 (600-2)	660-2¼ 628 (700-2¼)

HIRL Rwys 4-22 and 17R-35L
TDZ/CL Rwys 17R, 22 and 35L

SC-5, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	9001
174°	TDZE	31
	Apt Elev	32

RNAV (GPS) RWY 17R

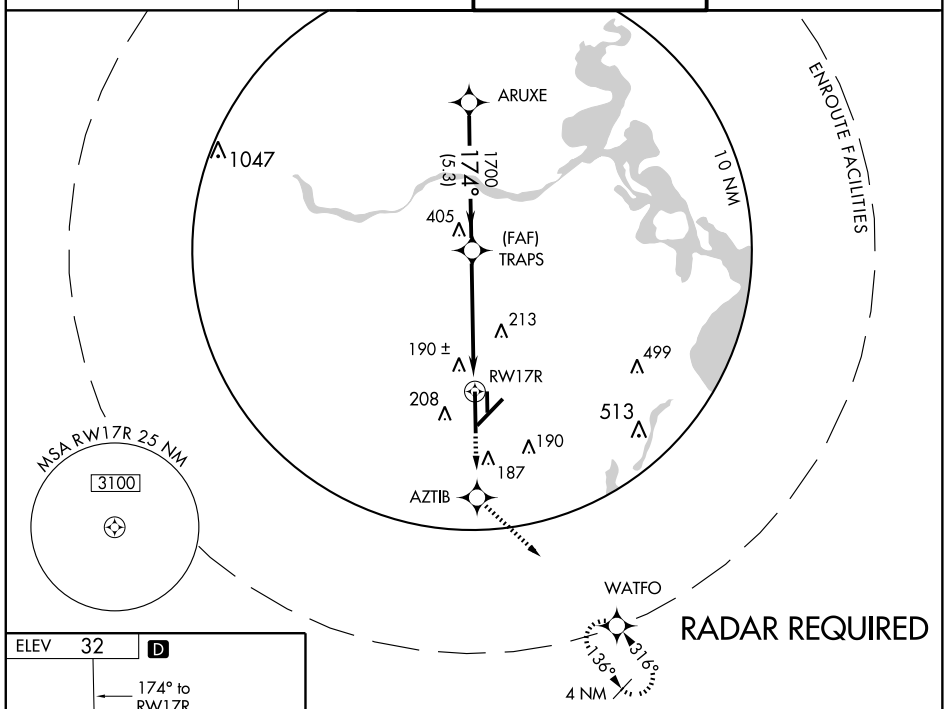
HOUSTON/ELLINGTON FIELD (EFD)

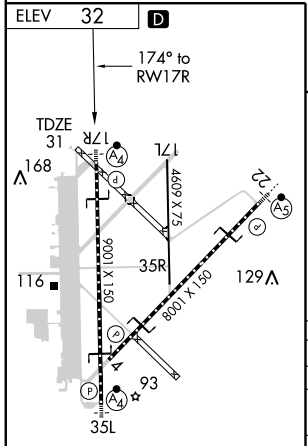
Circling not authorized west of runway 17R-35L. GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. Baro-VNAV NA below -15°C (5°F). WAAS VNAV NA. Inoperative table does not apply to LNAV/VNAV all Cats and LNAV Cat C.

SSALF

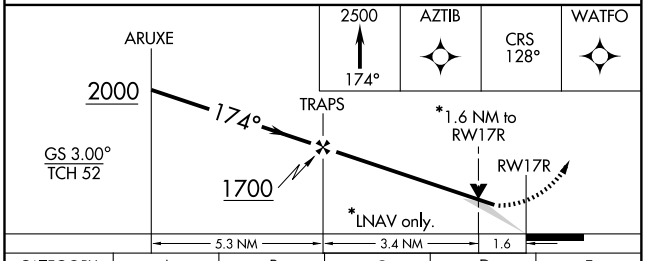
MISSED APPROACH: Climb to 2500 via 174° course to AZTIB then via 128° course to WATFO and and hold.

ATIS*	HOUSTON APP CON	ELLINGTON TOWER	GND CON
135.575 269.9	134.45 284.0	126.05 253.5	121.6 275.8





HIRL Rwys 4-22 and 17R-35L
TDZ/CL Rwys 17R, 22 and 35L



CATEGORY	A	B	C	D	E
GLS PA DA	NA				
LNAV/VNAV DA	500-1¾ 469 (500-1¾)				
LNAV MDA	600/40 569 (600-¾)		600-1½ 569 (600-1½)	600-1¾ 569 (600-1¾)	600-2 569 (600-2)
CIRCLING	600-1¾ 568 (600-1¾)			600-2 568 (600-2)	660-2 ¼ 628 (700-2 ¼)

SC-5, 08 APR 2010 to 06 MAY 2010

WAAS CH 61111 W22A	APP CRS 219°	Rwy Idg 8001 TDZE 31 Apt Elev 32

RNAV (GPS) RWY 22

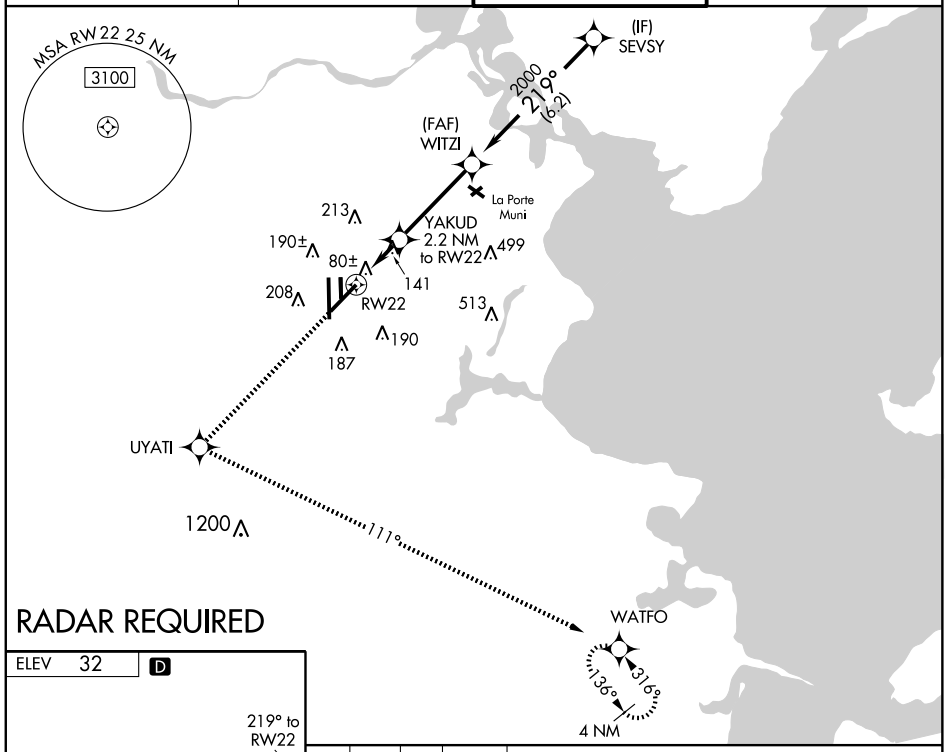
HOUSTON/ ELLINGTON FIELD (EFD)

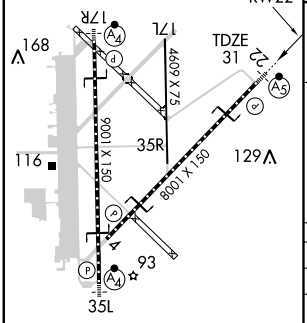
For inoperative MALSR, increase LPV Cat E visibility to RVR 4000, LNAV/VNAV Cat D and E visibility to RVR 5000, and LNAV Cat D and E visibility to RVR 6000. Circling NA west of Rwy 17R-35L. For uncompensated Baro-VNAV systems, procedure NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA.

MALSR

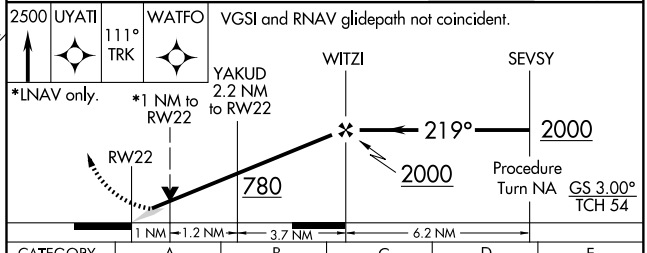
MISSED APPROACH: Climb to 2500 direct UYATI and via 111° track to WATFO and hold.

ATIS★	HOUSTON APP CON	ELLINGTON TOWER	GND CON
135.575 269.9	134.45 284.0	126.05 253.5	121.6 275.8





HIRL Rwys 4-22 and 17R-35L
TDZ/CL Rwys 17R, 22 and 35L



CATEGORY	A	B	C	D	E
LPV DA	290/24 259 (300-½)				
LNAV/ VNAV DA	342/24 311 (400-½)			342/40 311 (400-¾)	
LNAV MDA	400/24 369 (400-½)			400/50 369 (400-1)	
CIRCLING	500-1 468 (500-1)		500-1½ 468 (500-1½)	600-2 568 (600-2)	660-2¼ 628 (700-2¼)

SC-5, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	9001
354°	TDZE	27
	Apt Elev	32

RNAV (GPS) RWY 35L

HOUSTON/ELLINGTON FIELD (EFD)

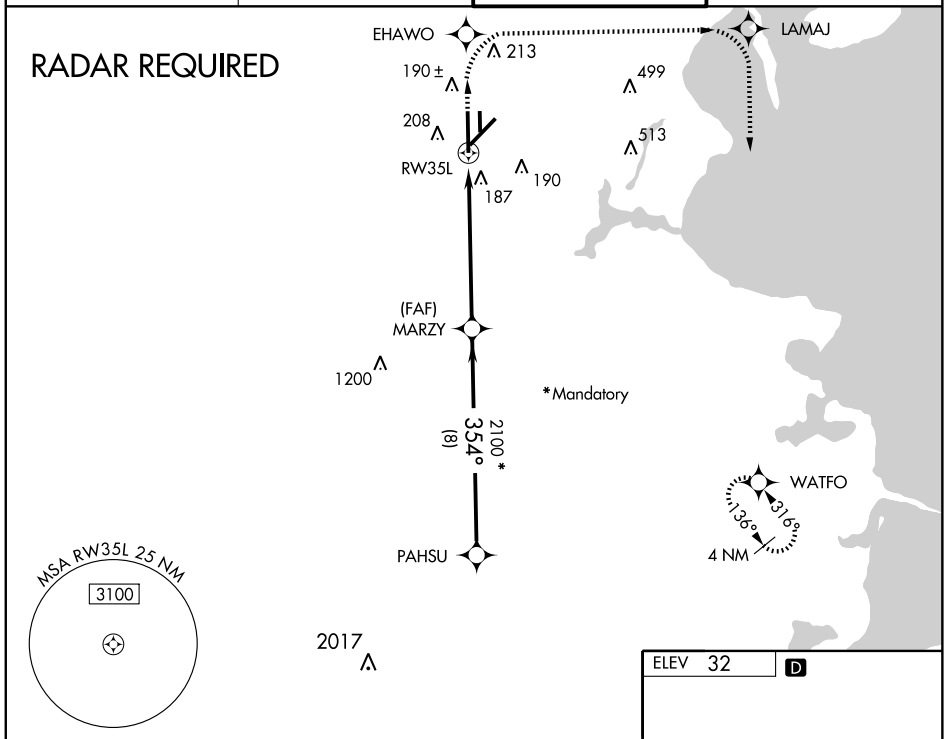
Circling not authorized west of Rwy 17R-35L.
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.
BARO-VNAV NA below -15°C (5°F). WAAS VNAV NA.

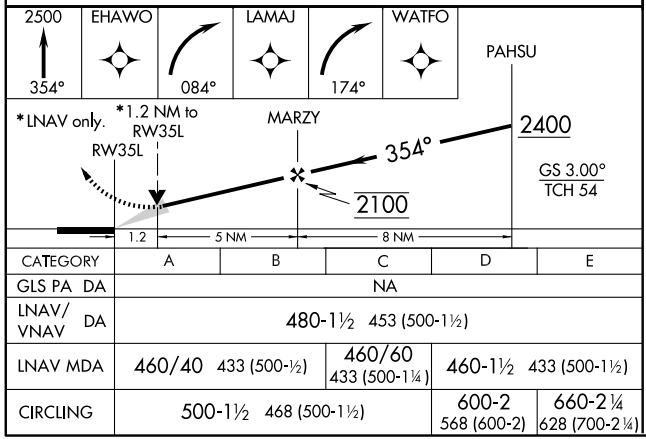
SSALF

MISSED APPROACH: Climb to 2500 via 354° course to EHAWO then right turn via 084° course to LAMAJ then right turn via 174° course to WATFO and hold.

ATIS★	HOUSTON APP CON	ELLINGTON TOWER	GND CON
135.575 269.9	134.45 284.0	126.05 253.5	121.6 275.8

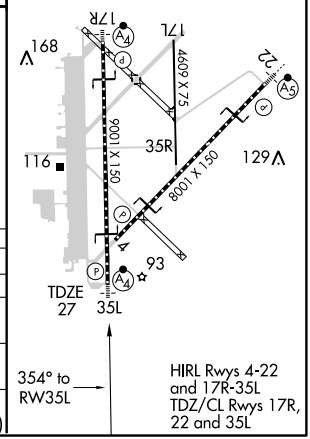
RADAR REQUIRED



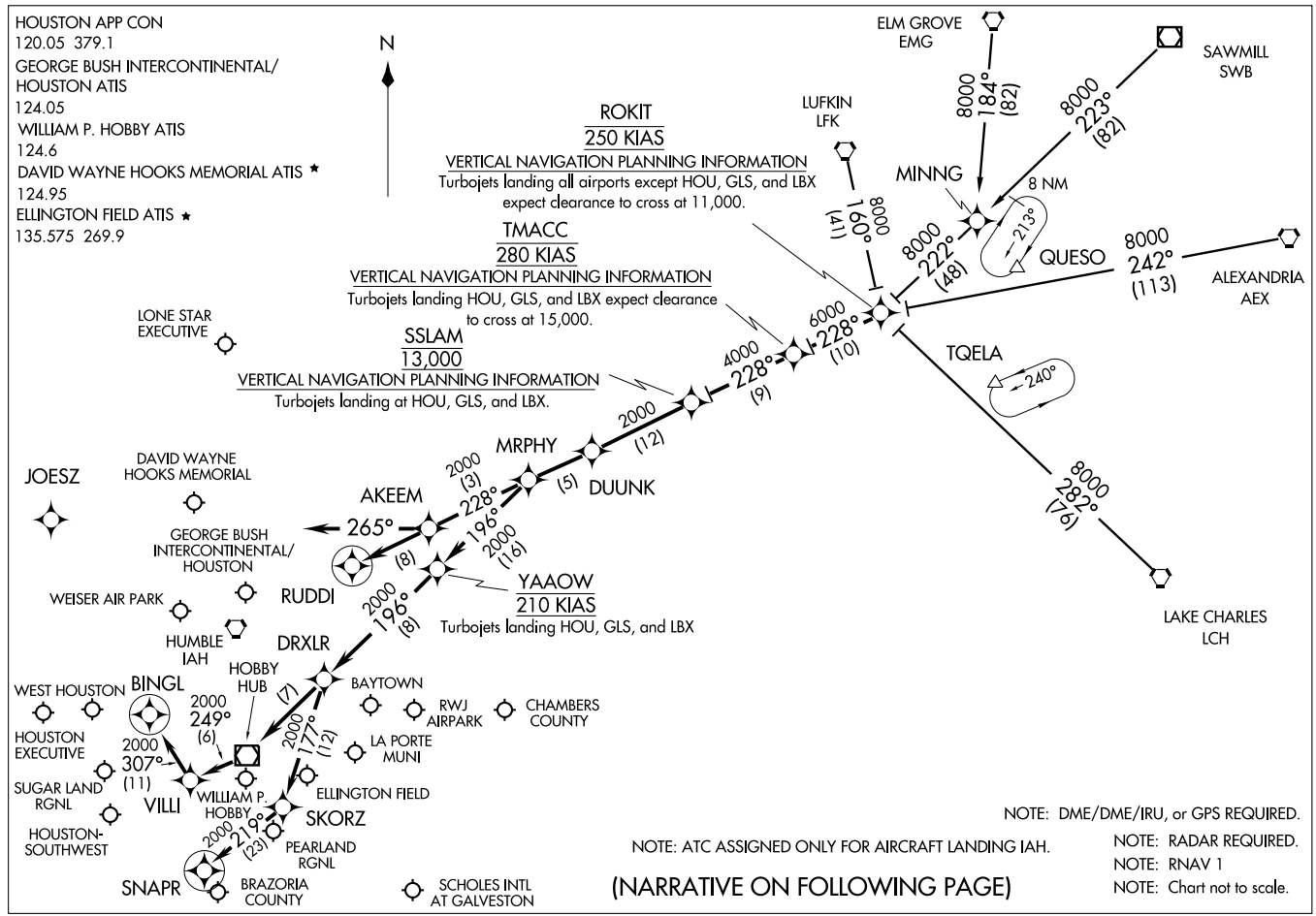


CATEGORY	A	B	C	D	E
GLS PA DA	NA				
LNAV/VNAV DA	480-1½ 453 (500-1½)				
LNAV MDA	460/40 433 (500-½)		460/60 433 (500-1¼)	460-1½ 433 (500-1½)	
CIRCLING	500-1½ 468 (500-1½)			600-2 568 (600-2)	660-2¼ 628 (700-2¼)

ELEV 32 D



SC-5, 08 APR 2010 to 06 MAY 2010



(ROKIT.ROKIT1) 09127

ROKIT ONE ARRIVAL (RNAV)

ST-5461(FAA)

HOUSTON, TEXAS

ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.ROKIT1): For non-GPS equiped aircraft: LCH, AEX, LFK, and DAS must be operational.
ELM GROVE TRANSITION (EMG.ROKIT1): For non-GPS equiped aircraft: LFK, EMG, LCH, and DAS must be operational.
LAKE CHARLES TRANSITION (LCH.ROKIT1): For non-GPS equiped aircraft: BPT, LCH, DAS, and IAH must be operational.
LUFKIN TRANSITION (LFK.ROKIT1): For non-GPS equiped aircraft: IAH and DAS must be operational.
SAWMILL TRANSITION (SWB.ROKIT1): For non-GPS equiped aircraft: LFK and DAS must be operational.

From ROKIT via 228° track to TMACC, thence as depicted to MRPHY. Thence . . . .

FOR DAVID WAYNE HOOKS MEMORIAL (DWH) AND LONE STAR EXECUTIVE (CXO):
. . . . From MRPHY via 228° track to AKEEM, thence as depicted to RUDDI. Expect vectors to final approach course prior to RUDDI.

FOR WILLIAM P. HOBBY (HOU):
RUNWAY 4 . . . . From MRPHY via 196° track to YAAOW, thence as depicted to SNAPR. Expect vectors to final approach course prior to SNAPR, if not received by SNAPR fly present heading.

RUNWAY 12R . . . . From MRPHY via 196° track to YAAOW, thence as depicted to BINGL. Expect vectors to final approach course prior to BINGL, if not received by BINGL fly present heading.

ALL OTHER RUNWAYS . . . . From MRPHY via 196° track to YAAOW, thence as depicted to DRXLR. Expect vectors to final approach course prior to DRXLR.

FOR GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):
RUNWAYS 8 L/R and 9 . . . . From MRPHY via 228° track to AKEEM, then via 265° heading. Expect radar vectors.

ALL OTHER RUNWAYS . . . . From MRPHY via 228° track to AKEEM, thence as depicted to RUDDI. Expect vectors to final appraoch course prior to RUDDI.

FOR OTHER SATELLITE AIRPORTS:
. . . . From MRPHY via 196° track to YAAOW, thence as depicted to DRXLR. Expect vectors to final approach course prior to DRXLR.

SC-5, 08 APR 2010 to 06 MAY 2010

NOTE: Chart not to scale.

Note: RADAR Required.
Note: RNAV 1.
Note: DME/DME/IRU or GPS Required.
Note: For non-GPS equipped aircraft, BPT and LCH must be operational.

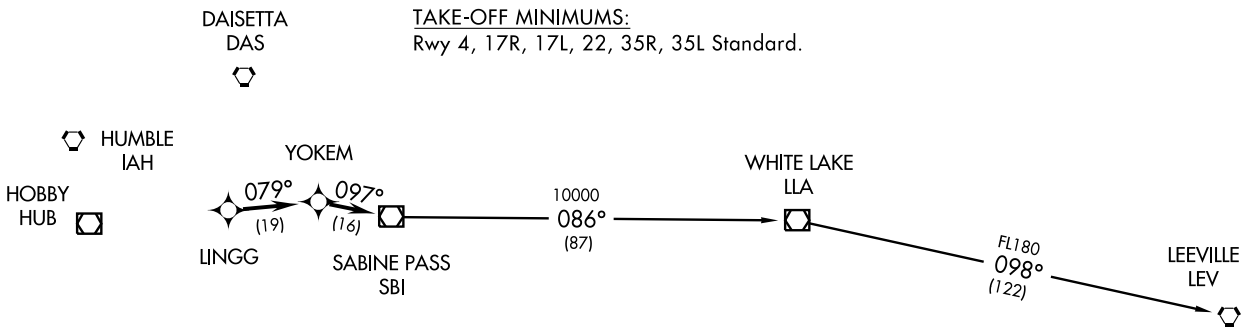
ATIS
135.575 269.9★
GND CON
121.6 275.8
ELLINGTON TOWER
126.05 253.5
HOUSTON DEP CON
134.45 284.0

SABINE PASS ONE DEPARTURE (RNAV) (SBI1.SBI)

09239

SL-197 (FAA)

TAKE-OFF MINIMUMS:
Rwy 4, 17R, 17L, 22, 35R, 35L Standard.



DEPARTURE ROUTE DESCRIPTION

Expect vectors to LINGG, maintain 4000, then via depicted route to SBI VOR/DME, thence. . . .

. . . .via (transition). Expect clearance to filed altitude/flight level 10 minutes after departure.

LEEVILLE TRANSITION: (SBI1.LEV)
WHITE LAKE TRANSITION: (SBI1.LLA)

TAKE-OFF OBSTACLES:
Rwy 17R, Pole 1489' from DER, 817' right of centerline, 40'AGL/74' MSL.
Rwy 22, Antenna on building 1998' from DER, 598' right of centerline, 54' AGL/83' MSL. Obstruction light on glideslope 327' from DER, 543' left of centerline, 39' AGL/ 68' MSL.

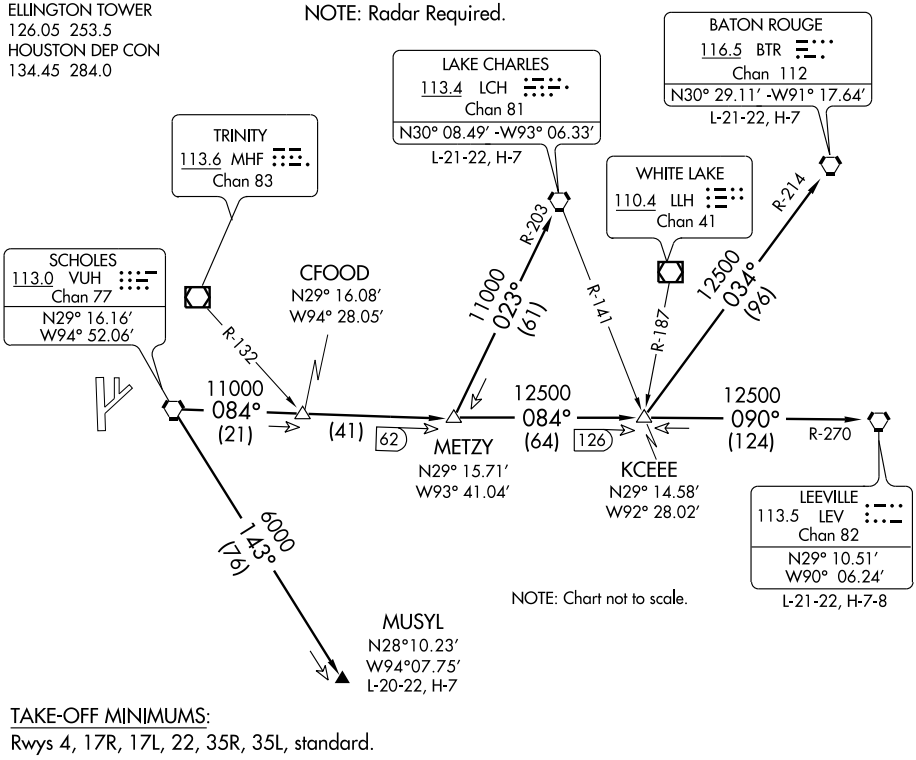
HOUSTON/ELLINGTON FIELD (EFD)
HOUSTON, TEXAS

SCHOLES THREE DEPARTURE

SL-197 (FAA)

ATIS ★
135.575 269.9
GND CON
121.6 275.8
ELLINGTON TOWER
126.05 253.5
HOUSTON DEP CON
134.45 284.0

NOTE: LCH, BTR, and LEV transitions are ATC assigned only, do not file.
NOTE: For LCH, BTR, LEV transitions, this procedure requires over water flight not to exceed 35 miles from nearest shoreline.
NOTE: Radar Required.



TAKE-OFF MINIMUMS:
Rwys 4, 17R, 17L, 22, 35R, 35L, standard.

TAKE-OFF OBSTACLES:
Rwy 17R, Pole 1489′ from DER, 817′ right of centerline, 40′ AGL/74′ MSL.
Rwy 22, Antenna on Bldg 1998′ from DER, 598′ right of centerline, 54′ AGL/83′ MSL. OL on GS 327′ from DER, 543′ left of centerline, 39′ AGL/68′ MSL.

DEPARTURE ROUTE DESCRIPTION

Expect vectors to VUH VORTAC, maintain 4000′, expect filed altitude 10 minutes after departure.

BATON ROUGE TRANSITION (VUH3.BTR): From over VUH VORTAC via VUH R-084 to KCEEE INT, then via BTR R-214 to BTR VORTAC.

LAKE CHARLES TRANSITION (VUH3.LCH): From over VUH VORTAC via VUH R-084 to METZY INT, then via LCH R-203 to LCH VORTAC.

LEEVILLE TRANSITION (VUH3.LEV): From over VUH VORTAC via VUH R-084 to KCEEE INT, then via LEV R-270 to LEV VORTAC.

MUSYL TRANSITION (VUH3.MUSYL): From over VUH VORTAC via VUH R-143 to MUSYL.

SC-5, 08 APR 2010 to 06 MAY 2010

TACAN RWY 4

TACAN EFD Chan 31	APCH CRS 028°	Rwy Idg 8001 TDZE 30 Arpt Elev 32

AL-197 [USAF] HOUSTON/ELLINGTON FIELD (KEFD)

⚠ NA
* Circling not authorized W of Rwy 17R-35L.

MISSED APPROACH: Climbing right turn to 2500 via EFD TACAN R-136 to WATFO INT/16 DME and hold.

ATIS	HOUSTON APP CON	ELLINGTON TOWER	GND CON
135.575 269.9	134.45 284.0	126.05 253.5	121.6 275.8

SC-5, 08 APR 2010 to 06 MAY 2010

RADAR REQUIRED

ELLINGTON
Chan 31 EFD
N29° 36.36′
W95° 09.58′

10 NM

208 277 190 175± 226 499 513

PEARZ
EFD 6

028°

R-136 R-151 R-195 LR-200 R-208

1235

IAF
TAPOW
EFD 15 DME
N29° 22.62′
W95° 02.60′

DUJAR
EFD 15

EBOCU
EFD 15

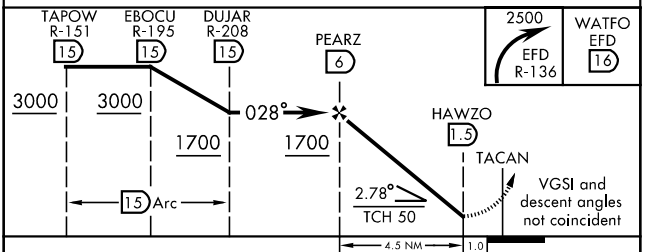
WATFO
EFD 16

316° 136°

EFD 15 Arc

MSA EFD 25 NM
150° 1800 3100 330°

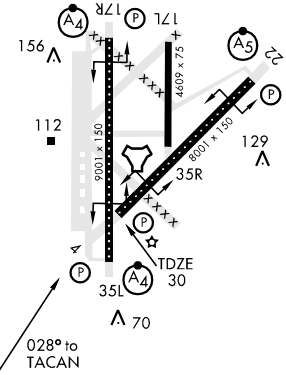
EMERG SAFE ALT 100 NM 16,000



CATEGORY	A	B	C	D	E
S-4	520-1¼ 490 (500-1¼)			520-1½ 490 (500-1½)	520-1¾ 490 (500-1¾)
CIRCLING *	520-1¼ 488 (500-1¼)		520-1½ 488 (500-1½)	600-2 568 (600-2)	660-2¼ 628 (700-2¼)

ELEV 32

HIRL Rwy 4-22 and 17R-35L
TDZL/CL Rwy 17R, 22 and 35L



TACAN RWY 17R

TACAN	APCH CRS	Rwy Idg	9001
EFD		TDZE	31
Chan 31	163°	Arpt Elev	32

AL-197 [USAF]

HOUSTON/ELLINGTON FIELD (KEFD)

NA * When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT D vis to 1½ miles, and CAT E vis to 1¾ miles.
** Circling not authorized W of Rwy 17R-35L.

MALSF (A4)

MISSED APPROACH: Climbing left turn to 2500 via EFD TACAN R-136 to WATFO INT/16 DME and hold.

ATIS	HOUSTON APP CON	ELLINGTON TOWER	GND CON
135.575 269.9	134.45 284.0	126.05 253.5	121.6 275.8

RADAR REQUIRED

R-343 LAWKE EFD 11

LR-354

YESHI EFD 6.4

JINNI EFD 5

163° 343

EFD 11 2000 Arc

ELLINGTON Chan 31 EFD
N29°36.36′ W95°09.58′

190 208 277 175± 226 499 513 190 1235

R-136 R-116

(IAF) ETIME EFD 11

10 NM

WATFO EFD 16

316° 136°

MSA EFD 25 NM
150° 1800 3100 330°

EMERG SAFE ALT 100 NM 16,000

ETIME R-116 11 — LAWKE R-343 11 — YESHI 6.4 — JINNI 5 — GIKAW 2.1 — 1.5 — TACAN

163°

2000 2000 2000 1600

11 Arc

3.39° TCH 50

3.5 NM .7

VGSI and descent angles not coincident

2500 EFD R-136 — WATFO EFD 16

ELEV 32

163° to TACAN

TDZE 31

17R 17L 22 35R 35L

156 112 129 70

4609 x 75 9001 x 150 8001 x 150

HIRL Rwy 4-22 and 17R-35L
TDZL/CL Rwy 17R, 22 and 35L

CATEGORY	A	B	C	D	E
S-17R *	500/40	469 (500-¾)	500/50 469 (500-1)	500/60 469 (500-1¼)	500-1½ 469 (500-1½)
CIRCLING **	500-1	468 (500-1)	500-1½ 468 (500-1½)	600-2 568 (600-2)	660-2¼ 628 (700-2¼)

SC-5, 08 APR 2010 to 06 MAY 2010

TACAN RWY 22

TACAN	EFD	APCH CRS	Rwy ldg	8001
Chan	31	226°	TDZE	31
			Arpt Elev	32

AL-197 [USAF] HOUSTON/ELLINGTON FIELD (KEFD)

NA *When ALS inop, increase vis ½ mile.
**Circling not authorized W of Rwy 17R-35L.

MALSR

MISSED APPROACH: Climbing left turn to 2500 via EFD TACAN R-136 to WATFO INT/16 DME and hold.

ATIS	HOUSTON APP CON	ELLINGTON TOWER	GND CON
135.575 269.9	134.45 284.0	126.05 253.5	121.6 275.8

RADAR REQUIRED

KIRNY EFD 13 R-046

SONAR EFD 5

226°

LR-055

ELLINGTON Chan 31 EFD

La Porte Muni

EFD 13 Arc 2000

499

208

277

175±

190

513

226

R-116

R-136

1235

(IAF) BEBUY EFD 13

10 NM

WATFO EFD 16

316°

136°

MSA EFD 25 NM

150°

1800

3100

330°

EMERG SAFE ALT 100 NM 16,000

2500 EFD R-136

WATFO EFD 16

KIRNY R-046 13

SONAR 5

226°

2000

TACAN

2.2

FIKKO 1

1600

3.46°

TCH 55

VGSI and descent angles not coincident

0.1 4.0 NM

ELEV 32

226° to TACAN

17R 17L

156

460' x 75'

9001 x 150'

8001 x 150'

112

TDZE 31

129

35R

35L

70

HIRL Rwy 4-22 and 17R-35L

TDZL/CL Rwy 17R, 22 and 35L

CATEGORY	A	B	C	D	E
S-22*	500/24 469 (500-½)		500/40 469 (500-¾)	500/50 469 (500-1)	500/60 469 (500-1¼)
CIRCLING**	500-1 468 (500-1)		500-1½ 468 (500-1½)	600-2 568 (600-2)	660-2¼ 628 (700-2¼)

SC-5, 08 APR 2010 to 06 MAY 2010

TACAN RWY 35L

TACAN	APCH CRS	Rwy Idg	9001
EFD Chan 31	002°	TDZE	27
		Arpt Elev	32

AL-197 [USAF]

HOUSTON/ELLINGTON FIELD (KEFD)

NA * When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT D vis to 1½ miles, and CAT E vis to 1¾ miles.
** Circling not authorized W of Rwy 17R-35L.

MALSF

MISSED APPROACH: Climbing right turn to 2500 via EFD TACAN R-136 to WATFO INT/16 DME and hold.

ATIS	HOUSTON APP CON	ELLINGTON TOWER	GND CON
135.575 269.9	134.45 284.0	126.05 253.5	121.6 275.8

RADAR REQUIRED

ELLINGTON
Chan 31 EFD
N29°36.36′
W95°09.58′

499
208
277
190
513
175±
226
1235
10 NM
LULLI
EFD 6
002°
R-151
R-136
LR-174
IAF
TAPOW
EFD 15 DME
N29°22.62′
W95°02.60′
WATFO
EFD 16
316°
136°
VANBE
EFD 15
R-182
EFD 15 Arc
2500

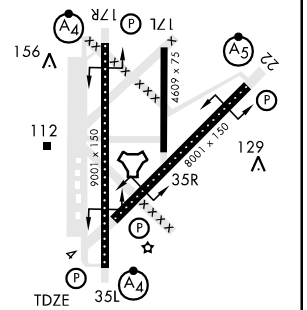
MSA EFD 25 NM
150°
1800
3100
330°

EMERG SAFE ALT 100 NM 16,000

TAPOW R-151 15
VANBE R-182 15
LULLI 6
002°
2500
2500
1700
2.1
KEHRO 1.4
TACAN
2.91°
TCH 54
15 Arc
4.6 NM
.6

2500 EFD R-136
WATFO EFD 16

ELEV 32



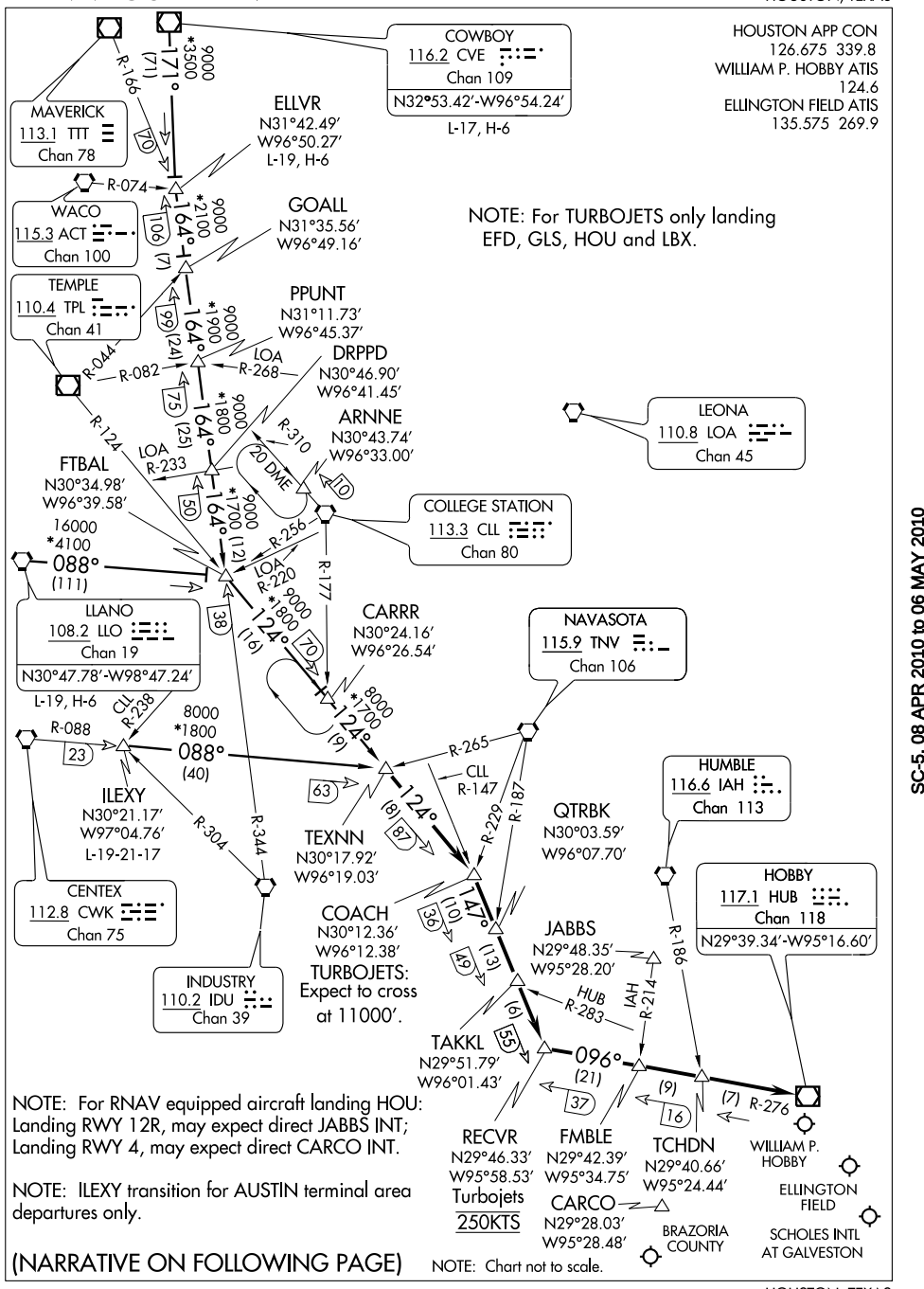
HIRL Rwy 4-22 and 17R-35L
TDZL/CL Rwy 17R, 22 and 35L
002° to TACAN

CATEGORY	A	B	C	D	E
S-35L *	520/40 493	(500-¾)	520/50 493 (500-1)	520/60 493 (500-1¼)	520-1½ 493 (500-1½)
CIRCLING **	520-1 488	(500-1)	520-1½ 488 (500-1½)	600-2 568 (600-2)	660-2¼ 628 (700-2¼)

(TEXNN.TEXNN4) 10098 ST-198 (FAA)

TEXNN FOUR ARRIVAL

WILLIAM P. HOBBY
HOUSTON, TEXAS



SC-5, 08 APR 2010 to 06 MAY 2010

TEXNN FOUR ARRIVAL (TEXNN.TEXNN4)

ARRIVAL DESCRIPTION

COWBOY TRANSITION (CVE.TEXNN4): From over CVE VOR/DME via CVE R-171 to ELLVR INT, then via IDU R-344 to FTBAL INT, then via TPL R-124 to TEXNN INT. Thence . . . .

ELLVR TRANSITION (ELLVR.TEXNN4): From over ELLVR INT via IDU R-344 to FTBAL INT, then via TPL R-124 to TEXNN INT. Thence . . . .

ILEXY TRANSITION (ILEXY.TEXNN4): From over ILEXY INT via CWK R-088 to TEXNN INT. Thence . . . .

LLANO TRANSITION (LLO.TEXNN4): From over LLO VORTAC via LLO R-088 to FTBAL INT, then via TPL R-124 to CARRR INT, then to TEXNN INT. Thence . . . .

. . . . From over TEXNN INT via TPL R-124 to COACH INT/87 DME, then via CLL R-147 to RECVR INT/55 DME, then via HUB R-276 to TCHDN INT, then via HUB R-276 to HUB VOR. Expect vectors to final approach course at or prior to TCHDN INT.

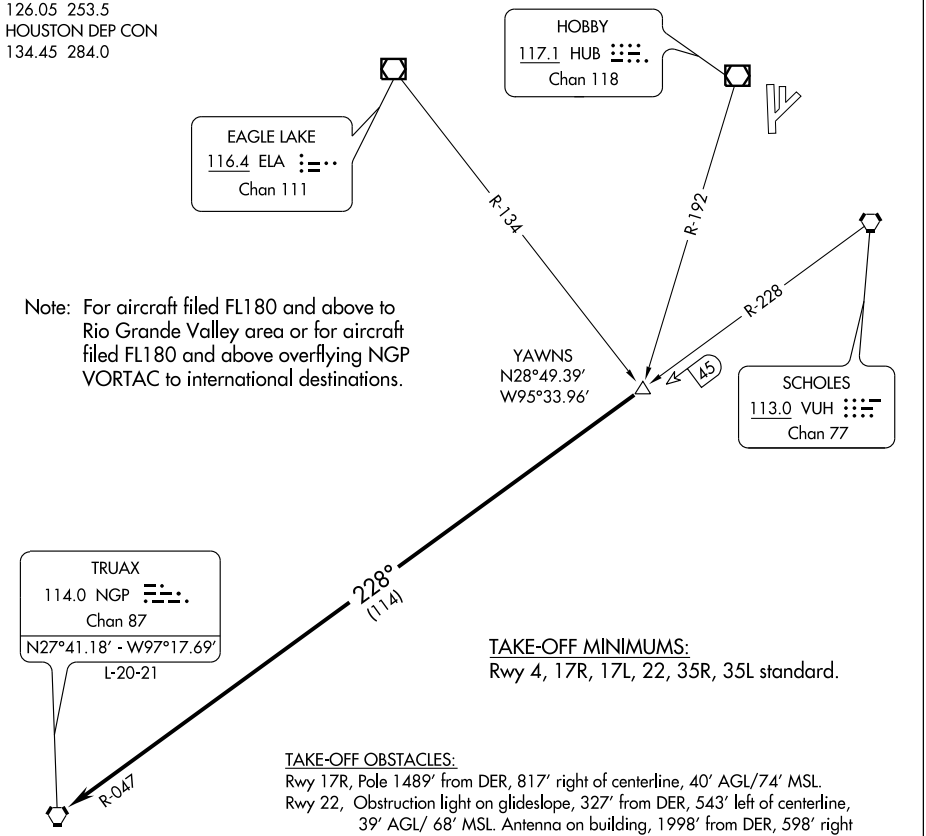
. . . . LANDING RWY 22: Expect vectors to final approach course at or prior to HUB VOR.

SC-5, 08 APR 2010 to 06 MAY 2010

TRUAX TWO DEPARTURE

SL-197 (FAA)

ATIS ★
135.575 269.9
GND CON
121.6 275.8
ELLINGTON TOWER
126.05 253.5
HOUSTON DEP CON
134.45 284.0



Note: For aircraft filed FL180 and above to Rio Grande Valley area or for aircraft filed FL180 and above overflying NGP VORTAC to international destinations.

TAKE-OFF MINIMUMS:
Rwy 4, 17R, 17L, 22, 35R, 35L standard.

TAKE-OFF OBSTACLES:
Rwy 17R, Pole 1489′ from DER, 817′ right of centerline, 40′ AGL/74′ MSL.
Rwy 22, Obstruction light on glideslope, 327′ from DER, 543′ left of centerline, 39′ AGL/ 68′ MSL. Antenna on building, 1998′ from DER, 598′ right of centerline, 54′ AGL/83 MSL.
Rwy 35R, Tree 1597′ from DER, 32′ left of centerline, 33′ AGL/80′ MSL.
Rwy 35L, Multiple trees beginning 1118′ from DER, 679′ right of centerline, up to 37′ AGL/77′ MSL. Crane 2352′ from DER, 1024′ left of centerline, 37′ AGL/97′ MSL.

NOTE: Chart not to scale.

NOTE: Radar Required.

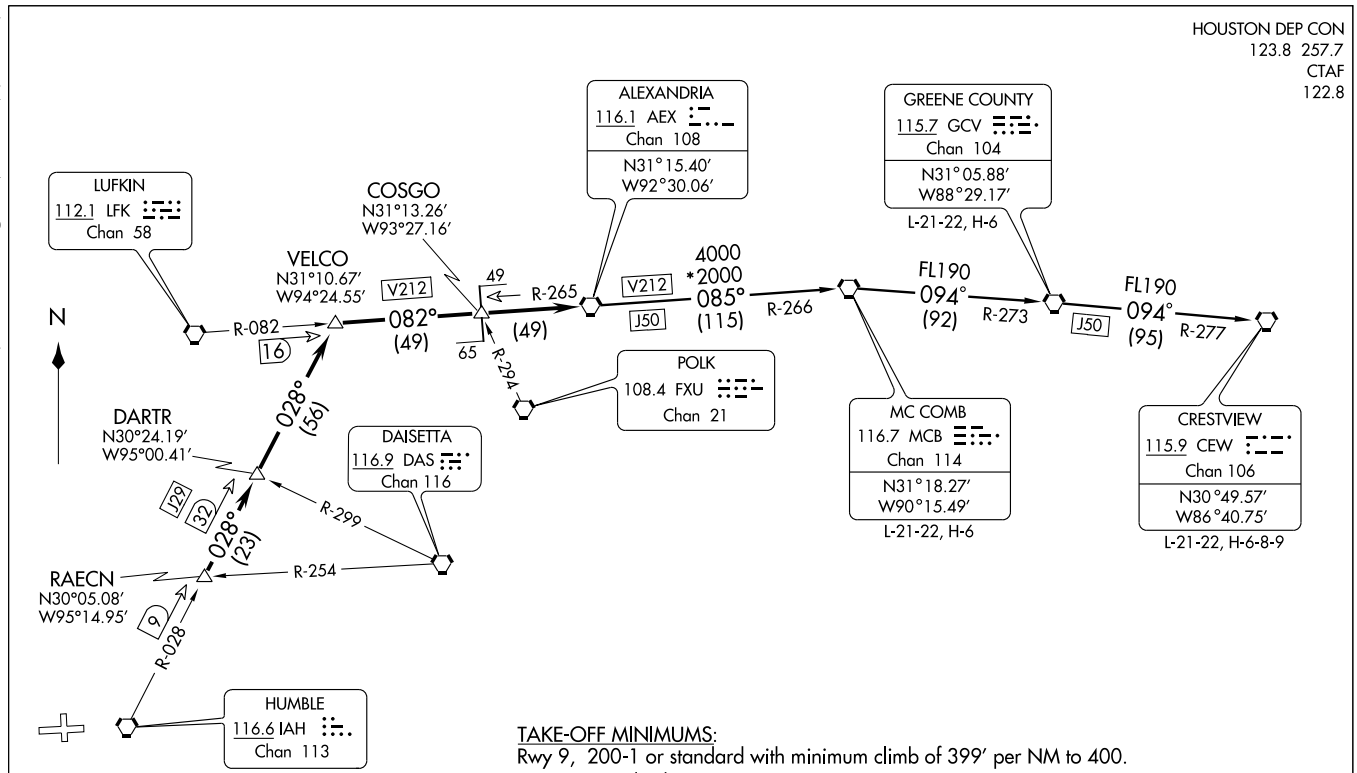
DEPARTURE ROUTE DESCRIPTION

Expect vectors to YAWNS INT, maintain 4000′, expect filed altitude 10 minutes after departure. Thence. . . .

. . . . via VUH R-228 and NGP R-047 to NGP VORTAC.

SC-5, 08 APR 2010 to 06 MAY 2010

ALEXANDRIA FOUR DEPARTURE



TAKE-OFF MINIMUMS:
Rwy 9, 200-1 or standard with minimum climb of 399′ per NM to 400.
Rwy 27, standard.

TAKE-OFF OBSTACLE:
Rwy 9, Tank 4127′ from DER, 1455′ left of centerline, 147′ AGL/282′ MSL.
Rwy 27, Railroad 462′ from DER, 555′ left of centerline, 23′ AGL/165′ MSL.
Vehicle and road 650′ from DER, 7′ left of centerline, 17′ AGL/159′ MSL.

NOTE: Radar Required.
NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

ALEXANDRIA FOUR DEPARTURE

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to RAECN INT, maintain 4000', expect filed altitude 10 minutes after departure. Thence . . . .

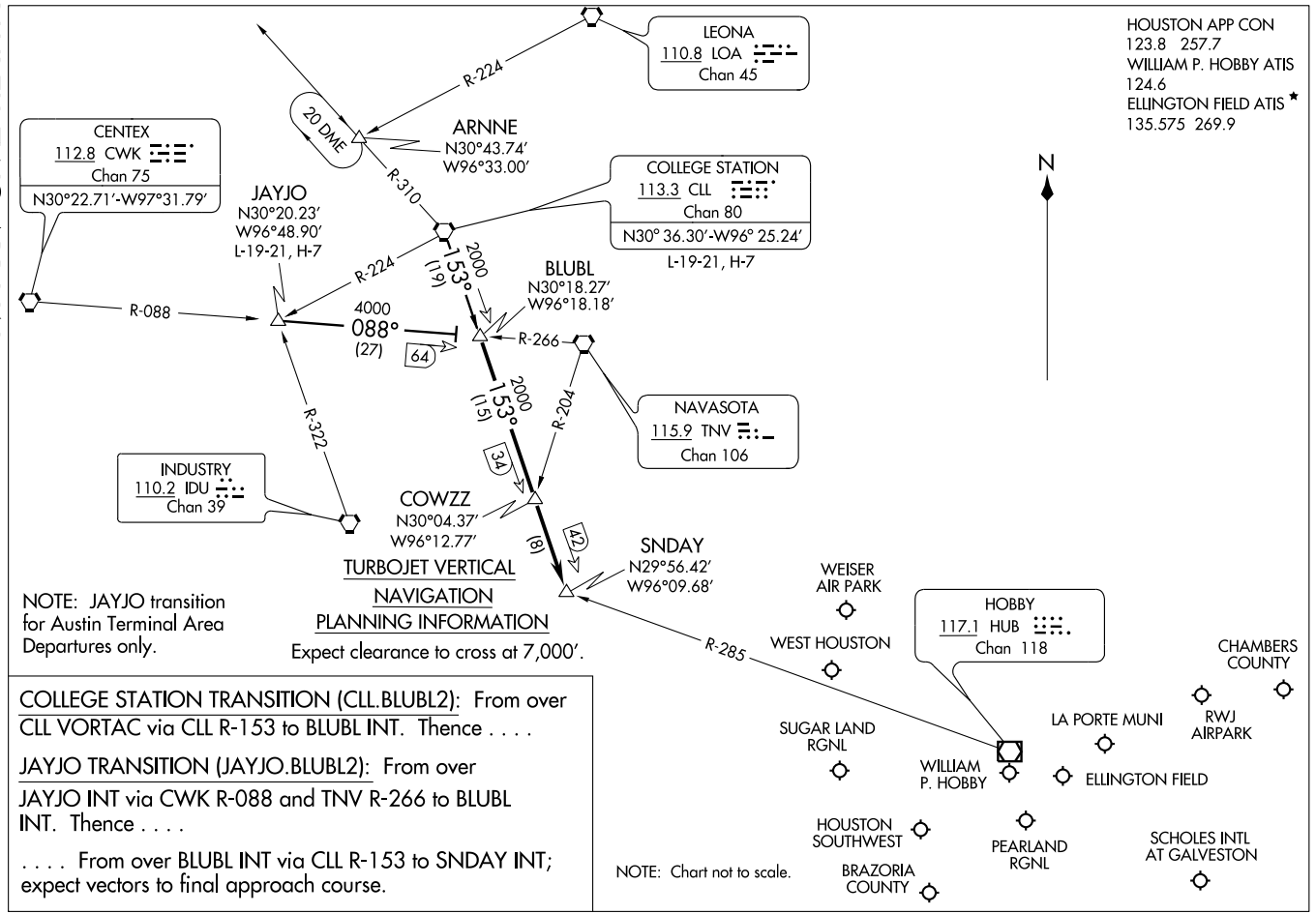
. . . . via IAH R-028 to VELCO INT, then right turn via LFK R-082 and AEX R-265 to AEX VORTAC.

THE FOLLOWING TRANSITIONS ARE ATC ASSIGNED ONLY DO NOT FILE:

CRESTVIEW TRANSITION (AEX4.CEW): (For aircraft being weather rerouted to join a jet route off CEW VORTAC or overflying CEW VORTAC to join a direct route). From over AEX VORTAC via AEX R-085 and MCB R-266 to MCB VORTAC, then via MCB R-094 and GCV R-273 to GCV VORTAC, then via GCV R-094 and CEW R-277 to CEW VORTAC.

GREENE COUNTY TRANSITION (AEX4.GCV): (For aircraft being weather rerouted to join a jet route off GCV VORTAC or overflying GCV VORTAC to join a direct route). From over AEX VORTAC via AEX R-085 and MCB R-266 to MCB VORTAC, then via MCB R-094 and GCV R-273 to GCV VORTAC.

MC COMB TRANSITION (AEX4.MCB): (For aircraft being weather rerouted to join a jet route off MCB VORTAC or overflying MCB VORTAC to join a direct route). From over AEX VORTAC via AEX R-085 and MCB R-266 to MCB VORTAC.



COLLEGE STATION TRANSITION (CLL.BLUBL2): From over CLL VORTAC via CLL R-153 to BLUBL INT. Thence . . . .

JAYJO TRANSITION (JAYJO.BLUBL2): From over JAYJO INT via CWK R-088 and TNV R-266 to BLUBL INT. Thence . . . .

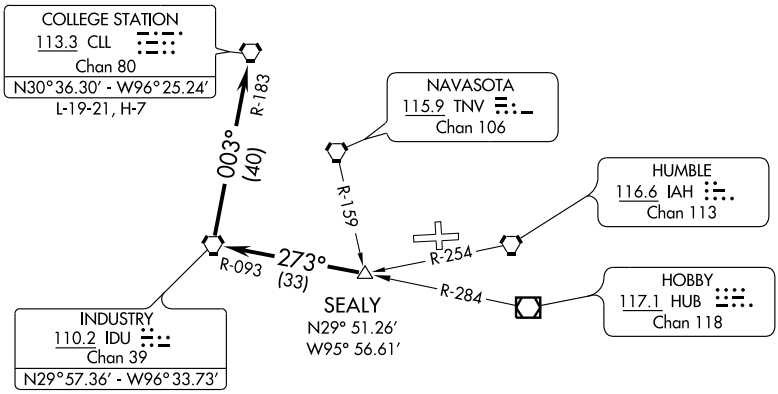
. . . . From over BLUBL INT via CLL R-153 to SNDAY INT; expect vectors to final approach course.

COLLEGE TWO DEPARTURE

SL-6877 (FAA)

HOUSTON/WEISER AIR PARK (EYQ)
HOUSTON, TEXAS

HOUSTON DEP CON
123.8 257.7
CTAF
122.8



TAKE-OFF MINIMUMS:
Rwy 27 standard.
Rwy 9, 200-1 or standard with a minimum climb of 399' per NM to 400'.

TAKE-OFF OBSTACLES:
Rwy 9, Tank 4127' from DER, 1455' left of centerline, 147' AGL/282' MSL.
Rwy 27, Railroad 462' from DER, 555' left of centerline, 23' AGL/165' MSL.
Vehicle and road 650' from DER, 7' left of centerline, 17' AGL/159' MSL.

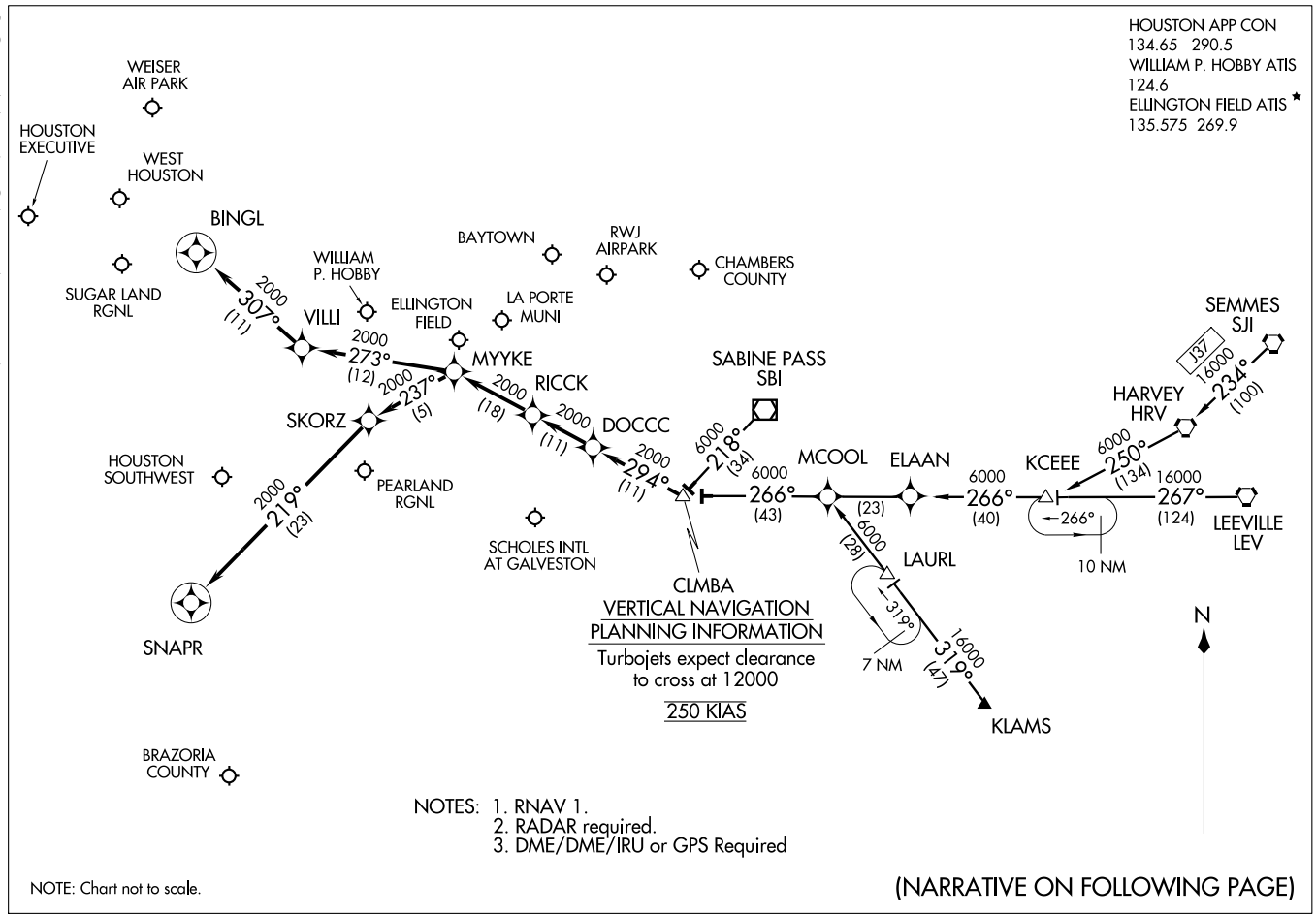
NOTE: Radar Required.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to SEALY INT, maintain 4000, expect filed altitude 10 minutes after departure, Thence . . . .

. . . . via IDU R-093 to IDU VORTAC, then right turn via IDU R-003 and CLL R-183 to CLL VORTAC.



COLUMBIA ONE ARRIVAL (RNAV)

(CLMBA.CLMBA1) 09239

ST-198 (FAA)

HOUSTON, TEXAS

ARRIVAL DESCRIPTION

HARVEY TRANSITION (HRV.CLMBA1): (For non-GPS equipped aircraft LEV, HRV, RQR, LLA, LCH, and DAS must be operational.)
KCEEE TRANSITION (KCEEE.CLMBA1): (For non-GPS equipped aircraft LLA, LCH, and DAS must be operational.)
KLAMS TRANSITION (KLAMS.CLMBA1): (For non-GPS equipped aircraft DAS, LCH, MHF, and VUH must be operational.)
LEEVILLE TRANSITION (LEV.CLMBA1): (For non-GPS equipped aircraft LCH, LLA, and DAS must be operational.)
SABINE PASS TRANSITION (SBI.CLMBA1):
SEMMES TRANSITION (SJI.CLMBA1): (For non-GPS equipped aircraft LEV, HRV, RQR, LLA, LCH, and DAS must be operational.)

From CLMBA WP via 294° track to DOCCC, thence as depicted to RICCK . . . .

WILLIAM P. HOBBY/HOUSTON (HOU):

LANDING RUNWAY 4: . . . . From RICCK via 294° track to MYYKE, thence as depicted to SNAPR. Expect vectors to final approach course prior to SNAPR, if not received by SNAPR fly present heading.

LANDING RUNWAY 12R: . . . . From RICCK via 294° track to MYYKE, thence as depicted to BINGL. Expect vectors to final approach course prior to BINGL, if not received by BINGL fly present heading.

FOR ALL OTHER RUNWAYS: From RICCK via 294° track to MYYKE. Expect vectors to final approach course prior to MYYKE.

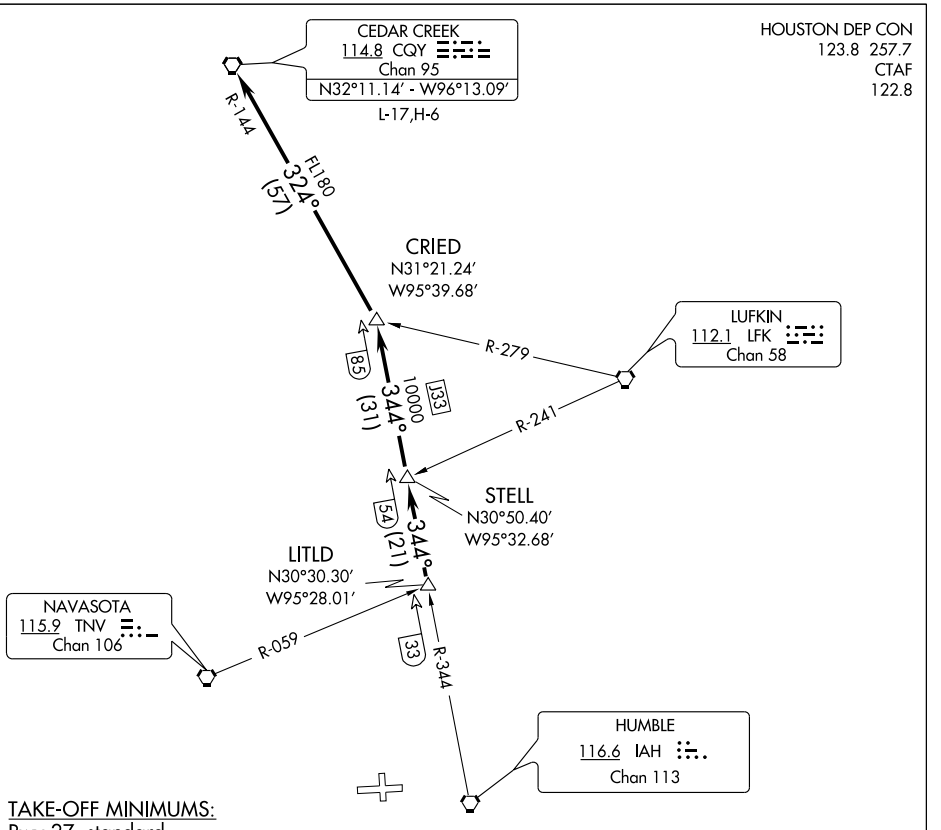
FOR ALL OTHER AIRPORTS: From RICCK via 294° track to MYYKE. Expect vectors to final approach course prior to MYYKE.

SC-5, 08 APR 2010 to 06 MAY 2010

CRIED THREE DEPARTURE

SL-6877 (FAA)

HOUSTON/WEISER AIR PARK (EYQ)
HOUSTON, TEXAS



TAKE-OFF MINIMUMS:
Rwy 27, standard.
Rwy 9, 200-1 or standard with minimum climb of 399' per NM to 400.

TAKE-OFF OBSTACLES:
Rwy 9, Tank, 4127' from DER, 1455' left of centerline, 147' AGL/282' MSL.
Rwy 27, Railroad 462' from DER, 555' left of centerline, 23' AGL/165' MSL.
Vehicle and road 650' from DER, 7' left of centerline, 17' AGL/159' MSL.

NOTE: Radar Required.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to LITLD INT, maintain 4000. Expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-344 to STELL INT, then via IAH R-344 to CRIED INT, then left turn via CQY R-144 to CQY VORTAC.

SC-5, 08 APR 2010 to 06 MAY 2010

DAISETTA EIGHT ARRIVAL (DAS.DAS8)

HOUSTON APP CON
120.05 379.1
GEORGE BUSH INTERCONTINENTAL/
HOUSTON ATIS 124.05
WILLIAM P. HOBBY ATIS
124.6
ELLINGTON FIELD ATIS *
135.575 269.9

NOTE: For all conventional navigation aircraft landing in the Houston terminal area. For all turboprops/pistons landing IAH. ATC assigned only for all others.

NOTE: For RNAV equipped aircraft landing IAH runways 8L/R and 9 from over DAETN INT direct JOESZ INT, expect vectors to final approach course prior to JOESZ INT, if not received by JOESZ INT fly present heading.

ELM GROVE
111.2 EMG
Chan 49
N32°24.01'-W93°35.71'
L-17, H-6

QUESO
N30°46.86'
W94°06.54'

BROWW
N30°54.22'
W93°52.20'

SAWMILL
113.75 SWB
Chan 84(Y)
N31°58.39' - W92°40.63'
L-22, H-6

LUFKIN
112.1 LFK
Chan 58
N31°09.74'
W94°43.02'
L-19-21, H-6

VIERA
N30°44.51'
W94°02.83'

TQELA
N30°32.39'
W93°46.23'

ALEXANDRIA
116.1 AEX
Chan 108
N31°15.40' -W92°30.06'
L-21-22, H-6

INDUSTRY
110.2 IDU
Chan 39

JOESZ
N30°06.40'
W95°46.72'

INNIS
N30°02.07'
W95°06.83'

REHAB
N29°59.59'
W95°14.25'

COMBS
N30°23.32'
W94°25.84'

DAETN
N30°06.31'
W94°54.07'

YAAOW
N29°53.12'
W95°10.69'

DRXLR
N29°45.59'
W95°13.92'

GEORGE BUSH
INTERCONTINENTAL/
HOUSTON

HUMBLE
116.6 IAH
Chan 113

HOBBY
117.1 HUB
Chan 118

DAISETTA
116.9 DAS
Chan 116
N30°11.38' -W94°38.70'

LAKE CHARLES
113.4 LCH
Chan 81
N30°08.49' -W93°06.33'
L-21-22, H-7

BEAUMONT
114.5 BPT
Chan 92
N29°56.76' -W94°00.97'

VERTICAL NAVIGATION
PLANNING INFORMATION
Turbojets: 280K IAS
Expect clearance
to cross at 13,000'

RADAR REQUIRED

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

WEISER AIRPARK
WEST HOUSTON
HOUSTON EXECUTIVE
SUGAR LAND RGNL
LA PORTE MUNI
CHAMBERS COUNTY
WILLIAM P. HOBBY
BAYTOWN
RWJ AIRPARK
PEARLAND RGNL
ELLINGTON FIELD
HOUSTON-SOUTHWEST
SCHOLES INTL AT GALVESTON
BRAZORIA COUNTY

DAISETTA EIGHT ARRIVAL (DAS.DAS8)

ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.DAS8): From over AEX VORTAC via AEX R-246 to VIERA INT, then via DAS R-038 to DAS VORTAC. Thence . . . .

ELM GROVE TRANSITION (EMG.DAS8): From over EMG VORTAC via EMG R-182 to BROWW INT, then via DAS R-038 to DAS VORTAC. Thence . . . .

LAKE CHARLES TRANSITION (LCH.DAS8): From over LCH VORTAC via LCH R-275 to COMBS INT, then via DAS R-038 to DAS VORTAC. Thence . . . .

LUFKIN TRANSITION (LFK.DAS8): From over LFK VORTAC via LFK R-157 to COMBS INT, then via DAS R-038 to DAS VORTAC Thence . . . .

SAWMILL TRANSITION (SWB.DAS8): From over SWB VOR/DME via SWB R-222 and DAS R-038 to BROWW INT, then via DAS R-038 to DAS VORTAC. Thence . . . .

GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):

. . . . From over DAS VORTAC via DAS R-244 to DAETN INT.

LANDING RUNWAYS 8L/R and 9:

. . . . From DAETN INT fly heading 265° for vectors to final approach course.

FOR ALL OTHER RUNWAYS: Expect vectors to final approach course at or prior to REHAB INT.

FOR ALL OTHER AIRPORTS:

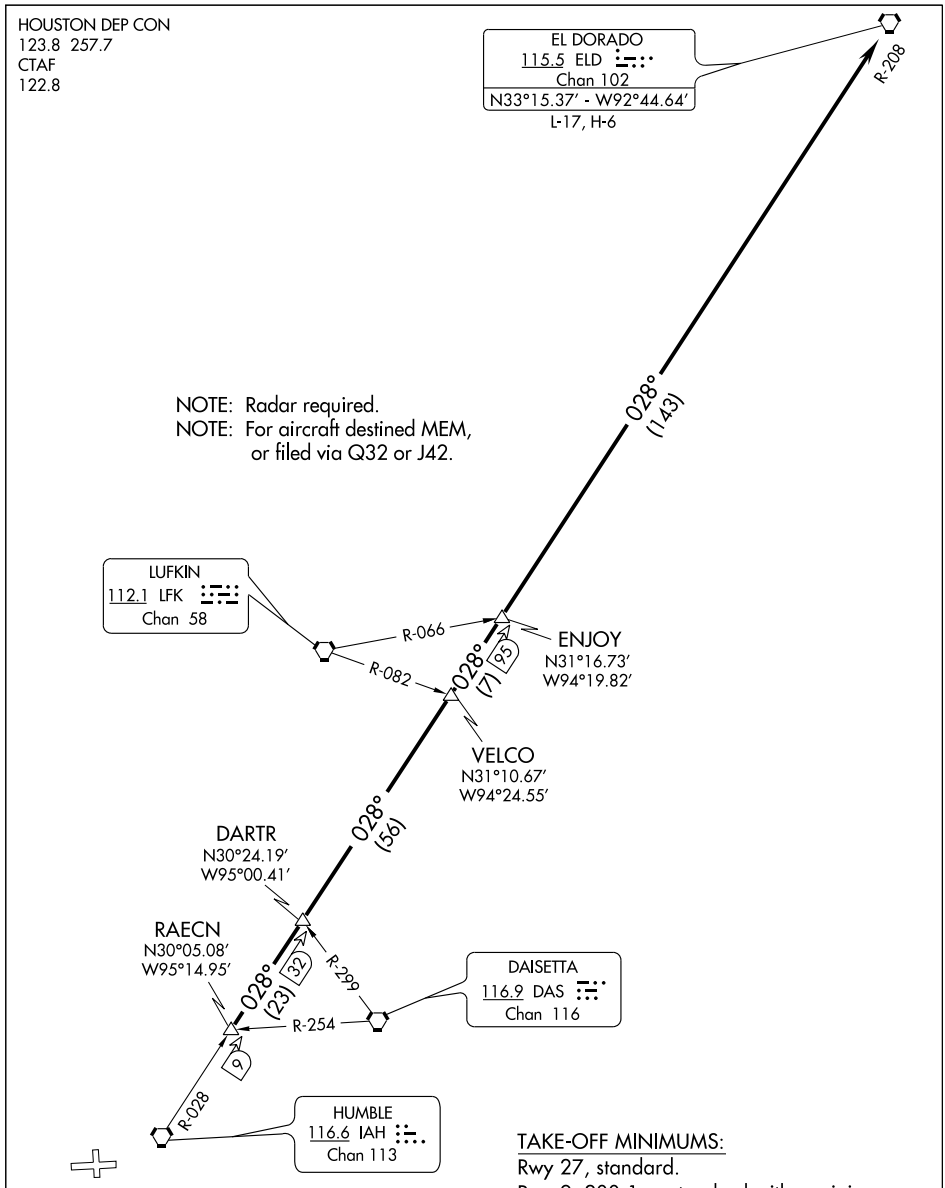
. . . . From over DAS VORTAC via DAS R-244 to INNIS INT, thence via HUB R-015 to HUB VOR/DME, expect vectors to final approach course at or prior to HUB VOR/DME.

SC-5, 08 APR 2010 to 06 MAY 2010

EL DORADO ONE DEPARTURE

SL-6877 (FAA)

HOUSTON/WEISER AIR PARK (EYQ)
HOUSTON, TEXAS



TAKE-OFF MINIMUMS:
Rwy 27, standard.
Rwy 9, 200-1 or standard with a minimum climb of 399 feet per NM to 400.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to RAECN INT, maintain 4000, expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-028 and the ELD R-208 to ELD VORTAC.

TAKE-OFF OBSTACLES

Rwy 9, Tank 4127′ from DER, 1455′ left of centerline, 147′ AGL/282′ MSL.
Rwy 27, Railroad 462′ from DER, 555′ left of centerline, 23′ AGL/165′ MSL.
Vehicle and road 650′ from DER, 7′ left of centerline, 17′ AGL/159′ MSL.

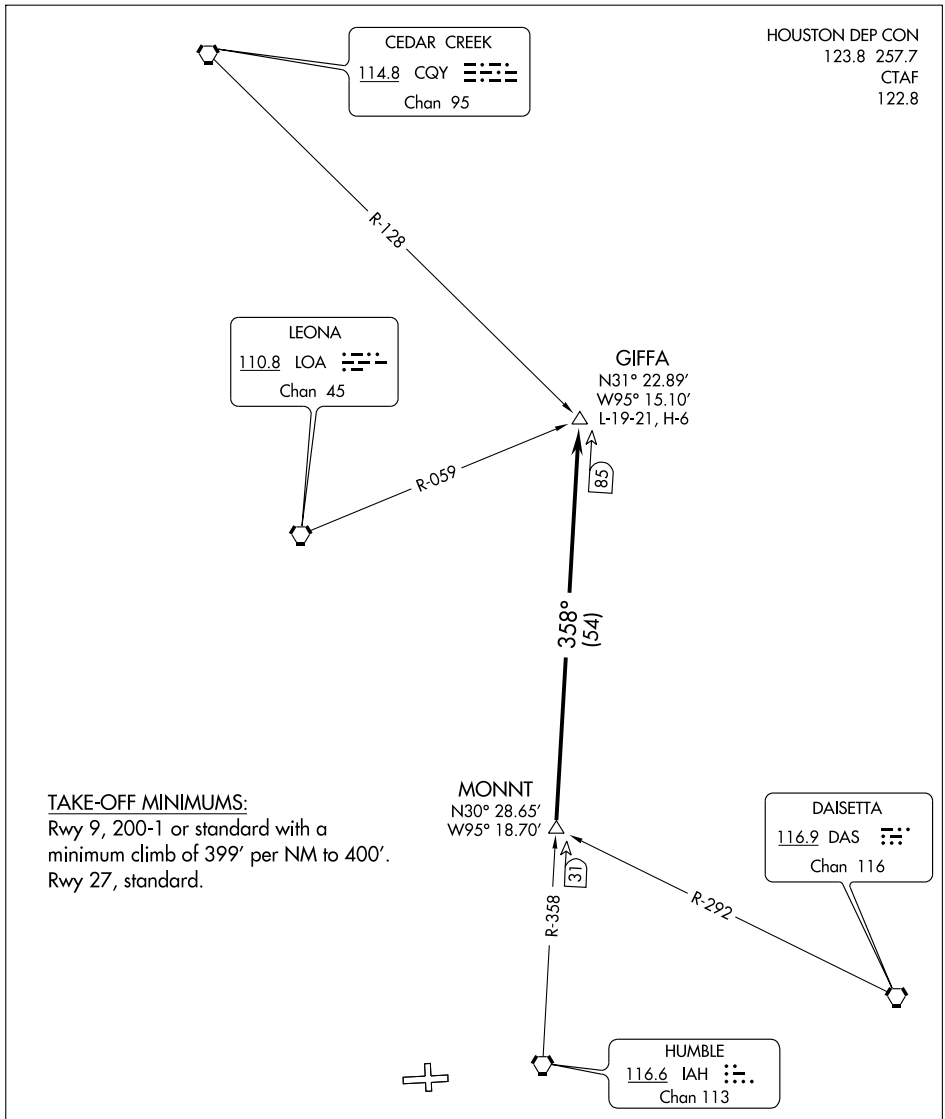
SC-5, 08 APR 2010 to 06 MAY 2010

GIFFA THREE DEPARTURE

SL-6877 (FAA)

HOUSTON/ WEISER AIR PARK (EYQ)

HOUSTON, TEXAS



TAKE-OFF MINIMUMS:
Rwy 9, 200-1 or standard with a minimum climb of 399′ per NM to 400′.
Rwy 27, standard.

NOTE: Radar Required.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SC-5, 08 APR 2010 to 06 MAY 2010

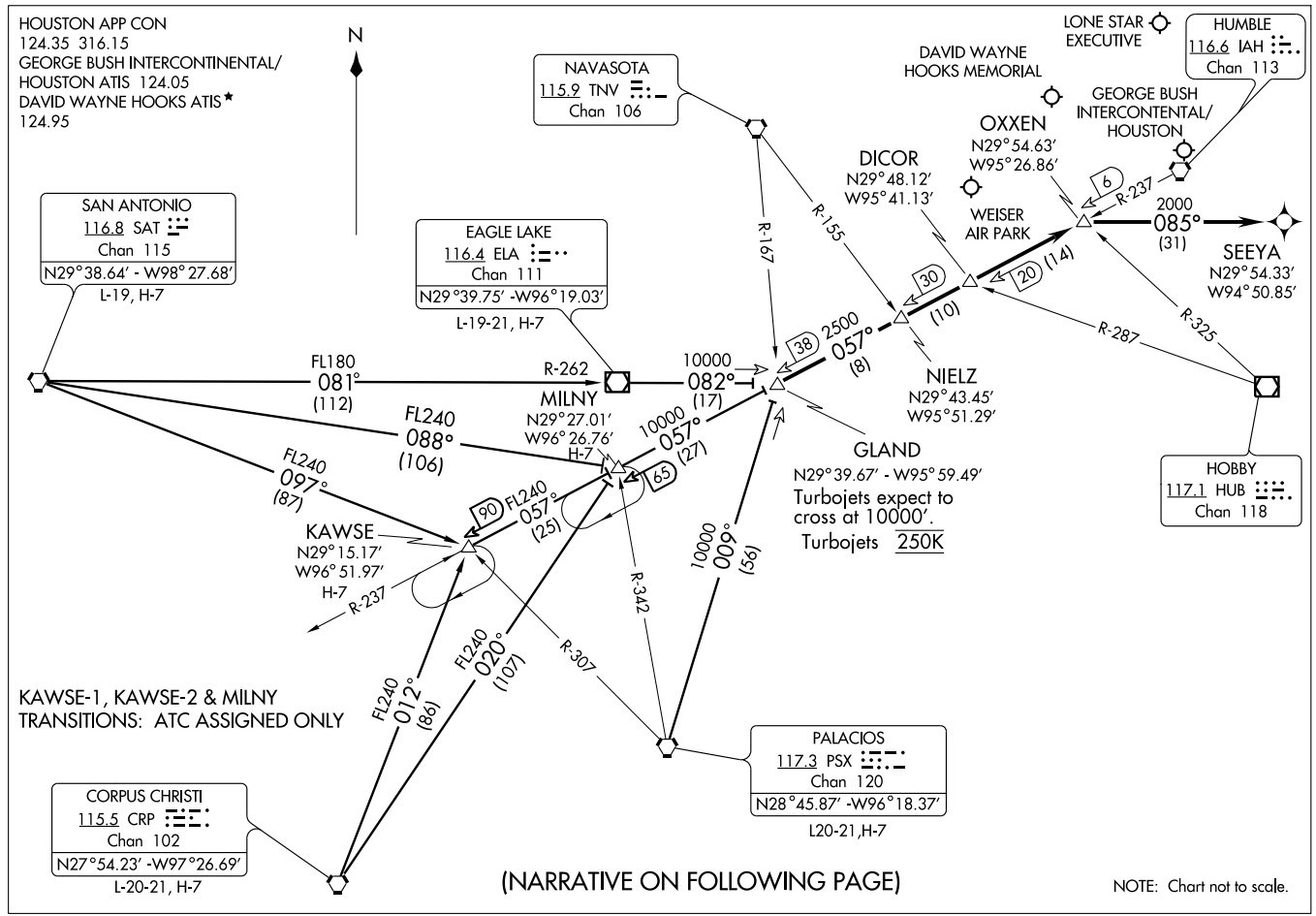
DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to MONNT INT, maintain 4000, expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-358 to GIFFA INT.

TAKE-OFF OBSTACLES:
Rwy 9, Tank 4127' from DER, 1455' left of centerline, 147' AGL/282' MSL.
Rwy 27, Railroad 462' from DER, 555' left of centerline, 23' AGL/165' MSL.
Vehicle and road 650' from DER, 7' left of centerline, 17' AGL/159' MSL.

SC-5, 08 APR 2010 to 06 MAY 2010



07298

GLAND THREE ARRIVAL (GLAND.GLAND3)

ST-5461 (FAA)

HOUSTON, TEXAS

GLAND THREE ARRIVAL (GLAND.GLAND3) HOUSTON, TEXAS

ARRIVAL DESCRIPTION

CORPUS CHRISTI TRANSITION (CRP.GLAND3): From over CRP VORTAC via CRP R-020 to MILNY INT, then via IAH R-237 to GLAND INT. Thence. . . .

EAGLE LAKE TRANSITION (ELA.GLAND3): From over ELA VOR/DME via ELA R-082 to GLAND INT. Thence. . . .

KAWSE-1 TRANSITION (KAWSE-1.GLAND3): (ATC assigned.) From over SAT VORTAC via SAT R-097 to KAWSE INT, then via IAH R-237 to GLAND INT. Thence. . . .

KAWSE-2 TRANSITION (KAWSE-2.GLAND3): (ATC assigned.) From over CRP VORTAC via CRP R-012 to KAWSE INT, then via IAH R-237 to GLAND INT. Thence. . . .

MILNY TRANSITION (MILNY.GLAND3): (ATC assigned.) From over SAT VORTAC via SAT R-088 to MILNY INT, then via IAH R-237 to GLAND INT. Thence. . . .

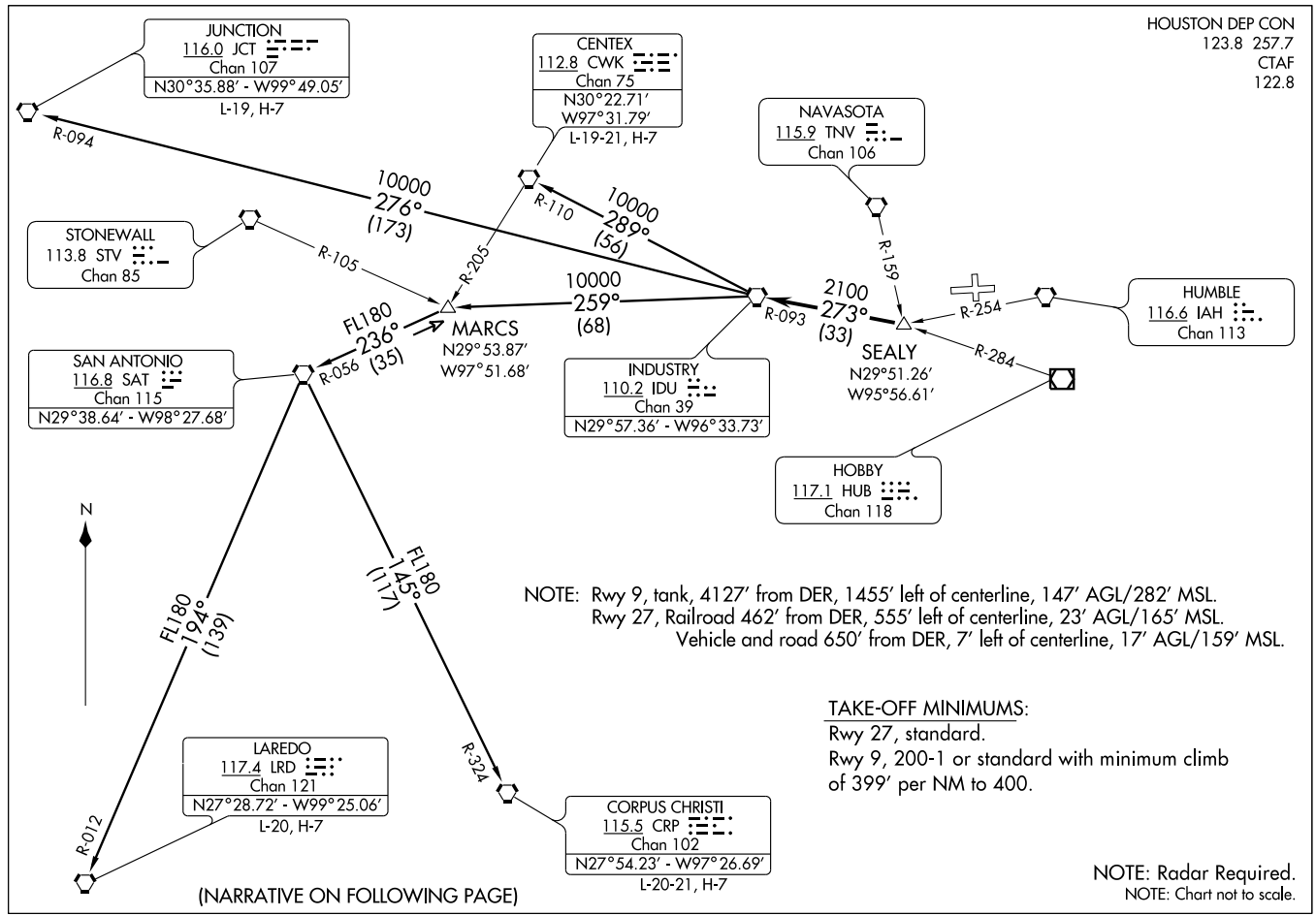
PALACIOS TRANSITION (PSX.GLAND3): From over PSX VORTAC via PSX R-009 to GLAND INT. Thence. . . .

SAN ANTONIO TRANSITION (SAT.GLAND3): From over SAT VORTAC via R-081 and ELA R-262 to ELA VOR/DME, then via ELA R-082 to GLAND INT. Thence. . . .

GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH): From over GLAND INT via IAH R-237 to OXXEN INT, landing runways 26 L/R or 27 fly heading 085° for vectors to final approach course. For /E, /F, /G, /R (RNP-2.0), equipped aircraft: from over OXXEN INT direct SEEYA WP, expect vector to final approach course prior to SEEYA WP, if not received by SEEYA WP fly present heading. All other runways, expect vectors to final approach course at or prior to OXXEN INT.

FOR ALL OTHER AIRPORTS: From over GLAND INT via IAH R-237 to OXXEN INT. Expect vectors to final approach course at or prior to OXXEN INT.

SC-5, 08 APR 2010 to 06 MAY 2010



(IDU3.IDU) 08157

INDUSTRY THREE DEPARTURE

SL-6877 (FAA)

HOUSTON/WEISER AIR PARK (EYQ)
HOUSTON, TEXAS

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to SEALY INT. Maintain 4000'. Expect filed altitude 10 minutes after departure. Thence . . . .

. . . . VIA IDU R-093 to IDU VORTAC.

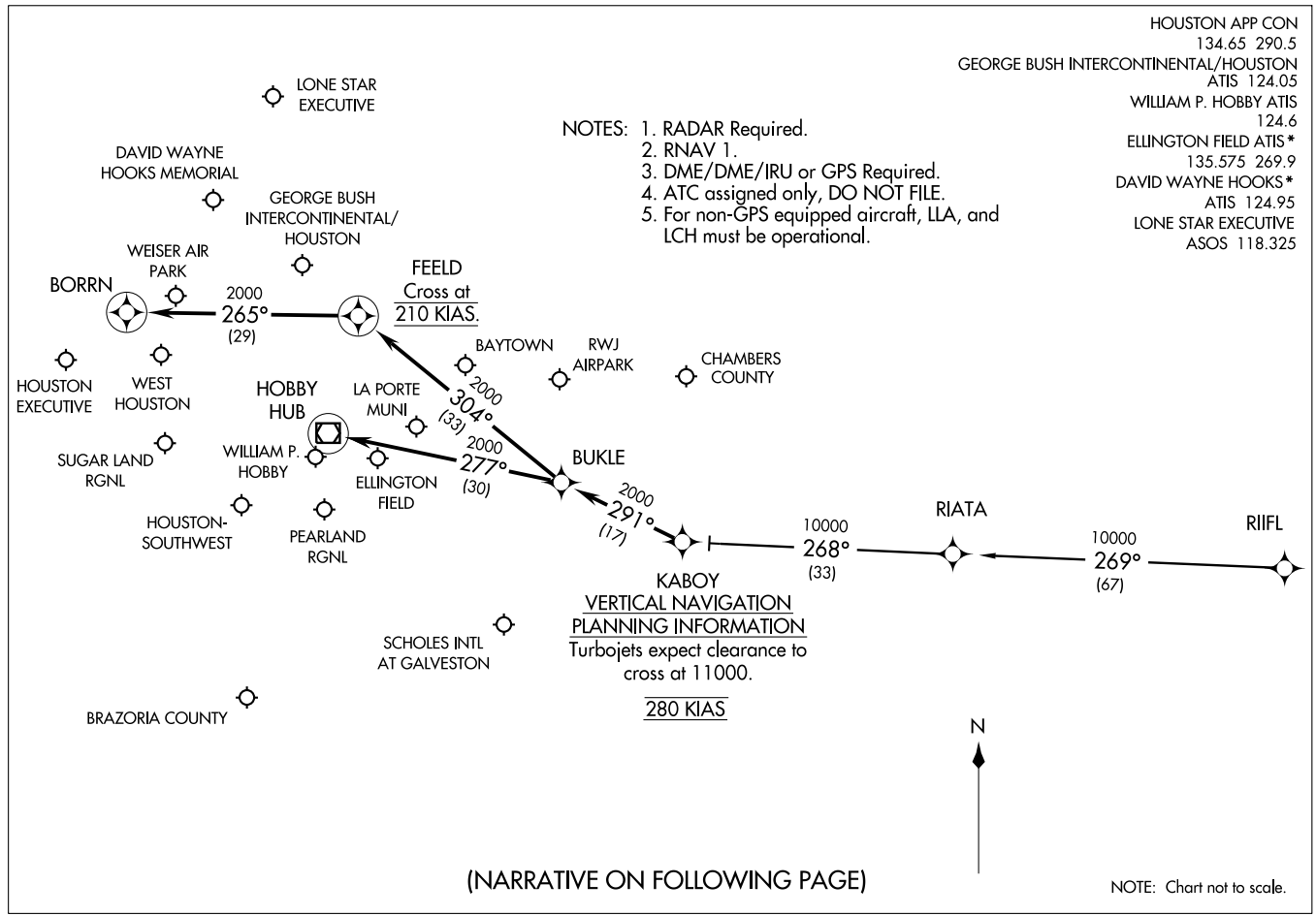
CENTEX TRANSITION (IDU3.CWK): (ATC assigned only. For aircraft inbound to the DFW Metroplex area that are being rerouted due to bad weather.) From over IDU VORTAC via IDU R-289 and CWK R-110 to CWK VORTAC.

CORPUS CHRISTI TRANSITION (IDU3.CRP): (ATC assigned only.) From over IDU VORTAC via IDU R-259 to MARCS INT, then via SAT R-056 to SAT VORTAC, then via SAT R-145 and CRP R-324 to CRP VORTAC.

JUNCTION TRANSITION (IDU3.JCT): (For aircraft overflying JCT VORTAC via J2, J15, or J86.) From over IDU VORTAC via IDU R-276 and JCT R-094 to JCT VORTAC.

LAREDO TRANSITION (IDU3.LRD): (ATC assigned only.) From over IDU VORTAC via IDU R-259 to MARCS INT, then via SAT R-056 to SAT VORTAC, then via SAT R-194 and LRD R-012 to LRD VORTAC.

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HOUSTON APP CON
134.65 290.5
GEORGE BUSH INTERCONTINENTAL/HOUSTON
ATIS 124.05
WILLIAM P. HOBBY ATIS
124.6
ELLINGTON FIELD ATIS*
135.575 269.9
DAVID WAYNE HOOKS*
ATIS 124.95
LONE STAR EXECUTIVE
ASOS 118.325
(KABOY.KABOY1) 09071
KABOY ONE ARRIVAL (RNAV)
ST-5461(FAA)
HOUSTON, TEXAS
NOTES: 1. RADAR Required.
2. RNAV 1.
3. DME/DME/IRU or GPS Required.
4. ATC assigned only, DO NOT FILE.
5. For non-GPS equipped aircraft, LLA, and LCH must be operational.
LONE STAR EXECUTIVE
DAVID WAYNE HOOKS MEMORIAL
GEORGE BUSH INTERCONTINENTAL/ HOUSTON
WEISER AIR PARK
BORRN
2000
265°
(29)
FEELD
Cross at
210 KIAS.
BAYTOWN
RWJ AIRPARK
CHAMBERS COUNTY
HOUSTON EXECUTIVE
WEST HOUSTON
HOBBY HUB
LA PORTE MUNI
2000
304°
(33)
SUGAR LAND RGNL
WILLIAM P. HOBBY
2000
277°
(30)
ELLINGTON FIELD
BUKLE
2000
291°
(17)
HOUSTON-SOUTHWEST
PEARLAND RGNL
10000
268°
(33)
RIATA
10000
269°
(67)
RIIFL
KABOY
VERTICAL NAVIGATION
PLANNING INFORMATION
Turbojets expect clearance to cross at 11000.
280 KIAS
SCHOLES INTL AT GALVESTON
BRAZORIA COUNTY
N
(NARRATIVE ON FOLLOWING PAGE)
NOTE: Chart not to scale.

ARRIVAL DESCRIPTION

RIIFL TRANSITION (RIIFL.KABOY1)

From KABOY via 291° track to BUKLE . . . .

GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):

LANDING RUNWAYS 8L/8R, OR 9: . . . . From BUKLE via 304° track to FEELD, thence as depicted to BORRN. Expect vectors to final approach course prior to BORRN, if not received by BORRN, fly present heading.

ALL OTHER RUNWAYS: . . . . From BUKLE via 304° track to FEELD. Expect vectors to final approach course prior to FEELD.

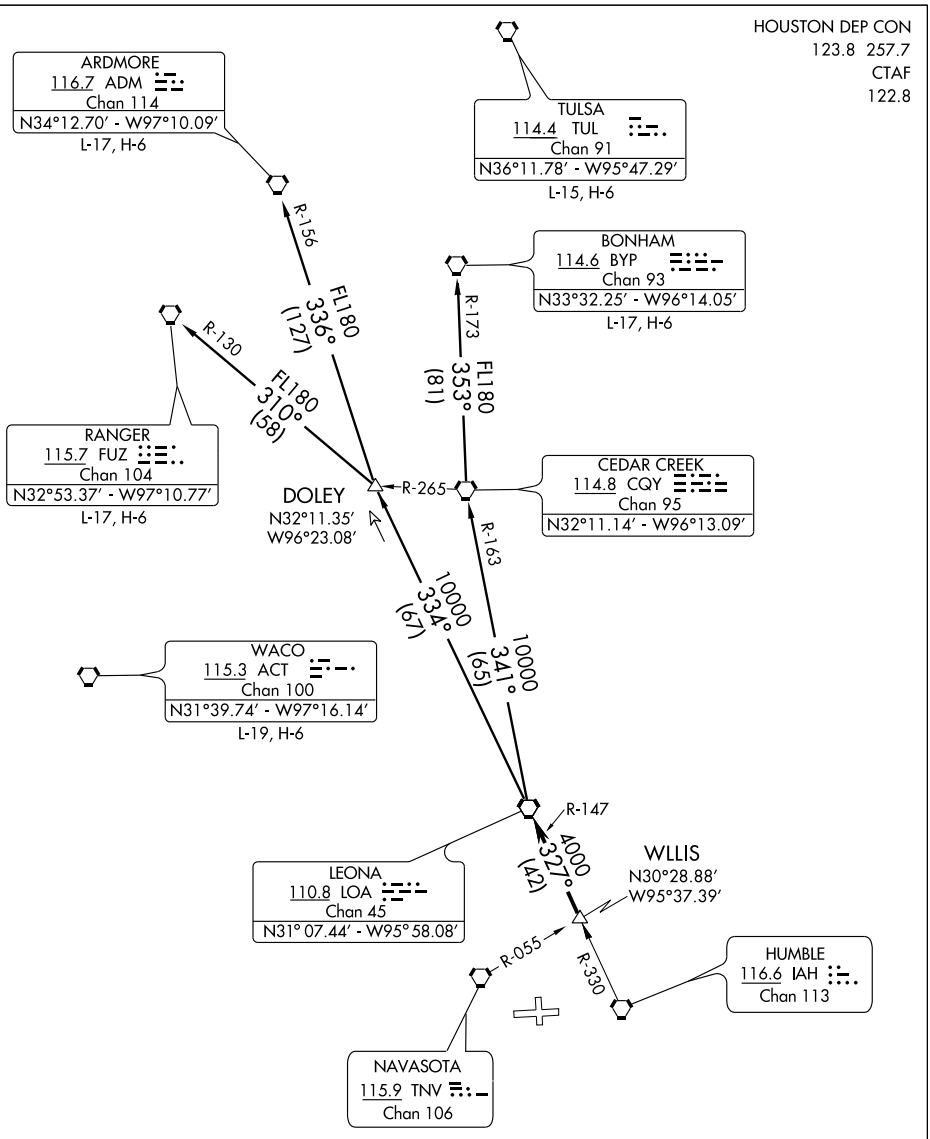
DAVID WAYNE HOOKS MEMORIAL (DWH) AND LONE STAR EXECUTIVE (CXO): . . . . From BUKLE via 304° track to FEELD. Expect vectors to final approach course prior to FEELD.

ALL OTHER AIRPORTS: . . . . From BUKLE via 277° track to HUB VOR/DME. Expect vectors to final approach course prior to HUB VOR/DME.

LEONA SIX DEPARTURE

SL-6877 (FAA)

HOUSTON/WEISER AIR PARK (EYQ)
HOUSTON, TEXAS



TAKE-OFF MINIMUMS:
Rwy 9, 200-1 or standard with a Minimum Climb of 399′ per NM to 400.
Rwy 27, standard.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Radar required.

SC-5, 08 APR 2010 to 06 MAY 2010

LEONA SIX DEPARTURE

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to WLLIS INT, maintain 4000, expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via LOA R-147 to LOA VORTAC.

ARDMORE TRANSITION (LOA6.ADM): (For aircraft overflying North/Northwest of the DFW terminal area FL240 and above.) From over LOA VORTAC via LOA R-334 to DOLEY INT, then via ADM R-156 to ADM VORTAC.

BONHAM TRANSITION (LOA6.BYP): (For aircraft overflying/landing TUL VORTAC FL240 and above.) From over LOA VORTAC via LOA R-341 and CQY R-163 to CQY VORTAC, then via CQY R-353 and BYP R-173 to BYP VORTAC.

RANGER TRANSITION (LOA6.FUZ): (For aircraft overflying west/northwest of the DFW terminal area FL240 and above.) From over LOA VORTAC via LOA R-334 to DOLEY INT, then via FUZ R-130 to FUZ VORTAC.

TAKE-OFF OBSTACLES

Rwy 9, Tank 4127′ from DER, 1455′ left of centerline, 147′ AGL/282′ MSL.
Rwy 27, Railroad 462′ from DER, 555′ left of centerline, 23′ AGL/165′ MSL.
Vehicle and road 650′ from DER, 7′ left of centerline, 17′ AGL/159′ MSL.

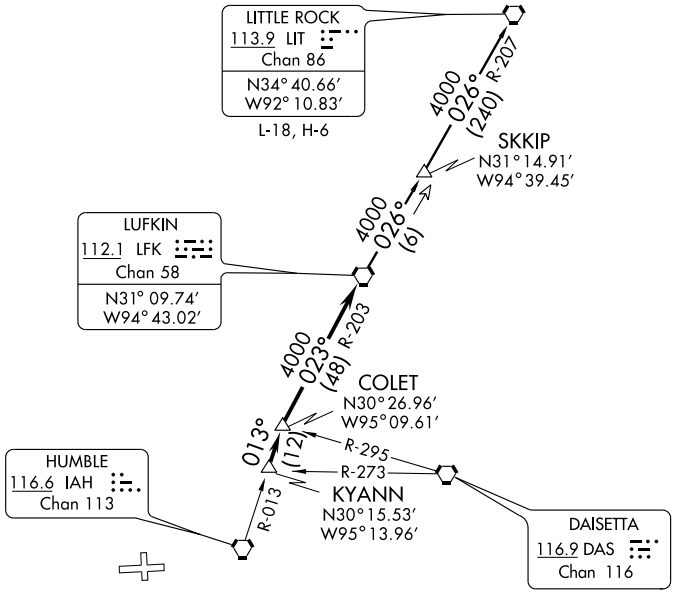
SC-5, 08 APR 2010 to 06 MAY 2010

LUFKIN FIVE DEPARTURE

SL-6877 (FAA)

HOUSTON/ WEISER AIR PARK (EYQ)
HOUSTON, TEXAS

HOUSTON DEP CON
123.8 257.7
CTAF
122.8



TAKE-OFF MINIMUMS:
Rwy 9, 200-1 or standard with minimum climb of 399′ per NM to 400.
Rwy 27, standard.

TAKE-OFF OBSTACLES:
Rwy 9, Tank 4127′ from DER, 1455′ left of centerline, 147′ AGL/282′ MSL.
Rwy 27, Railroad 462′ from DER, 555′ left of centerline, 23′ AGL/165′ MSL.
Vehicle and road 650′ from DER, 7′ left of centerline, 17′ AGL/159′ MSL.

NOTE: Radar Required.
NOTE: For aircraft destined LIT, or overflying LIT or PXV.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to KYANN INT, maintain 4000′, expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-013 to COLET INT, then right turn via LFK R-203 to LFK VORTAC.

LITTLE ROCK TRANSITION (LFK5.LIT): From over LFK VORTAC via LFK R-026 to SKKIP INT, then via LIT R-207 to LIT VORTAC.

SC-5, 08 APR 2010 to 06 MAY 2010

NDB EYQ	APP CRS	Rwy Idg	N/A
286	025°	TDZE	N/A
		Apt Elev	137

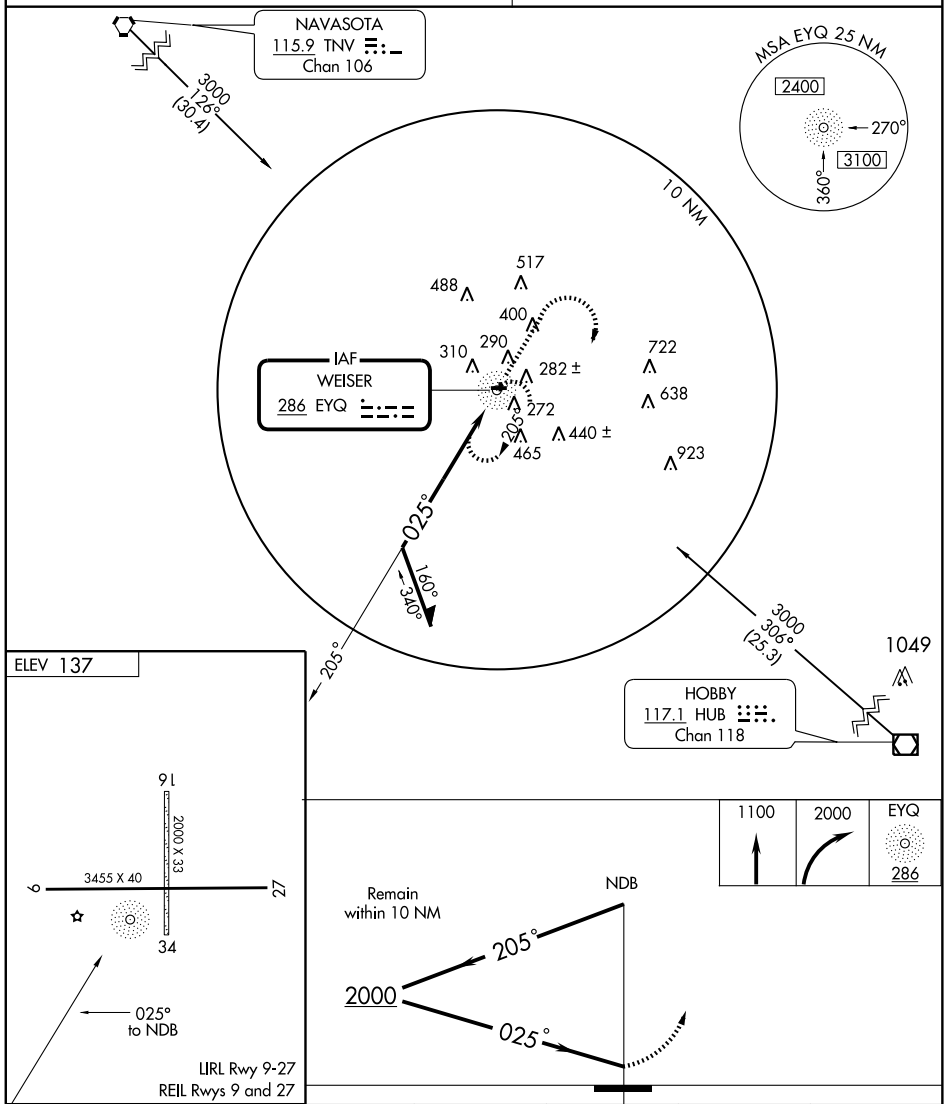
NDB-F

HOUSTON/ WEISER AIR PARK (EYQ)

Circling not authorized north of runway 9-27.
NA Use George Bush Intercontinental/Houston altimeter setting.

MISSED APPROACH: Climb to 1100 then climbing right turn to 2000 direct EYQ NDB and hold.

HOUSTON APP CON	UNICOM
123.8 257.7	122.8 (CTAF)

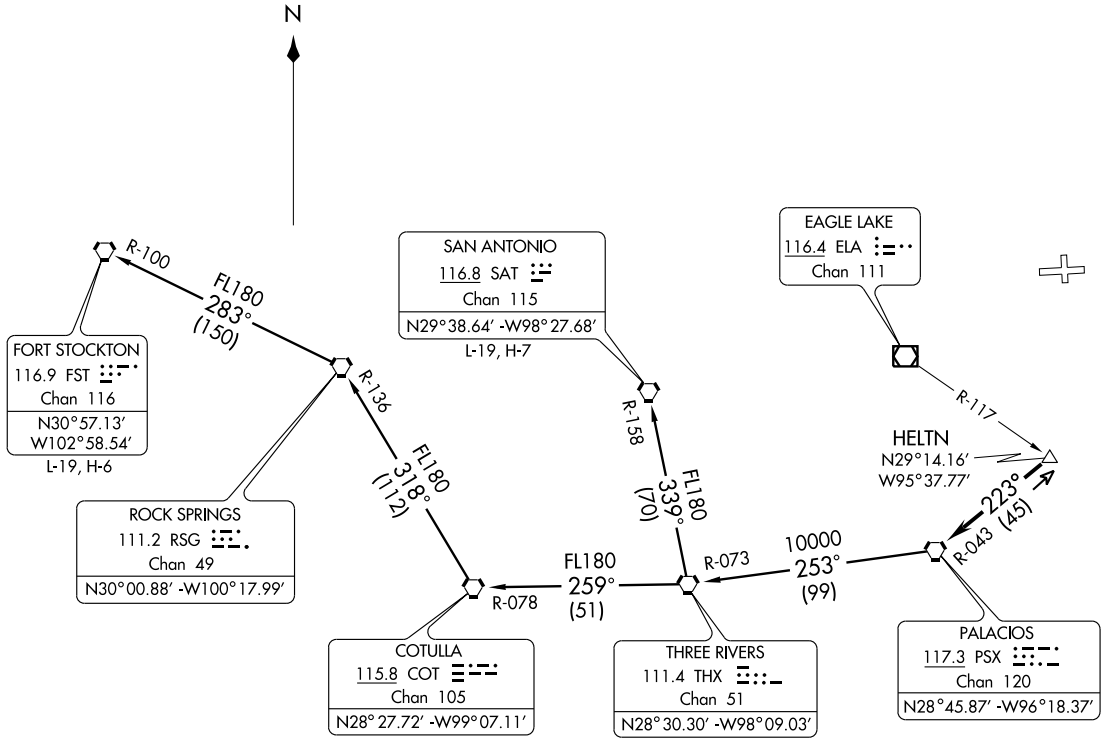


Knots	60	90	120	150	180
Min:Sec					

CATEGORY	A	B	C	D
CIRCLING	760-1	623 (700-1)	800-1¾	NA
			663 (700-1¾)	

SC-5, 08 APR 2010 to 06 MAY 2010

PALACIOS THREE DEPARTURE (PSX3.PSX) 08157



TAKE-OFF MINIMUMS:
Rwy 27, standard.
Rwy 9, 200-1 or standard with minimum climb of 399′ per NM to 400.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Radar Required
NOTE: Chart not to scale

PALACIOS THREE DEPARTURE

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to HELTN INT, maintain 4000'. Expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via PSX R-043 to PSX VORTAC.

FORT STOCKTON TRANSITION (PSX3.FST): From over PSX VORTAC via PSX R-253 and THX R-073 to THX VORTAC, then via THX R-259 and COT R-078 to COT VORTAC, then via COT R-318 and RSG R-136 to RSG VORTAC, then via RSG R-283 and FST R-100 to FST VORTAC.

SAN ANTONIO TRANSITION (PSX3.SAT): From over PSX VORTAC via PSX R-253 and THX R-073 to THX VORTAC, then via THX R-339 and SAT R-158 to SAT VORTAC.

TAKE-OFF OBSTACLES:
Rwy 9, Tank 4127' from DER, 1455' left of centerline, 147' AGL/282' MSL.
Rwy 27, Railroad 462' from DER, 555' left of centerline, 23' AGL/165' MSL.
Vehicle and road 650' from DER, 7' left of centerline, 17' AGL/159' MSL.

APP CRS	Rwy Idg	N/A
025°	TDZE	N/A
	Apt Elev	137

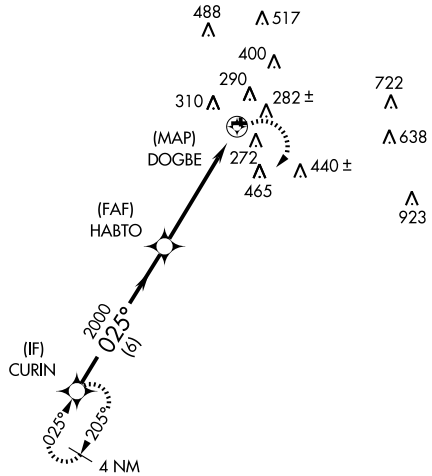
RNAV (GPS)-G

HOUSTON/ WEISER AIR PARK (EYQ)

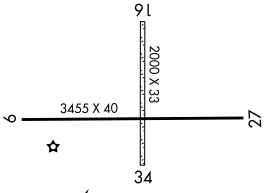
Circling not authorized north of runway 9/27.
Use George Bush Intercontinental/Houston altimeter setting.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing rigth turn to 2000 direct CURIN and hold.

HOUSTON APP CON	UNICOM
123.8 257.7	**122.8** (CTAF)

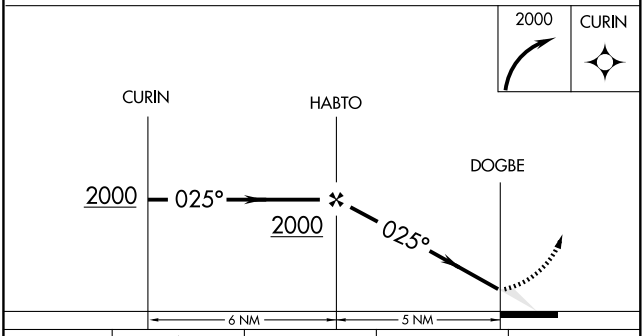


ELEV 137



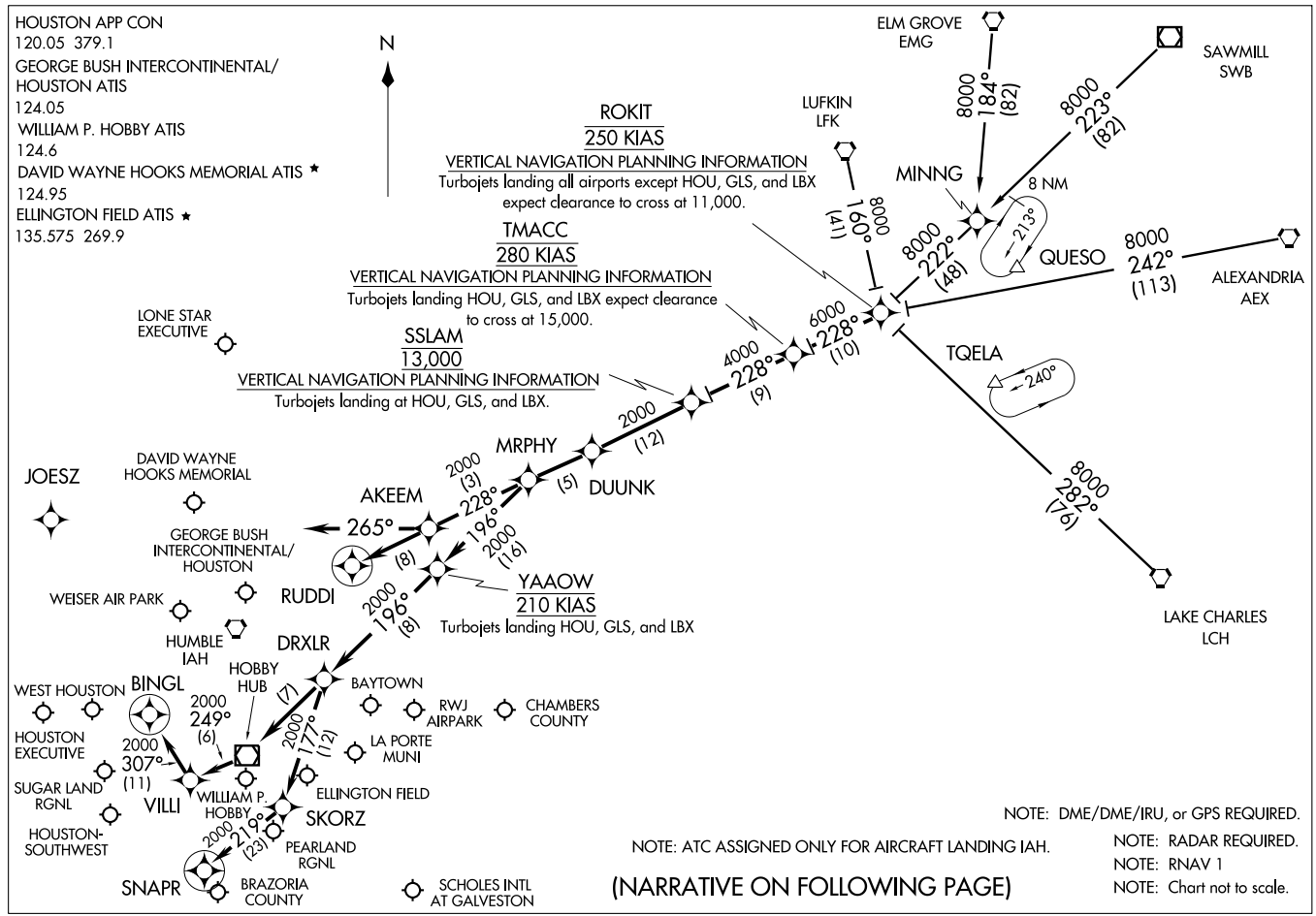
LIRL Rwy 9-27
REIL Rwys 9 and 27

RADAR REQUIRED



CATEGORY	A	B	C	D
CIRCLING	680-1	543 (600-1)	800-2 663 (700-2)	NA

SC-5, 08 APR 2010 to 06 MAY 2010



(ROKIT.ROKIT1) 09127

ROKIT ONE ARRIVAL (RNAV)

ST-5461(FAA)

HOUSTON, TEXAS

ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.ROKIT1): For non-GPS equiped aircraft: LCH, AEX, LFK, and DAS must be operational.
ELM GROVE TRANSITION (EMG.ROKIT1): For non-GPS equiped aircraft: LFK, EMG, LCH, and DAS must be operational.
LAKE CHARLES TRANSITION (LCH.ROKIT1): For non-GPS equiped aircraft: BPT, LCH, DAS, and IAH must be operational.
LUFKIN TRANSITION (LFK.ROKIT1): For non-GPS equiped aircraft: IAH and DAS must be operational.
SAWMILL TRANSITION (SWB.ROKIT1): For non-GPS equiped aircraft: LFK and DAS must be operational.

From ROKIT via 228° track to TMACC, thence as depicted to MRPHY. Thence . . . .

FOR DAVID WAYNE HOOKS MEMORIAL (DWH) AND LONE STAR EXECUTIVE (CXO):
. . . . From MRPHY via 228° track to AKEEM, thence as depicted to RUDDI. Expect vectors to final approach course prior to RUDDI.

FOR WILLIAM P. HOBBY (HOU):
RUNWAY 4 . . . . From MRPHY via 196° track to YAAOW, thence as depicted to SNAPR. Expect vectors to final approach course prior to SNAPR, if not received by SNAPR fly present heading.

RUNWAY 12R . . . . From MRPHY via 196° track to YAAOW, thence as depicted to BINGL. Expect vectors to final approach course prior to BINGL, if not received by BINGL fly present heading.

ALL OTHER RUNWAYS . . . . From MRPHY via 196° track to YAAOW, thence as depicted to DRXLR. Expect vectors to final approach course prior to DRXLR.

FOR GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):
RUNWAYS 8 L/R and 9 . . . . From MRPHY via 228° track to AKEEM, then via 265° heading. Expect radar vectors.

ALL OTHER RUNWAYS . . . . From MRPHY via 228° track to AKEEM, thence as depicted to RUDDI. Expect vectors to final appraoch course prior to RUDDI.

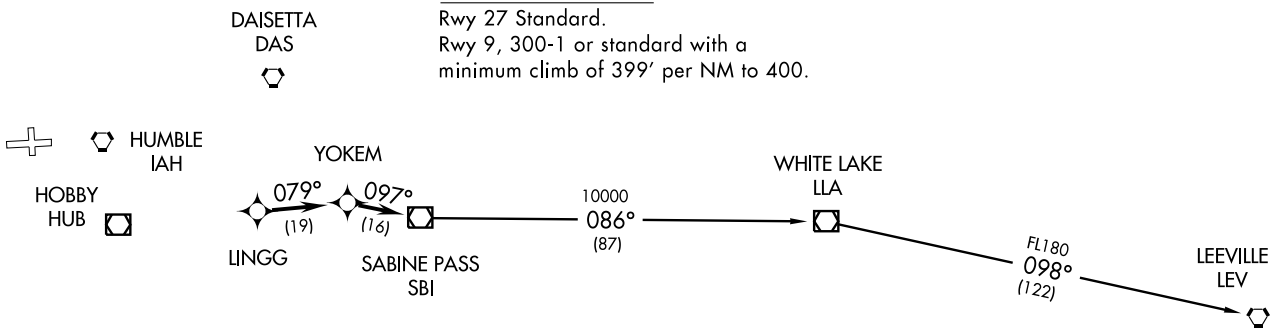
FOR OTHER SATELLITE AIRPORTS:
. . . . From MRPHY via 196° track to YAAOW, thence as depicted to DRXLR. Expect vectors to final approach course prior to DRXLR.

SC-5, 08 APR 2010 to 06 MAY 2010

Note: RADAR Required.
Note: RNAV 1.
Note: DME/DME/IRU or GPS Required.
Note: For non-GPS equipped aircraft, BPT and LCH must be operational.

HOUSTON DEP CON
123.8 257.7
CTAF
122.8

TAKE-OFF MINIMUMS:
Rwy 27 Standard.
Rwy 9, 300-1 or standard with a minimum climb of 399' per NM to 400.



DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to LINGG, maintain 4000, then via depicted route to SBI VOR/DME, thence. . . .

. . . .via (transition). Expect clearance to filed altitude/flight level 10 minutes after departure.

LEEVILLE TRANSITION: (SBI1.LEV)
WHITE LAKE TRANSITION: (SBI1.LLA)

TAKE-OFF OBSTACLES:
Rwy 9, Tank, 4127' from DER, 1455' left of centerline, 147' AGL/282' MSL.
Rwy 27, Railroad 462' from DER, 555' left of centerline, 23' AGL/165' MSL.
Vehicle and road 650' from DER, 7' left of centerline, 17' AGL/159' MSL.

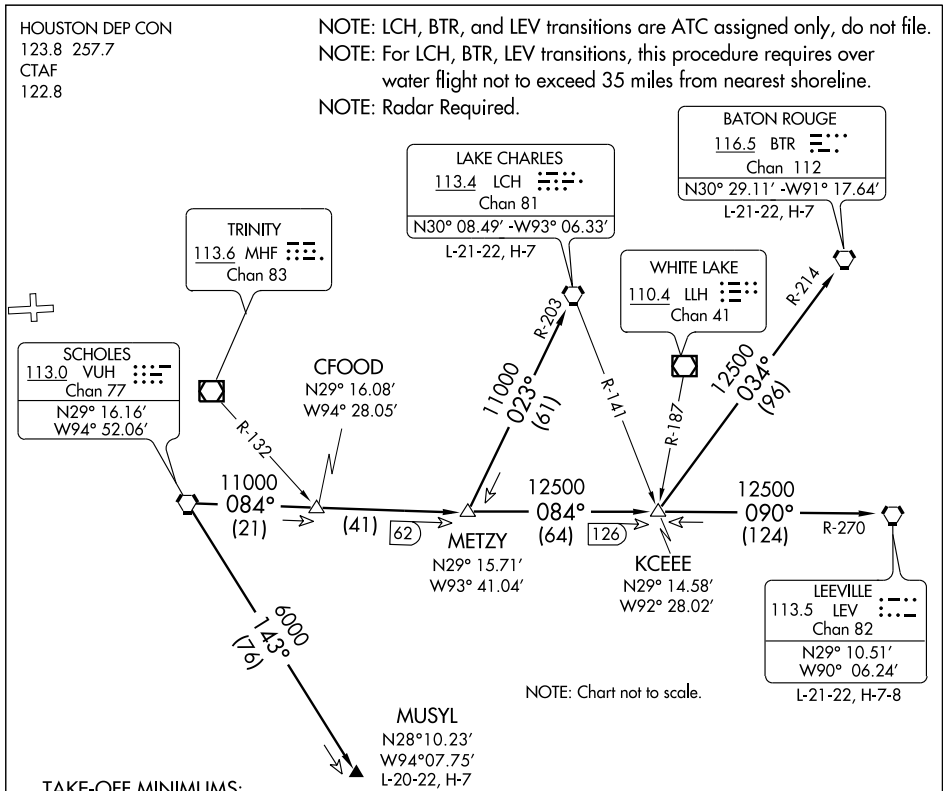
NOTE: Chart not to scale.

SABINE PASS ONE DEPARTURE (RNAV)

(SBI1.SBI) 09071
SL-6877 (FAA)

HOUSTON/WEISER AIR PARK (EYQ)
HOUSTON, TEXAS

SCHOLES THREE DEPARTURE SL-6877 (FAA)



TAKE-OFF MINIMUMS:

Rwy 9, 300-1 or standard with minimum climb of 399′ per NM to 400′.

Rwy 27, standard.

TAKE-OFF OBSTACLES:

Rwy 9, Tank 4127′ from DER, 1455′ left of centerline, 147′ AGL/282′ MSL.

Rwy 27, Railroad 462′ from DER, 555′ left of centerline, 23′ AGL/165′ MSL.
Vehicle and road 650′ from DER, 7′ left of centerline, 17′ AGL/159′ MSL.

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to VUH VORTAC, maintain 4000′, expect filed altitude 10 minutes after departure.

BATON ROUGE TRANSITION (VUH3.BTR): From over VUH VORTAC via VUH R-084 to KCEEE INT, then via BTR R-214 to BTR VORTAC.

LAKE CHARLES TRANSITION (VUH3.LCH): From over VUH VORTAC via VUH R-084 to METZY INT, then via LCH R-203 to LCH VORTAC.

LEEVILLE TRANSITION (VUH3.LEV): From over VUH VORTAC via VUH R-084 to KCEEE INT, then via LEV R-270 to LEV VORTAC.

MUSYL TRANSITION (VUH3.MUSYL): From over VUH VORTAC via VUH R-143 to MUSYL.

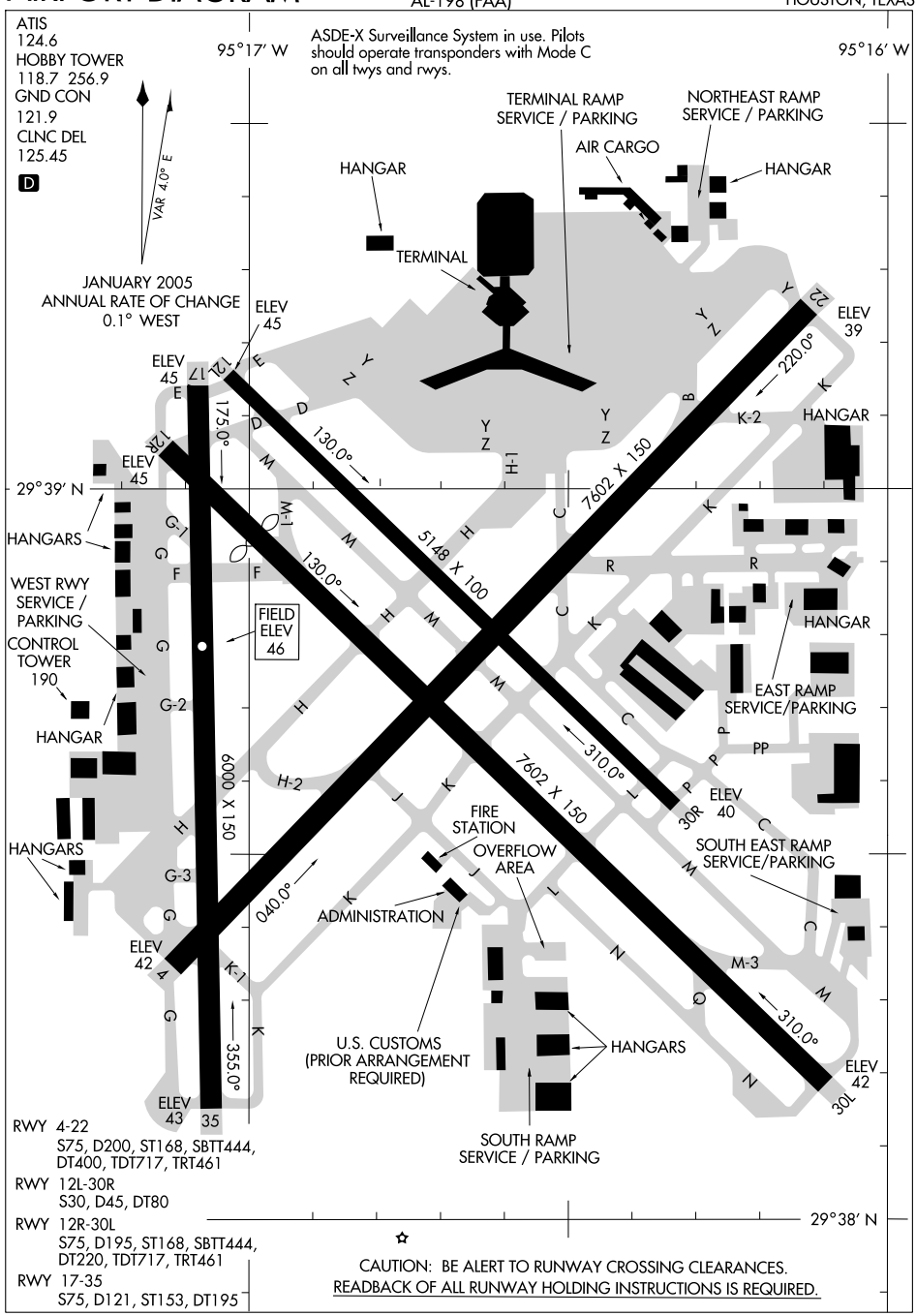
09351

AIRPORT DIAGRAM

AL-198 (FAA)

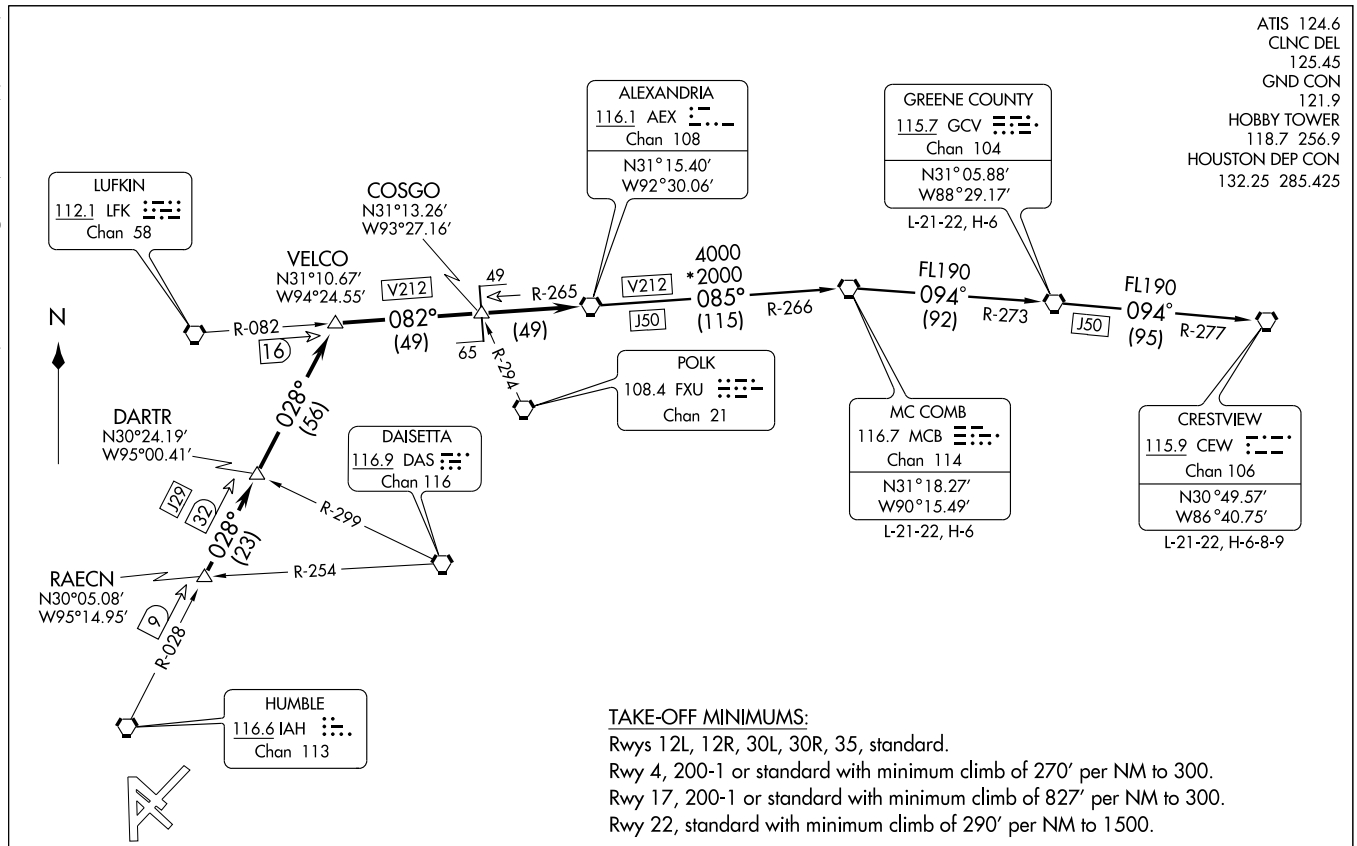
HOUSTON/WILLIAM P. HOBBY (HOU)

HOUSTON, TEXAS



SC-5, 08 APR 2010 to 06 MAY 2010

ATIS 124.6
CLNC DEL 125.45
GND CON 121.9
HOBBY TOWER 118.7 256.9
HOUSTON DEP CON 132.25 285.425



TAKE-OFF MINIMUMS:
Rwys 12L, 12R, 30L, 30R, 35, standard.
Rwy 4, 200-1 or standard with minimum climb of 270′ per NM to 300.
Rwy 17, 200-1 or standard with minimum climb of 827′ per NM to 300.
Rwy 22, standard with minimum climb of 290′ per NM to 1500.

NOTE: Radar Required.
NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)
(NOTES CONTINUED ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION

Expect vectors to RAECN INT, maintain 5000', expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-028 to VELCO INT, then right turn via LFK R-082 and AEX R-265 to AEX VORTAC.

THE FOLLOWING TRANSITIONS ARE ATC ASSIGNED ONLY DO NOT FILE:

CRESTVIEW TRANSITION (AEX4.CEW): (For aircraft being weather rerouted to join a jet route off CEW VORTAC or overflying CEW VORTAC to join a direct route). From over AEX VORTAC via AEX R-085 and MCB R-266 to MCB VORTAC, then via MCB R-094 and GCV R-273 to GCV VORTAC, then via GCV R-094 and CEW R-277 to CEW VORTAC.

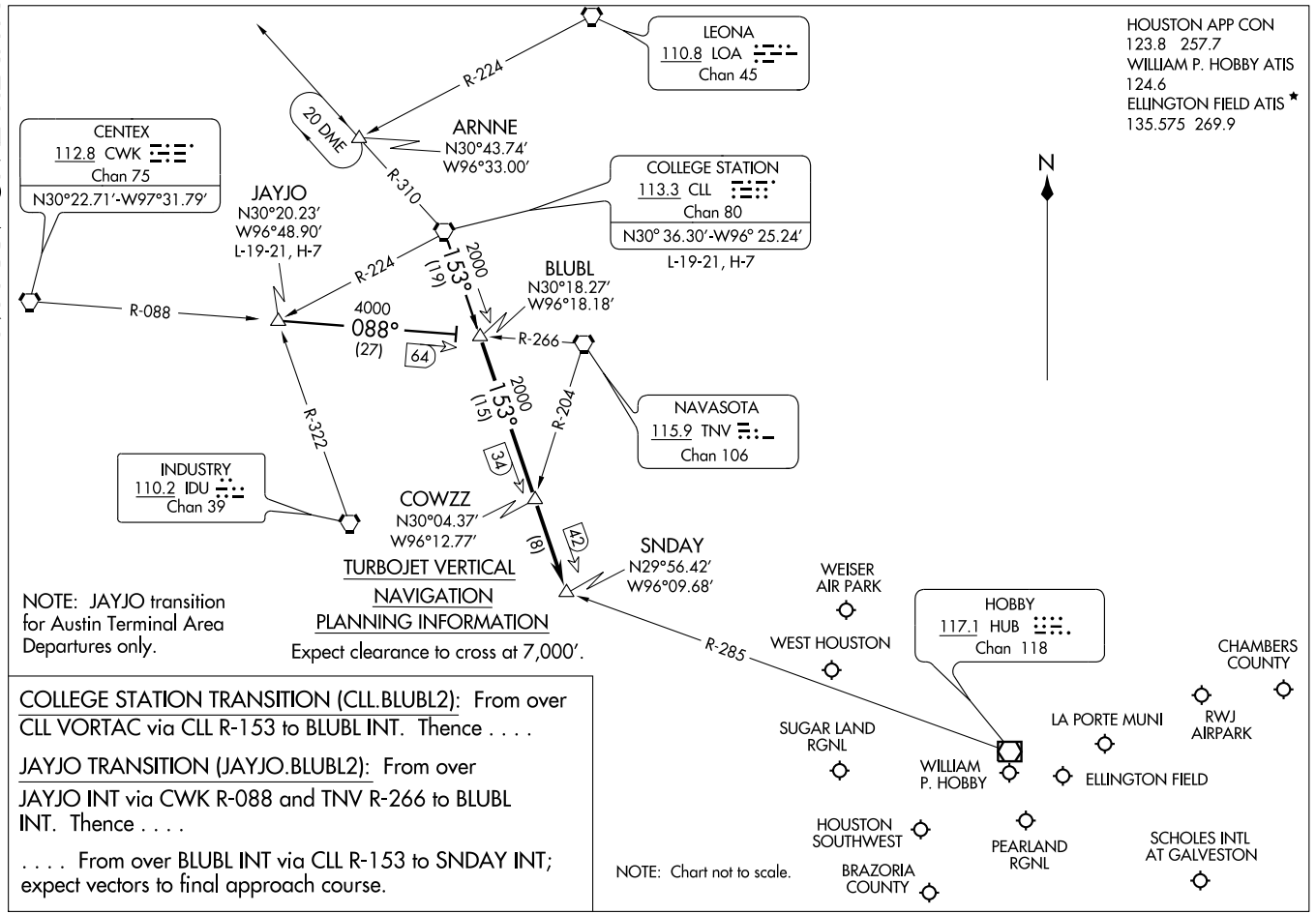
GREENE COUNTY TRANSITION (AEX4.GCV): (For aircraft being weather rerouted to join a jet route off GCV VORTAC or overflying GCV VORTAC to join a direct route). From over AEX VORTAC via AEX R-085 and MCB R-266 to MCB VORTAC, then via MCB R-094 and GCV R-273 to GCV VORTAC.

MC COMB TRANSITION (AEX4.MCB): (For aircraft being weather rerouted to join a jet route off MCB VORTAC or overflying MCB VORTAC to join a direct route). From over AEX VORTAC via AEX R-085 and MCB R-266 to MCB VORTAC.

TAKE-OFF OBSTACLES:

Rwy 4, Pole 4403' from DER, 1069' right of centerline, 121' AGL/166' MSL.
Light on building 1562' from DER, 859' right of centerline, 59' AGL/103' MSL.
Building 3990' from DER, 1223' right of centerline, 139' AGL/174' MSL.
Light on flag pole 4618' from DER, 768' right of centerline, 117' AGL/161' MSL.
Rwy 12L, Antenna on hangar 1548' from DER, 424' left of centerline, 45' AGL/85' MSL.
Rwy 12R, Vehicle and road 514' from DER, 543' right of centerline, 17' AGL/55' MSL.
Tree 1217' from DER, 756' right of centerline, 43' AGL/89' MSL.
Fence 85' from DER, 492' left of centerline, 4' AGL/45' MSL.
Vehicle and road 176' from DER, 497' left of centerline, 17' AGL/55' MSL.
Pole 1011' from DER, 696' left of centerline, 33' AGL/73' MSL.
Tree 1256' from DER, 783' left of centerline, 38' AGL/78' MSL.
Rwy 17, Multiple poles beginning 606' from DER, 393' right of centerline, up to 79' AGL/124' MSL.
Crane 1795' from DER, 689' right of centerline, 100' AGL/150' MSL.
Antenna on building 620' from DER, 312' left of centerline, 27' AGL/72' MSL.
Multiple trees beginning 721' from DER, 260' left of centerline, up to 71' AGL/116' MSL.
Radar reflector 1214' from DER, 258' left of centerline, 32' AGL/77' MSL.
Rwy 22, Pole 727' from DER, 626' right of centerline, 28' AGL/77' MSL.
Tree 1310' from DER, 679' right of centerline, 27' AGL/76' MSL.
Antenna on light pole 1805' from DER, 968' right of centerline, 60' AGL/109' MSL.
Rwy 30L, Antenna on building 547' from DER, 274' right of centerline, 23' AGL/69' MSL.
Multiple poles beginning 341' from DER, 501' left of centerline, up to 39' AGL/84' MSL.
Multiple trees beginning 1392' from DER, 466' left of centerline, up to 78' AGL/118' MSL.
Rwy 30R, Pole 1096' from DER, 785' right of centerline, 29' AGL/75' MSL.
Antenna on building 500' from DER, 525' left of centerline, 33' AGL/69' MSL.
Rwy 35, Antenna on light pole 738' from DER, 519' right of centerline, 40' AGL/86' MSL.
Light pole 1119' from DER, 353' right of centerline, 31' AGL/77' MSL.
Antenna on building 66' from DER, 471' left of centerline, 33' AGL/69' MSL.

SC-5, 08 APR 2010 to 06 MAY 2010



COLLEGE STATION TRANSITION (CLL.BLUBL2): From over CLL VORTAC via CLL R-153 to BLUBL INT. Thence . . . .

JAYJO TRANSITION (JAYJO.BLUBL2): From over JAYJO INT via CWK R-088 and TNV R-266 to BLUBL INT. Thence . . . .

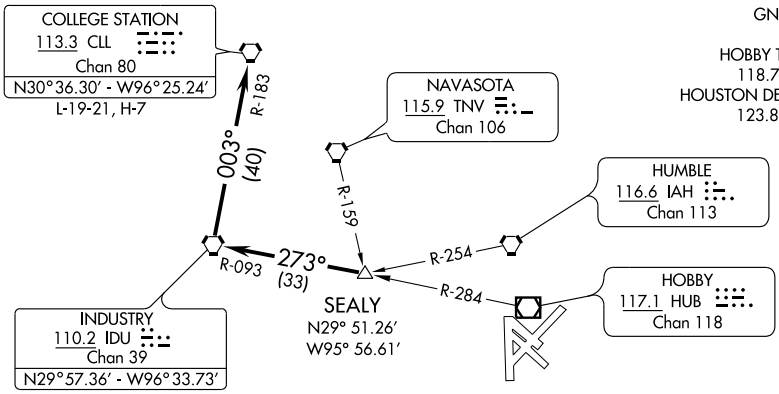
. . . . From over BLUBL INT via CLL R-153 to SNDAY INT; expect vectors to final approach course.

COLLEGE TWO DEPARTURE

SL-198 (FAA)

HOUSTON/ WILLIAM P. HOBBY (HOU)
HOUSTON, TEXAS

ATIS 124.6
CLNC DEL 125.45
GND CON 121.9
HOBBY TOWER 118.7 256.9
HOUSTON DEP CON 123.8 257.7



TAKE-OFF MINIMUMS:
Rwys 12L, 12R, 30L, 30R, 35 standard.
Rwy 4, 200-1 or standard with minimum climb of 270' per NM to 300'.
Rwy 17, 200-½ or standard with minimum climb of 827' per NM to 300'.
Rwy 22, standard with minimum climb of 290' per NM to 1500'.

NOTE: Radar Required.

(NOTES ON FOLLOWING PAGE)

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

Expect vectors to SEALY INT, maintain 5000, expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IDU R-093 to IDU VORTAC, then right turn via IDU R-003 and CLL R-183 to CLL VORTAC.

SC-5, 08 APR 2010 to 06 MAY 2010

TAKE-OFF OBSTACLES:

Rwy 4, Pole 4403′ from DER, 1069′ right of centerline, 121′ AGL/166′ MSL. Light on building 1562′ from DER, 859′ right of centerline, 59′ AGL/103′ MSL. Building 3990′ from DER, 1223′ right of centerline, 139′ AGL/174′ MSL. Light on flagpole 4618′ from DER, 768′ right of centerline, 117′ AGL/161′ MSL.

Rwy 12L, Antenna on hangar 1548′ from DER, 424′ left of centerline, 45′ AGL/85′ MSL.

Rwy 12R, Vehicle and road 514′ from DER, 543′ right of centerline, 17′ AGL/55′ MSL. Tree 1217′ from DER, 756′ right of centerline, 43′ AGL/89′ MSL. Fence 85′ from DER, 492′ left of centerline, 4′ AGL/ 45′ MSL. Vehicle and road 176′ from DER, 497′ left of centerline, 17′ AGL/55′ MSL. Pole 1011′ from DER, 696′ left of centerline, 33′ AGL/73′ MSL. Tree 1256′ from DER, 783′ left of centerline, 38′ AGL/78′ MSL.

Rwy 17, Multiple poles beginning 606′ from DER, 393′ right of centerline, up to 79′ AGL/124′ MSL. Crane 1795′ from DER, 689′ right of centerline, 100′ AGL/150′ MSL. Antenna on building 620′ from DER, 312′ left of centerline, 27′ AGL/72′ MSL. Multiple trees beginning 721′ from DER, 260′ left of centerline, up to 71′ AGL/116′ MSL. Radar reflector 1214′ from DER, 258′ left of centerline, 32′ AGL/77′ MSL.

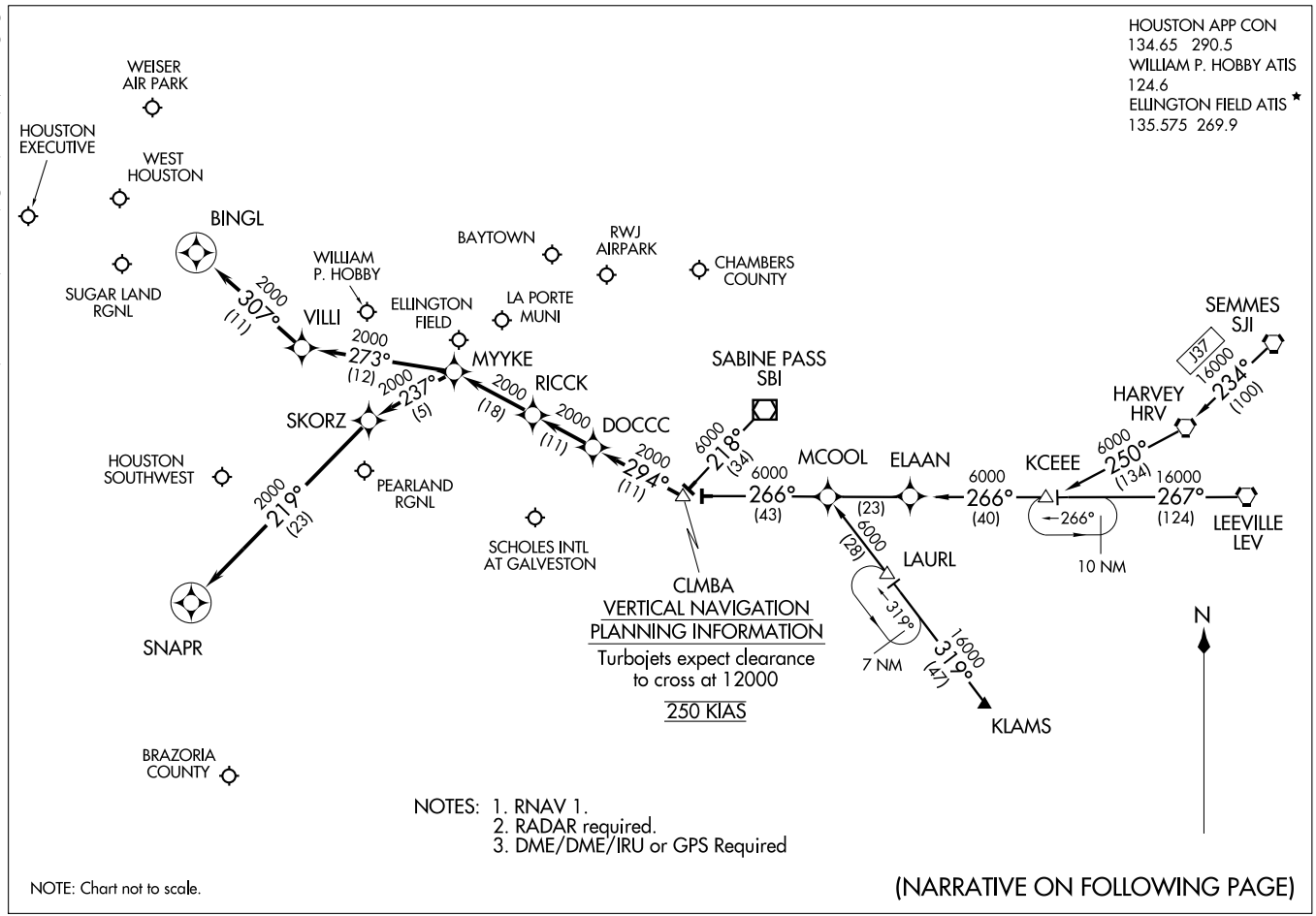
Rwy 22, Pole 727′ from DER, 626′ right of centerline, 28′ AGL/77′ MSL. Tree 1310′ from DER, 679′ right of centerline, 27′ AGL/76′ MSL. Antenna on light pole 1805′ from DER, 968′ right of centerline, 60′ AGL/109′ MSL.

Rwy 30L, Antenna on building 547′ from DER, 274′ right of centerline, 23′ AGL/69′ MSL. Multiple poles beginning 341′ from DER, 501′ left of centerline, up to 39′ AGL/84′ MSL. Multiple trees beginning 1392′ from DER, 466′ left of centerline, up to 78′ AGL/118′ MSL.

Rwy 30R, Pole 1096′ from DER, 785′ right of centerline, 29′ AGL/75′ MSL. Antenna on building 500′ from DER, 525′ left of centerline, 33′ AGL/69′ MSL.

Rwy 35, Antenna on light pole 738′ from DER, 519′ right of centerline, 40′ AGL/86′ MSL. Light pole 1119′ from DER, 353′ right of centerline, 31′ AGL/77′ MSL. Antenna on building 66′ from DER, 471′ left of centerline, 33′ AGL/69′ MSL.

SC-5, 08 APR 2010 to 06 MAY 2010



COLUMBIA ONE ARRIVAL (RNAV)

(CLMBA.CLMBA1) 09239

ST-198 (FAA)

HOUSTON, TEXAS

ARRIVAL DESCRIPTION

HARVEY TRANSITION (HRV.CLMBA1): (For non-GPS equipped aircraft LEV, HRV, RQR, LLA, LCH, and DAS must be operational.)
KCEEE TRANSITION (KCEEE.CLMBA1): (For non-GPS equipped aircraft LLA, LCH, and DAS must be operational.)
KLAMS TRANSITION (KLAMS.CLMBA1): (For non-GPS equipped aircraft DAS, LCH, MHF, and VUH must be operational.)
LEEVILLE TRANSITION (LEV.CLMBA1): (For non-GPS equipped aircraft LCH, LLA, and DAS must be operational.)
SABINE PASS TRANSITION (SBI.CLMBA1):
SEMMES TRANSITION (SJI.CLMBA1): (For non-GPS equipped aircraft LEV, HRV, RQR, LLA, LCH, and DAS must be operational.)

From CLMBA WP via 294° track to DOCCC, thence as depicted to RICCK . . . .

WILLIAM P. HOBBY/HOUSTON (HOU):

LANDING RUNWAY 4: . . . . From RICCK via 294° track to MYYKE, thence as depicted to SNAPR. Expect vectors to final approach course prior to SNAPR, if not received by SNAPR fly present heading.

LANDING RUNWAY 12R: . . . . From RICCK via 294° track to MYYKE, thence as depicted to BINGL. Expect vectors to final approach course prior to BINGL, if not received by BINGL fly present heading.

FOR ALL OTHER RUNWAYS: From RICCK via 294° track to MYYKE. Expect vectors to final approach course prior to MYYKE.

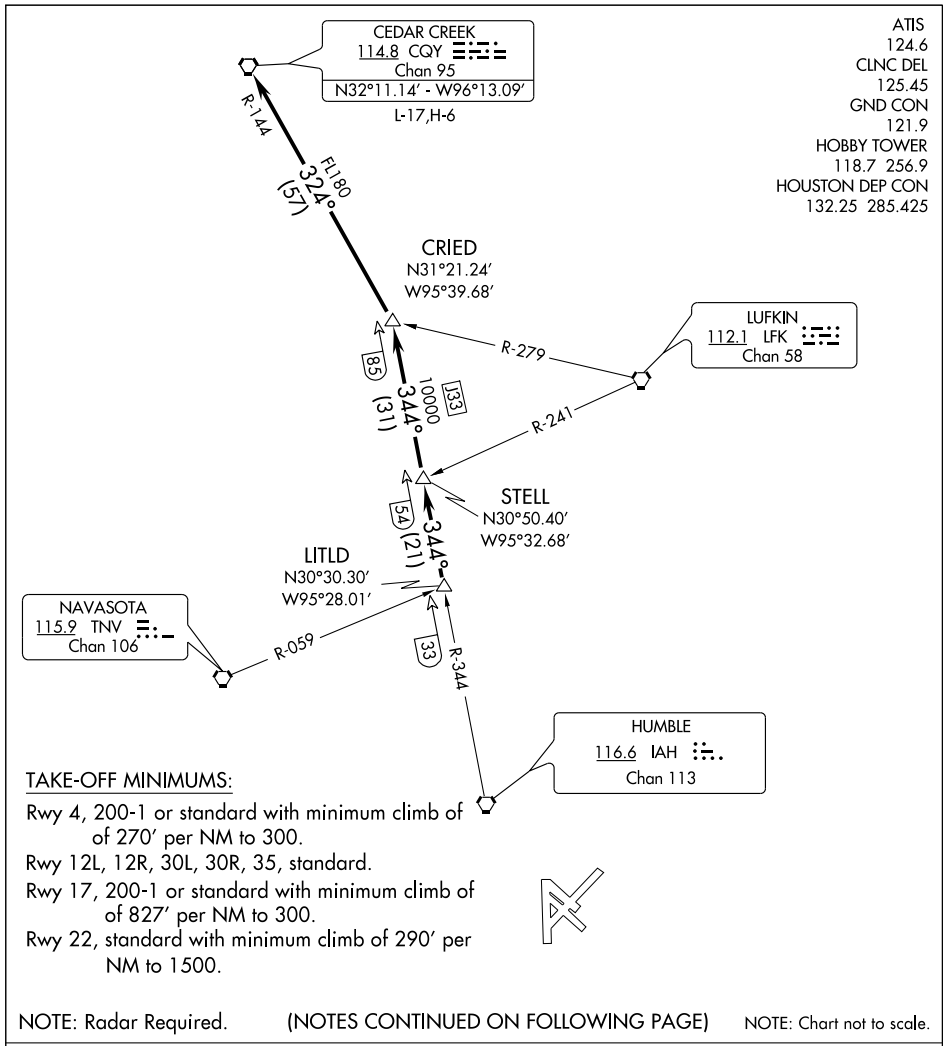
FOR ALL OTHER AIRPORTS: From RICCK via 294° track to MYYKE. Expect vectors to final approach course prior to MYYKE.

SC-5, 08 APR 2010 to 06 MAY 2010

CRIED THREE DEPARTURE

SL-198 (FAA)

HOUSTON/ WILLIAM P. HOBBY (HOU)
HOUSTON, TEXAS



TAKE-OFF MINIMUMS:

Rwy 4, 200-1 or standard with minimum climb of of 270' per NM to 300.
Rwy 12L, 12R, 30L, 30R, 35, standard.
Rwy 17, 200-1 or standard with minimum climb of of 827' per NM to 300.
Rwy 22, standard with minimum climb of 290' per NM to 1500.

NOTE: Radar Required.

(NOTES CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

Expect vectors to LITLD INT, maintain 5,000. Expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-344 to STELL INT, then via IAH R-344 to CRIED INT, then left turn via CQY R-144 to CQY VORTAC.

SC-5, 08 APR 2010 to 06 MAY 2010

TAKE-OFF OBSTACLES

Rwy 4, Pole 4403′, from DER, 1069′ right of centerline, 121′ AGL/166′ MSL. Light on building 1562′ from DER, 859′ right of centerline, 59′ AGL/103′ MSL. Building 3990′ from DER, 1223′ right of centerline, 139′ AGL/174′ MSL. Light on flagpole 4618′ from DER, 768′ right of centerline, 117′ AGL/161′ MSL.

Rwy 12L, Antenna on hanger, 1548′ from DER, 424′ left of centerline, 45′ AGL/85′ MSL.

Rwy 12R, Vehicle and road 514′ from DER, 543′ right of centerline, 17′ AGL/55′ MSL. Tree 1217′ from DER, 756′ right of centerline, 43′ AGL/89′ MSL. Fence 85′ from DER, 492′ left of centerline, 4′ AGL/45′ MSL. Vehicle and road 176′ from DER, 497′ left of centerline, 17′ AGL/55′ MSL. Pole 1011′ from DER, 696′ left of centerline, 33′ AGL/73′ MSL. Tree 1256′ from DER, 783′ left of centerline, 38′ AGL/78′ MSL.

Rwy 17, Multiple poles beginning 606′ from DER, 393′ right of centerline, up to 79′ AGL/124′ MSL. Crane 1795′ from DER, 689′ right of centerline, 100′ AGL/150′ MSL. Antenna on building, 620′ from DER, 312′ left of centerline, 27′ AGL/72′ MSL. Multiple trees beginning 721′ from DER, 260′ left of centerline, up to 71′ AGL/116′ MSL. Radar reflector, 1214′ from DER, 258′ left of centerline, 32′ AGL/77′ MSL.

Rwy 22, Antenna on light pole 1805′ from DER, 968′ right of centerline, 60′ AGL/109′ MSL. Pole, 727′ from DER, 626′ right of centerline, 28′ AGL/77′ MSL. Tree, 1310′ from DER, 679′ right of centerline, 27′ AGL/76′ MSL.

Rwy 30L, Multiple poles beginning 341′ from DER, 501′ left of centerline, up to 39′ AGL/84′ MSL. Antenna on building 547′ from DER, 274′ right of centerline, 23′ AGL/69′ MSL. Multiple trees beginning 1392′ from DER, 466′ left of centerline, up to 78′ AGL/118′ MSL.

Rwy 30R, Antenna on building, 500′ from DER, 525′ left of centerline, 33′ AGL/69′ MSL. Pole 1096′ from DER, 785′ right of centerline, 29′ AGL/75′ MSL.

Rwy 35, Antenna on light pole 738′ from DER, 519′ right of centerline, 40′ AGL/86′ MSL. Antenna on building 66′ from DER, 471′ left of centerline, 33′ AGL/69′ MSL. Light pole 1119′ from DER, 353′ right of centerline, 31′ AGL/77′ MSL.

DAISETTA EIGHT ARRIVAL (DAS.DAS8)

HOUSTON APP CON
120.05 379.1
GEORGE BUSH INTERCONTINENTAL/
HOUSTON ATIS 124.05
WILLIAM P. HOBBY ATIS
124.6
ELLINGTON FIELD ATIS *
135.575 269.9

NOTE: For all conventional navigation aircraft landing in the Houston terminal area. For all turboprops/pistons landing IAH. ATC assigned only for all others.

NOTE: For RNAV equipped aircraft landing IAH runways 8L/R and 9 from over DAETN INT direct JOESZ INT, expect vectors to final approach course prior to JOESZ INT, if not received by JOESZ INT fly present heading.

ELM GROVE
111.2 EMG
Chan 49
N32°24.01'-W93°35.71'
L-17, H-6

QUESO
N30°46.86'
W94°06.54'

BROWW
N30°54.22'
W93°52.20'

SAWMILL
113.75 SWB
Chan 84(Y)
N31°58.39' - W92°40.63'
L-22, H-6

LUFKIN
112.1 LFK
Chan 58
N31°09.74'
W94°43.02'
L-19-21, H-6

VIERA
N30°44.51'
W94°02.83'

TQELA
N30°32.39'
W93°46.23'

ALEXANDRIA
116.1 AEX
Chan 108
N31°15.40' -W92°30.06'
L-21-22, H-6

INDUSTRY
110.2 IDU
Chan 39

JOESZ
N30°06.40'
W95°46.72'

INNIS
N30°02.07'
W95°06.83'

REHAB
N29°59.59'
W95°14.25'

COMBS
N30°23.32'
W94°25.84'

DAETN
N30°06.31'
W94°54.07'

YAAOW
N29°53.12'
W95°10.69'

DRXLR
N29°45.59'
W95°13.92'

GEORGE BUSH
INTERCONTINENTAL/
HOUSTON

HUMBLE
116.6 IAH
Chan 113

HOBBY
117.1 HUB
Chan 118

DAISETTA
116.9 DAS
Chan 116
N30°11.38' -W94°38.70'

LAKE CHARLES
113.4 LCH
Chan 81
N30°08.49' -W93°06.33'
L-21-22, H-7

BEAUMONT
114.5 BPT
Chan 92
N29°56.76' -W94°00.97'

VERTICAL NAVIGATION
PLANNING INFORMATION
Turbojets: 280K IAS
Expect clearance
to cross at 13,000'

RADAR REQUIRED

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

WEISER AIRPARK
WEST HOUSTON
HOUSTON EXECUTIVE
SUGAR LAND RGNL
LA PORTE MUNI
CHAMBERS COUNTY
WILLIAM P. HOBBY
BAYTOWN
RWJ AIRPARK
PEARLAND RGNL
ELLINGTON FIELD
HOUSTON-SOUTHWEST
SCHOLES INTL AT GALVESTON
BRAZORIA COUNTY

DAISETTA EIGHT ARRIVAL (DAS.DAS8)

ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.DAS8): From over AEX VORTAC via AEX R-246 to VIERA INT, then via DAS R-038 to DAS VORTAC. Thence . . . .

ELM GROVE TRANSITION (EMG.DAS8): From over EMG VORTAC via EMG R-182 to BROWW INT, then via DAS R-038 to DAS VORTAC. Thence . . . .

LAKE CHARLES TRANSITION (LCH.DAS8): From over LCH VORTAC via LCH R-275 to COMBS INT, then via DAS R-038 to DAS VORTAC. Thence . . . .

LUFKIN TRANSITION (LFK.DAS8): From over LFK VORTAC via LFK R-157 to COMBS INT, then via DAS R-038 to DAS VORTAC Thence . . . .

SAWMILL TRANSITION (SWB.DAS8): From over SWB VOR/DME via SWB R-222 and DAS R-038 to BROWW INT, then via DAS R-038 to DAS VORTAC. Thence . . . .

GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):

. . . . From over DAS VORTAC via DAS R-244 to DAETN INT.

LANDING RUNWAYS 8L/R and 9:

. . . . From DAETN INT fly heading 265° for vectors to final approach course.

FOR ALL OTHER RUNWAYS: Expect vectors to final approach course at or prior to REHAB INT.

FOR ALL OTHER AIRPORTS:

. . . . From over DAS VORTAC via DAS R-244 to INNIS INT, thence via HUB R-015 to HUB VOR/DME, expect vectors to final approach course at or prior to HUB VOR/DME.

SC-5, 08 APR 2010 to 06 MAY 2010

EL DORADO ONE DEPARTURE

SL-198 (FAA)

HOUSTON/ WILLIAM P. HOBBY (HOU)
HOUSTON, TEXAS

ATIS 124.6
CLNC DEL
125.45
GND CON
121.9
HOBBY TOWER
118.7 256.9
HOUSTON DEP CON
132.25 285.425

EL DORADO
115.5 ELD
Chan 102
N33°15.37′ - W92°44.64′
L-17, H-6

R-208

028° (143)

NOTE: Radar required.
NOTE: For aircraft destined MEM, or filed via Q32 or J42.

LUFKIN
112.1 LFK
Chan 58

R-066
R-082

ENJOY
N31°16.73′
W94°19.82′

028° (7) 9

VELCO
N31°10.67′
W94°24.55′

028° (56)

DARTR
N30°24.19′
W95°00.41′

RAECN
N30°05.08′
W95°14.95′

028° (23) 32

R-299

DAISETTA
116.9 DAS
Chan 116

R-254

9

R-028

HUMBLE
116.6 IAH
Chan 113

TAKE-OFF MINIMUMS:
Rwy 12L, 12R, 30L, 30R, 35, standard.
Rwy 4, 200-1 or standard with minimum climb of 270 ft per NM to 300.
Rwy 17, 200-1 or standard with minimum climb of 827 ft per NM to 300.
Rwy 22, standard with minimum climb of 290 ft per NM to 1500.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SC-5, 08 APR 2010 to 06 MAY 2010

DEPARTURE ROUTE DESCRIPTION

Expect vectors to RAECN INT, maintain 5000, expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-028 and the ELD R-208 to ELD VORTAC.

TAKE-OFF OBSTACLES

Rwy 4, Pole 4403′ from DER, 1069′ right of centerline 121′ AGL/166′MSL. Light on building 1562′ from DER, 859′ right of centerline, 59′ AGL/103′ MSL. Building 3990′ from DER, 1223′ right of centerline, 139′ AGL/174′ MSL. Light on flag pole 4618′ from DER, 768′ right of centerline, 117′ AGL/161′ MSL.

Rwy 12L, Antenna on hanger 1548′ from DER, 424′ left of centerline, 45′ AGL/ 85′ MSL.

Rwy 12R, Vehicle and road 514′ from DER, 543′ right of centerline, 17′ AGL/55′ MSL. Tree 1217′ from DER, 756′ right of centerline, 43′ AGL/89′ MSL. Fence 85′ from DER, 492′ left of centerline, 4′ AGL/45′ MSL. Vehicle and road 176′ from DER, 497′ left of centerline, 17′ AGL/55′ MSL. Pole 1011′ from DER, 696′ left of centerline, 33′ AGL/73′ MSL. Tree 1256′ from DER, 783′ left of centerline, 38′ AGL/78′ MSL.

Rwy 17, Multiple poles beginning 606′ from DER, 393′ right of centerline, up to 79′ AGL/124′ MSL. Crane 1795′ from DER, 689′ right of centerline, 100′ AGL/150′ MSL. Antenna on building 620′ from DER, 312′ left of centerline, 27′ AGL/72′ MSL. Multiple trees beginning 721′ from DER, 260′ left of centerline, up to 71′ AGL/116′ MSL. Radar reflector 1214′ from DER, 258′ left of centerline, 32′ AGL/77′ MSL.

Rwy 22, Pole 727′ from DER, 626′ right of centerline, 28′ AGL/77′ MSL. Tree 1310′ from DER, 679′ right of centerline, 27′ AGL/76′ MSL. Antenna on light pole 1805′ from DER, 968′ right of centerline, 60′ AGL/109′ MSL.

Rwy 30L, Antenna on building 547′ from DER, 274′ right of centerline, 23′ AGL/69′ MSL. Multiple poles beginning 341′ from DER, 501′ left of centerline, up to 39′ AGL/84′ MSL. Multiple trees beginning 1392′ from DER, 466′ left of centerline, up to 78′ AGL/118′ MSL.

Rwy 30R, Pole 1096′ from DER, 785′ right of centerline, 29′ AGL/75′ MSL. Antenna on building 500′ from DER, 525′ left of centerline 33′ AGL/69′ MSL.

Rwy 35, Antenna on light pole 738′ from DER, 519′ right of centerline, 40′ AGL/86′ MSL. Light pole 1119′ from DER, 353′ right of centerline, 31′ AGL/77′ MSL. Antenna on building 66′ from DER, 471′ left of centerline, 33′ AGL/69′ MSL.

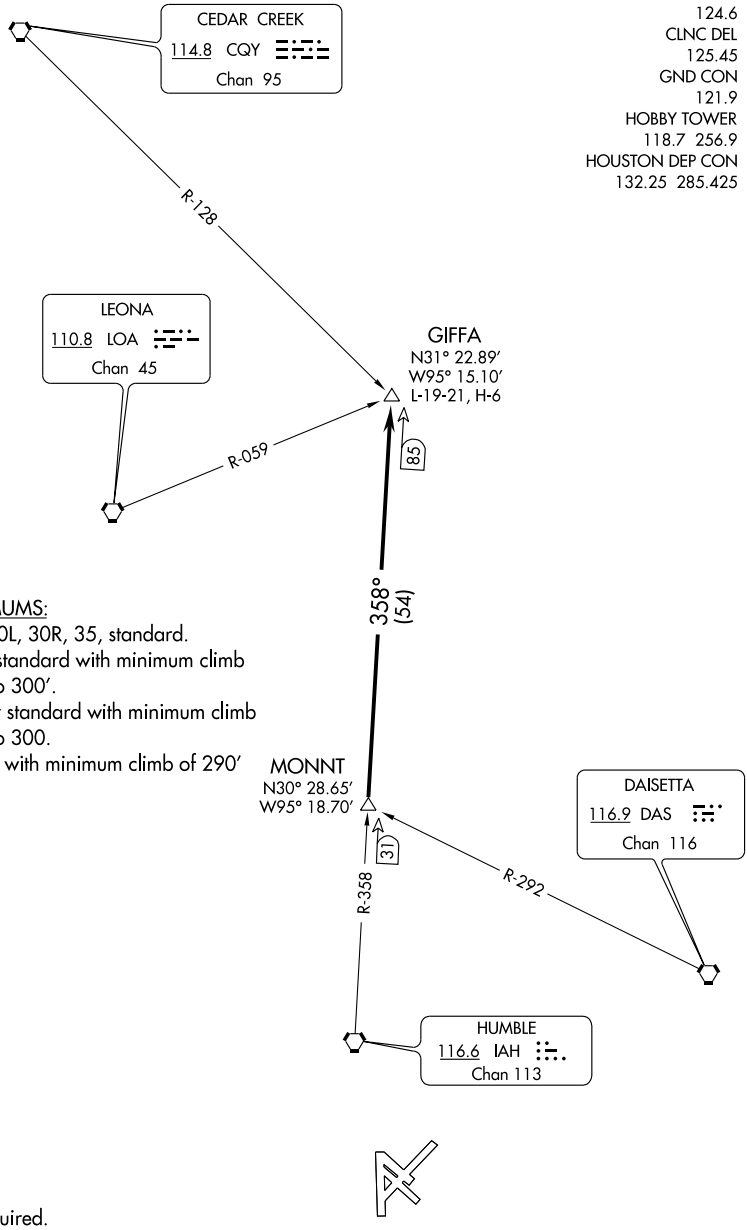
SC-5, 08 APR 2010 to 06 MAY 2010

GIFFA THREE DEPARTURE

SL-198 (FAA)

HOUSTON/ WILLIAM P. HOBBY (HOU)
HOUSTON, TEXAS

ATIS 124.6
CLNC DEL 125.45
GND CON 121.9
HOBBY TOWER 118.7 256.9
HOUSTON DEP CON 132.25 285.425



TAKE-OFF MINIMUMS:
Rwys 12L, 12R, 30L, 30R, 35, standard.
Rwy 4, 200-1 or standard with minimum climb of 270′ per NM to 300′.
Rwy 17, 200-1 or standard with minimum climb of 827′ per NM to 300.
Rwy 22, standard with minimum climb of 290′ per NM to 1500.

NOTE: Radar Required.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SC-5, 08 APR 2010 to 06 MAY 2010

DEPARTURE ROUTE DESCRIPTION

Expect vectors to MONNT INT, maintain 5000, expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-358 to GIFFA INT.

TAKE-OFF OBSTACLES:

Rwy 4, Pole 4403′ from DER, 1069′ right of centerline, 121′ AGL/166′ MSL.
Light on building 1562′ from DER, 859′ right of centerline, 59′ AGL/103′ MSL.
Building 3990′ from DER, 1223′, right of centerline, 139′ AGL/174′ MSL.
Light on flagpole 4618′ from DER, 768′ right of centerline, 117′ AGL/161′ MSL.

Rwy 12L, Antenna on hangar 1548′ from DER, 424′ left of centerline, 45′ AGL/85′ MSL.

Rwy 12R, Vehicle and road 514′ from DER, 543′ right of centerline, 17′ AGL/55′ MSL.
Tree 1217′ from DER, 756′ right of centerline, 43′ AGL/89′ MSL.
Fence 85′ from DER, 492′ left of centerline, 4′ AGL/ 45′ MSL.
Vehicle and road 176′ from DER, 497′ left of centerline, 17′ AGL/55′ MSL.
Pole 1011′ from DER, 696′ left of centerline, 33′ AGL/73′ MSL.
Tree 1256′ from DER, 783′ left of centerline, 38′ AGL/78′ MSL.

Rwy 17, Multiple poles beginning 606′ from DER, 393′ right of centerline, up to 79′ AGL/124′ MSL.
Crane 1795′ from DER, 689′ right of centerline, 100′ AGL/150′ MSL.
Antenna on building 620′ from DER, 312′ left of centerline, 27′ AGL/72′ MSL.
Multiple trees beginning 721′ from DER, 260′ left of centerline, up to 71′ AGL/116′ MSL.
Radar reflector 1214′ from DER, 258′ left of centerline, 32′ AGL/77′ MSL.

Rwy 22, Pole 727′ from DER, 626′ right of centerline, 28′ AGL/77′ MSL.
Tree 1310′ from DER, 679′ right of centerline, 27′ AGL/76′ MSL.
Antenna on light pole 1805′ from DER, 968′ right of centerline, 60′ AGL/109′ MSL

Rwy 30L, Antenna on building 547′ from DER, 274′ right of centerline, 23′ AGL/69′ MSL.
Multiple poles beginning 341′ from DER, 501′ left of centerline, up to 39′ AGL/84′ MSL.
Multiple trees beginning 1392′ from DER, 466′ left of centerline, up to 78′ AGL/118′ MSL.

Rwy 30R, Pole 1096′ from DER, 785′ right of centerline, 29′ AGL/75′ MSL.
Antenna on building 500′ from DER, 525′ left of centerline, 33′ AGL/69′ MSL.

Rwy 35, Antenna on light pole 738′ from DER, 519′ right of centerline, 40′ AGL/86′ MSL.
Light pole 1119′ from DER, 353′ right of centerline, 31′ AGL/77′ MSL.
Antenna on building 66′ from DER, 471′ left of centerline, 33′ AGL/69′ MSL.

SC-5, 08 APR 2010 to 06 MAY 2010

LOC/DME I-HUB	APP CRS	Rwy Idg	7602
109.9	039°	TDZE	44
Chan 36		Apt Elev	46

ILS or LOC RWY 4

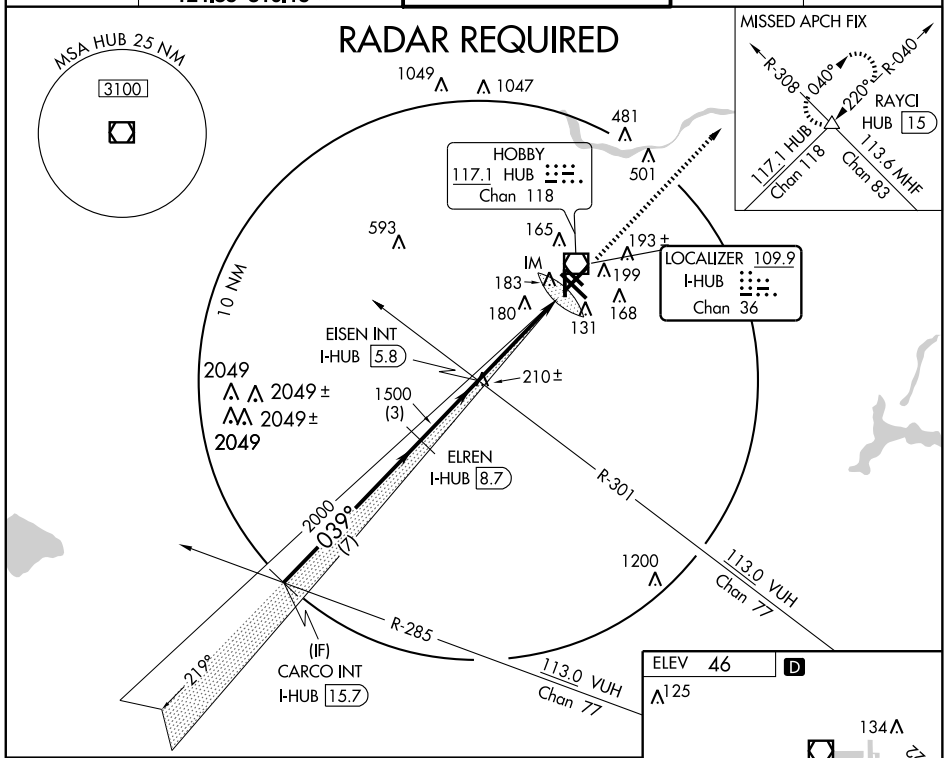
HOUSTON/ WILLIAM P. HOBBY (HOU)

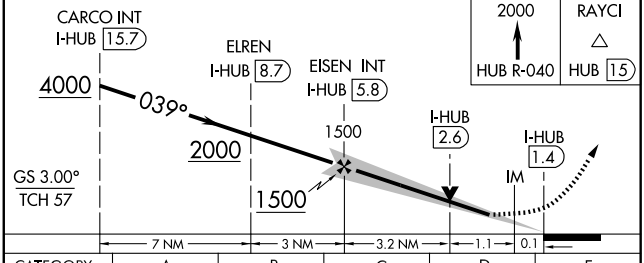
When ALSF-1 inoperative, increase visibility Cat E ILS ¼ mile, LOC ½ mile.

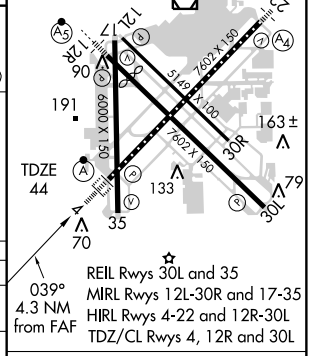
ALSF-2

MISSED APPROACH: Climb to 2000 via HUB R-040 to RAYCI INT/HUB 15 DME and hold.

ATIS	HOUSTON APP CON	HOBBY TOWER	GND CON	CLNC DEL
124.6	120.05 379.1 EAST 124.35 316.15 WEST	118.7 256.9	121.9	125.45







CATEGORY	A	B	C	D	E
S-ILS 4	244/18 200 (200-½)				244/24 200 (200-½)
S-LOC 4	480/24 436 (500-½)		480/40 436 (500-¾)	480/50 436 (500-1)	
CIRCLING	500-1 454 (500-1)		520-1½ 474 (500-1½)	600-2 554 (600-2)	860-3 814 (900-3)

FAF to MAP 4.3 NM

Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

SC-5, 08 APR 2010 to 06 MAY 2010

LOC/DME I-PRQ	APP CRS	Rwy Idg	6568
111.3	129°	TDZE	46
Chan 50		Apt Elev	46

ILS or LOC RWY 12R

HOUSTON/ WILLIAM P. HOBBY (HOU)

For inoperative MALSR, increase S-LOC 12R Cat A and B visibility to RVR 5000 and Cat E to 1¾. Inoperative table does not apply to S-ILS 12R. RADAR or DME required. When VGSI inop, cricling Rwy 35 NA at night.

MALS

MISSED APPROACH: Climb to 800 then climbing right turn to 2200 direct VUH VORTAC.

ATIS	HOUSTON APP CON	HOBBY TOWER	GND CON	CLNC DEL
124.6	120.05 379.1 EAST 124.35 316.15 WEST	118.7 256.9	121.9	125.45

RADAR REQUIRED

MSA HUB 25 NM
3100

HUMBLE
116.6 IAH
Chan 113

R-211

309°

JABBS INT
I-PRQ 14.8

2000
129°
(7.7)

1049
1047
345±
481
501

ROYCE
I-PRQ 7.1
RADAR

HOBBY
117.1 HUB
Chan 118

10 NM

165
193±
593
183
199
180
168
131

1051

LOCALIZER 111.3
I-PRQ
Chan 50

MISSED APCH FIX
SCHOLES
VUH
113.0
Chan 77

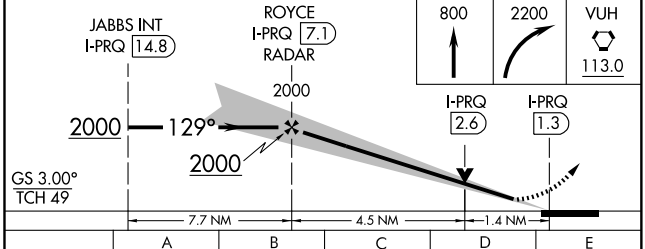
ELEV 46 D

125
129° 5.9 NM
from FAF
134
TDZE
46
191
163±
133
79
35
70
12L
12R
30R
30L
7602 X 150
5149 X 100
6000 X 150

TDZ/CL Rwys 4, 12R and 30L
REIL Rwys 30L and 35
HIRL Rwys 4-22 and 12R-30L
MIRL Rwys 12L-30R and 17-35

FAF to MAP 5.9 NM

Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58



	A	B	C	D	E
S-ILS 12R	296/40 250 (300-¾)				
S-LOC 12R	540/40 494 (500-¾)			540/50 494 (500-1)	540/60 494 (500-1¼)
CIRCLING	540-1 494 (500-1)		540-1½ 494 (500-1½)	600-2 554 (600-2)	860-3 814 (900-3)

SC-5, 08 APR 2010 to 06 MAY 2010

HOUSTON, TEXAS

AL-198 (FAA)

09351

LOC/DME I-HUB	APP CRS	Rwy Idg	7602
109.9	039°	TDZE	44
Chan 36		Apt Elev	46

ILS RWY 4 (CAT II)

HOUSTON/ WILLIAM P. HOBBY (HOU)

ALSF-2

MISSED APPROACH: Climb to 2000 via HUB R-040 to RAYCI INT/HUB 15 DME and hold.

ATIS	HOUSTON APP CON	HOBBY TOWER	GND CON	CLNC DEL
124.6	120.05 379.1 EAST 124.35 316.15 WEST	118.7 256.9	121.9	125.45

RADAR REQUIRED

MSA HUB 25 NM
3100

10 NM

1049 1047 481 501 593 165 193± 199 183 180 168 131

HOBBY
117.1 HUB
Chan 118

LOCALIZER 109.9
I-HUB
Chan 36

IM

EISEN INT
I-HUB 5.8

2049 2049 2049± 2049

1500 (3)

210±

ELREN
I-HUB 8.7

2000 (7)

039°

R-301

1200

113.0 VUH
Chan 77

R-285

219°

(IF)
CARCO INT
I-HUB 15.7

MISSED APCH FIX

R-308 040° 220° R-040

RAYCI
HUB 15

117.1 HUB
Chan 118

113.6 MHF
Chan 83

CARCO INT
I-HUB 15.7

ELREN
I-HUB 8.7

EISEN INT
I-HUB 5.8

4000

039°

2000

1500

DH
RA 100

IM

MSL 44

GS 3.00°
TCH 57

7 NM 3 NM 4.2 NM 862' 1080'

2000	RAYCI
HUB R-040	HUB 15

CATEGORY	A	B	C	D
S-ILS 4	RA 100/12 100 DA 144			

ELEV 46 D

125 134 121 127 90 191 163± 133 79 35 70

7602 X 150
5149 X 100
6000 X 150
7602 X 150

TDZE 44

REIL Rwys 30L and 35
MIRL Rwys 12L-30R and 17-35
HIRL Rwys 4-22 and 12R-30L
TDZ/CL Rwys 4, 12R and 30L

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SC-5, 08 APR 2010 to 06 MAY 2010

HOUSTON, TEXAS

AL-198 (FAA)

09351

LOC/DME I-HUB	APP CRS	Rwy Idg	7602
109.9	039°	TDZE	44
Chan 36		Apt Elev	46

ILS RWY 4 (CAT III)

HOUSTON/ WILLIAM P. HOBBY (HOU)

ALSF-2

MISSED APPROACH: Climb to 2000 via HUB R-040 to RAYCI INT/HUB 15 DME and hold.

ATIS	HOUSTON APP CON	HOBBY TOWER	GND CON	CLNC DEL
124.6	120.05 379.1 EAST 124.35 316.15 WEST	118.7 256.9	121.9	125.45

RADAR REQUIRED

MSA HUB 25 NM
3100

10 NM

HOBBY
117.1 HUB
Chan 118

LOCALIZER 109.9
I-HUB
Chan 36

EISEN INT
I-HUB 5.8

ELREN
I-HUB 8.7

CARCO INT
I-HUB 15.7

(IF)

039°
(7)

2000

1500
(3)

210±

R-301

R-285

219°

1049 1047 481 501 593 165 193± 199 IM 183 180 168 131 2049 2049 2049± 2049 1200

113.0 VUH
Chan 77

MISSED APCH FIX
R-308 040° 220° R-040
RAYCI
HUB 15
117.1 HUB
Chan 118
113.6 MHF
Chan 83

CARCO INT
I-HUB 15.7

ELREN
I-HUB 8.7

EISEN INT
I-HUB 5.8

4000

039°

2000

1500

IM 142

MSL 44

GS 3.00°
TCH 57

2000
HUB R-040

RAYCI
HUB 15

7 NM | 3 NM | 4.2 NM | 829′ | 1080′

CATEGORY	A	B	C	D
S-ILS 4	CAT IIIa RVR 07			
S-ILS 4	CAT IIIb RVR 06			
S-ILS 4	CAT IIIc NA			

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

ELEV 46 D

125

134

TDZE 44

191

163±

133

79

70

35

REIL Rwys 30L and 35
MIRL Rwys 12L-30R and 17-35
HIRL Rwys 4-22 and 12R-30L
TDZ/CL Rwys 4, 12R and 30L

SC-5, 08 APR 2010 to 06 MAY 2010

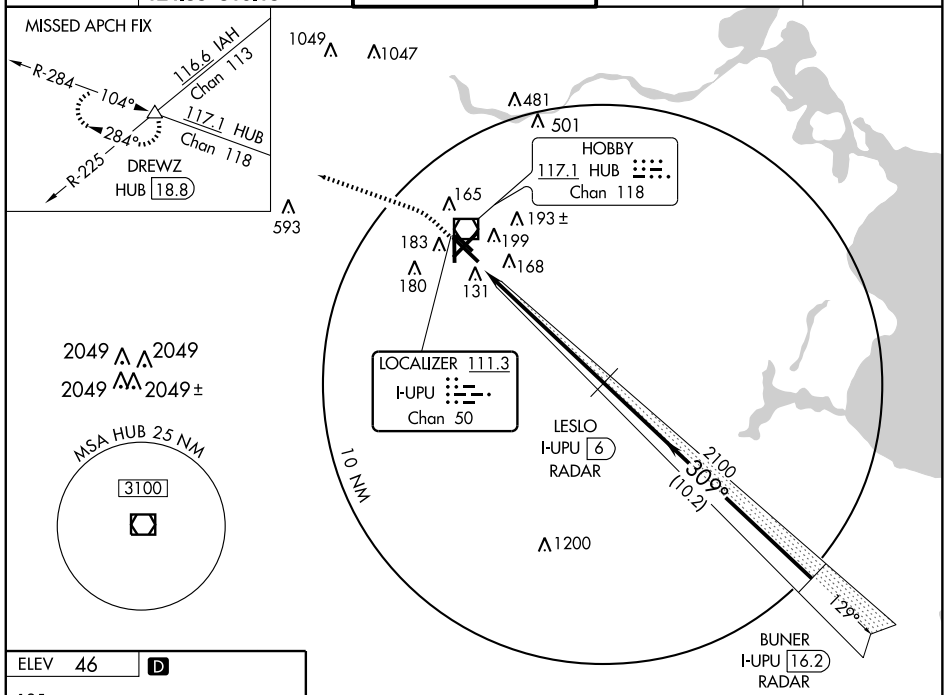
LOC I-UPU	APP CRS	Rwy Idg	7602
111.3	309°	TDZE	43
Chan 50		Apt Elev	46

ILS RWY 30L

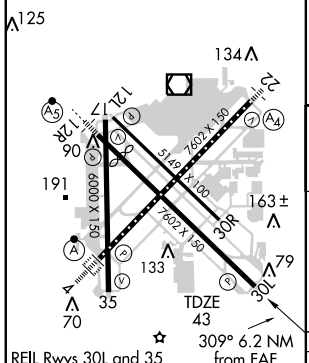
HOUSTON/ WILLIAM P. HOBBY (HOU)

MISSED APPROACH: Climb to 800, then climbing left turn to 2000 via HUB VOR/DME R-284 to DREWZ INT/HUB 18.8 DME and hold.

ATIS	HOUSTON APP CON	HOBBY TOWER	GND CON	CLNC DEL
124.6	120.05 379.1 EAST 124.35 316.15 WEST	118.7 256.9	121.9	125.45



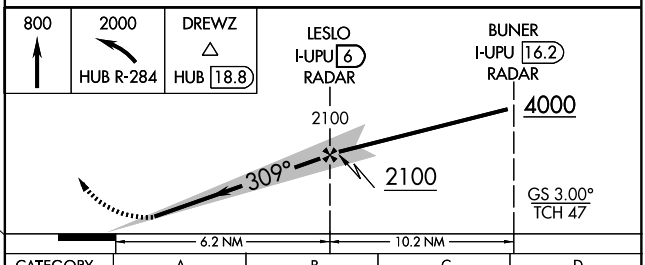
RADAR REQUIRED



REIL Rwys 30L and 35
HIRL Rwys 4-22 and 12R-30L
MIRL Rwys 12L-30R and 17-35
TDZ/CL Rwys 4, 12R and 30L

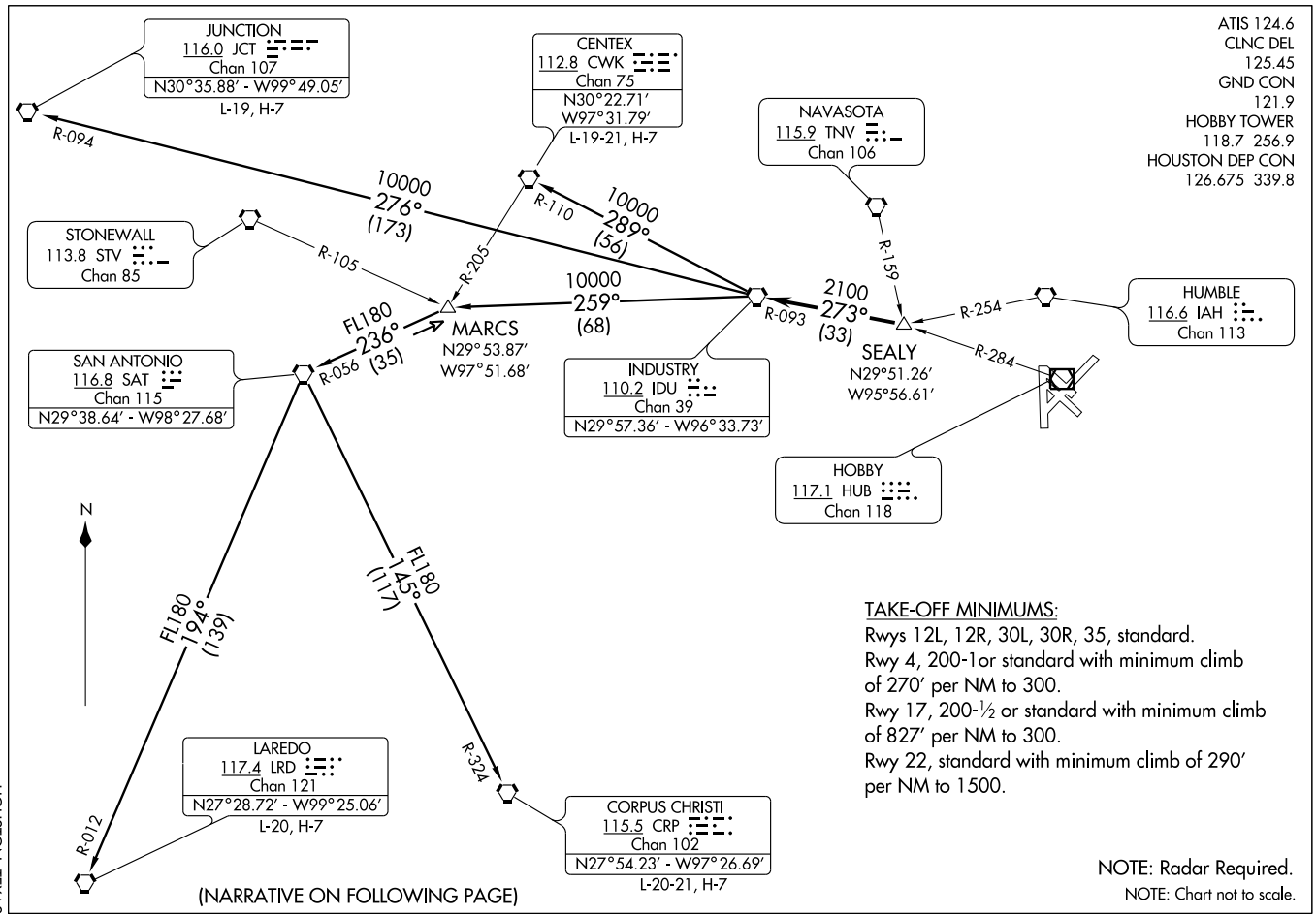
FAF to MAP 6.2 NM

Knots	60	90	120	150	180
Min:Sec	6:12	4:08	3:06	2:29	2:04



CATEGORY	A	B	C	D
S-ILS 30L	243/40		200 (200-¾)	
S-LOC 30L	480/50	437 (500-1)	480/60 437 (500-1¼)	480-1½ 437 (500-1½)
CIRCLING	560-1	514 (600-1)	560-1½ 514 (600-1½)	600-2 554 (600-2)

SC-5, 08 APR 2010 to 06 MAY 2010



INDUSTRY THREE DEPARTURE (IDU3.IDU) 08213

SL-198 (FAA)

HOUSTON/WILLIAM P. HOBBY (HOU)
HOUSTON, TEXAS

INDUSTRY THREE DEPARTURE

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF ALL RUNWAYS: Expect vectors to Sealy INT. Maintain 5000 feet. Expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IDU R-093 to IDU VORTAC.

CENTEX TRANSITION (IDU3.CWK): (ATC assigned only. For aircraft inbound to the DFW Metroplex area that are being rerouted due to bad weather.) From over IDU VORTAC via IDU R-289 and CWK R-110 to CWK VORTAC.

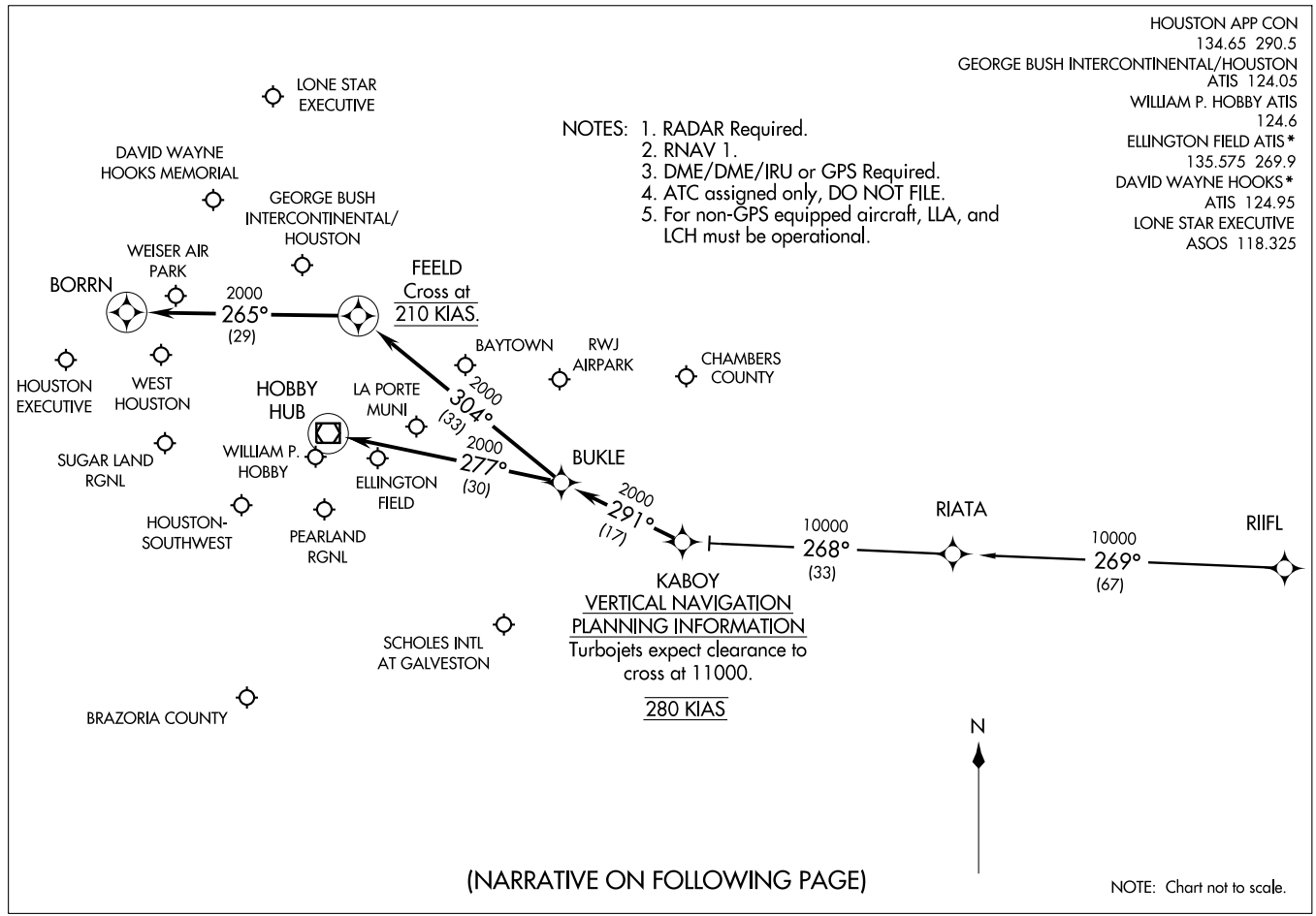
CORPUS CHRISTI TRANSITION (IDU3.CRP): (ATC assigned only.) From over IDU VORTAC via IDU R-259 to MARCS INT, then via SAT R-056 to SAT VORTAC, then via SAT R-145 and CRP R-324 to CRP VORTAC.

JUNCTION TRANSITION (IDU3.JCT): (For aircraft overflying JCT VORTAC via J2, J15, or J86.) From over IDU VORTAC via IDU R-276 and JCT R-094 to JCT VORTAC.

LAREDO TRANSITION (IDU3.LRD): (ATC assigned only.) From over IDU VORTAC via IDU R-259 to MARCS INT, then via SAT R-056 to SAT VORTAC, then via SAT R-194 and LRD R-012 to LRD VORTAC.

TAKE-OFF OBSTACLES:
Rwy 4, Pole 4403′ from DER, 1069′ right of centerline, 121′ AGL/166′ MSL. Light on building 1562′ from DER, 859′ right of centerline, 59′ AGL/103′ MSL. Building 3990′ from DER, 1223′, right of centerline, 139′ AGL/174′ MSL. Light on flagpole 4618′ from DER, 768′ right of centerline, 117′ AGL/161′ MSL. Rwy 12L, Antenna on hangar 1548′ from DER, 424′ left of centerline, 45′ AGL/85′ MSL. Rwy 12R, Vehicle and road 514′ from DER, 543′ right of centerline, 17′ AGL/55′ MSL. Tree 1217′ from DER, 756′ right of centerline, 43′ AGL/89′ MSL. Fence 85′ from DER, 492′ left of centerline, 4′ AGL/ 45′ MSL. Vehicle and road 176′ from DER, 497′ left of centerline, 17′ AGL/55′ MSL. Pole 1011′ from DER, 696′ left of centerline, 33′ AGL/73′ MSL. Tree 1256′ from DER, 783′ left of centerline, 38′ AGL/78′ MSL. Rwy 17, Multiple poles beginning 606′ from DER, 393′ right of centerline, up to 79′ AGL/124′ MSL. Crane 1795′ from DER, 689′ right of centerline, 100′ AGL/150′ MSL. Antenna on building 620′ from DER, 312′ left of centerline, 27′ AGL/72′ MSL. Multiple trees beginning 721′ from DER, 260′ left of centerline, up to 71′ AGL/116′ MSL. Radar reflector 1214′ from DER, 258′ left of centerline, 32′ AGL/77′ MSL. Rwy 22, Pole 727′ from DER, 626′ right of centerline, 28′ AGL/77′ MSL. Tree 1310′ from DER, 679′ right of centerline, 27′ AGL/76′ MSL. Antenna on light pole 1805′ from DER, 968′ right of centerline, 60′ AGL/109′ MSL. Rwy 30L, Antenna on building 547′ from DER, 274′ right of centerline, 23′ AGL/69′ MSL. Multiple poles beginning 341′ from DER, 501′ left of centerline, up to 39′ AGL/84′ MSL. Multiple trees beginning 1392′ from DER, 466′ left of centerline, up to 78′ AGL/118′ MSL. Rwy 30R, Pole 1096′ from DER, 785′ right of centerline, 29′ AGL/75′ MSL. Antenna on building 500′ from DER, 525′ left of centerline, 33′ AGL/69′ MSL. Rwy 35, Antenna on light pole 738′ from DER, 519′ right of centerline, 40′ AGL/86′ MSL. Light pole 1119′ from DER, 353′ right of centerline, 31′ AGL/77′ MSL. Antenna on building 66′ from DER, 471′ left of centerline, 33′ AGL/69′ MSL.

SC-5, 08 APR 2010 to 06 MAY 2010


HOUSTON APP CON
134.65 290.5
GEORGE BUSH INTERCONTINENTAL/HOUSTON
ATIS 124.05
WILLIAM P. HOBBY ATIS
124.6
ELLINGTON FIELD ATIS*
135.575 269.9
DAVID WAYNE HOOKS*
ATIS 124.95
LONE STAR EXECUTIVE
ASOS 118.325
(KABOY.KABOY1) 09071
KABOY ONE ARRIVAL (RNAV)
ST-5461(FAA)
HOUSTON, TEXAS
NOTES: 1. RADAR Required.
2. RNAV 1.
3. DME/DME/IRU or GPS Required.
4. ATC assigned only, DO NOT FILE.
5. For non-GPS equipped aircraft, LLA, and LCH must be operational.
LONE STAR EXECUTIVE
DAVID WAYNE HOOKS MEMORIAL
GEORGE BUSH INTERCONTINENTAL/ HOUSTON
WEISER AIR PARK
BORRN
2000
265°
(29)
FEELD
Cross at
210 KIAS.
BAYTOWN
RWJ AIRPARK
CHAMBERS COUNTY
HOUSTON EXECUTIVE
WEST HOUSTON
HOBBY HUB
LA PORTE MUNI
2000
304°
(33)
SUGAR LAND RGNL
WILLIAM P. HOBBY
2000
277°
(30)
ELLINGTON FIELD
BUKLE
2000
291°
(17)
HOUSTON-SOUTHWEST
PEARLAND RGNL
10000
268°
(33)
RIATA
10000
269°
(67)
RIIFL
KABOY
VERTICAL NAVIGATION
PLANNING INFORMATION
Turbojets expect clearance to cross at 11000.
280 KIAS
SCHOLES INTL AT GALVESTON
BRAZORIA COUNTY
N
(NARRATIVE ON FOLLOWING PAGE)
NOTE: Chart not to scale.

ARRIVAL DESCRIPTION

RIIFL TRANSITION (RIIFL.KABOY1)

From KABOY via 291° track to BUKLE . . . .

GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):

LANDING RUNWAYS 8L/8R, OR 9: . . . . From BUKLE via 304° track to FEELD, thence as depicted to BORRN. Expect vectors to final approach course prior to BORRN, if not received by BORRN, fly present heading.

ALL OTHER RUNWAYS: . . . . From BUKLE via 304° track to FEELD. Expect vectors to final approach course prior to FEELD.

DAVID WAYNE HOOKS MEMORIAL (DWH) AND LONE STAR EXECUTIVE (CXO): . . . . From BUKLE via 304° track to FEELD. Expect vectors to final approach course prior to FEELD.

ALL OTHER AIRPORTS: . . . . From BUKLE via 277° track to HUB VOR/DME. Expect vectors to final approach course prior to HUB VOR/DME.

LEONA SIX DEPARTURE

SL-198 (FAA)

HOUSTON/ WILLIAM P. HOBBY (HOU)
HOUSTON, TEXAS

ATIS 124.6
CLNC DEL
125.45
GND CON
121.9
HOBBY TOWER
118.7 256.9
HOUSTON DEP CON
132.25 285.425

ARDMORE
116.7 ADM
Chan 114
N34°12.70′ - W97°10.09′
L-17, H-6

TULSA
114.4 TUL
Chan 91
N36°11.78′ - W95°47.29′
L-15, H-6

BONHAM
114.6 BYP
Chan 93
N33°32.25′ - W96°14.05′
L-17, H-6

RANGER
115.7 FUZ
Chan 104
N32°53.37′ - W97°10.77′
L-17, H-6

CEDAR CREEK
114.8 CQY
Chan 95
N32°11.14′ - W96°13.09′

DOLEY
N32°11.35′
W96°23.08′

WACO
115.3 ACT
Chan 100
N31°39.74′ - W97°16.14′
L-19, H-6

LEONA
110.8 LOA
Chan 45
N31° 07.44′ - W95° 58.08′

WLLIS
N30°28.88′
W95°37.39′

HUMBLE
116.6 IAH
Chan 113

NAVASOTA
115.9 TNV
Chan 106

R-156
FL180
336°
(127)

R-130
FL180
310°
(58)

R-173
FL180
353°
(81)

R-265

R-163
10000
341°
(65)

10000
334°
(67)

R-147
4000
327°
(42)

R-055

R-330

TAKE-OFF MINIMUMS:
Rwy 12L, 12R, 30L, 30R, 35 standard.
Rwy 4, 200-1 or standard with minimum climb of 270′ per NM to 300.
Rwy 17, 200-1 or standard with minimum climb of 827′ per NM to 300.
Rwy 22, standard with minimum climb of 290′ per NM to 1500.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Radar required.

SC-5, 08 APR 2010 to 06 MAY 2010

LEONA SIX DEPARTURE

DEPARTURE ROUTE DESCRIPTION

Expect vectors to WLLIS INT, maintain 5000, expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via LOA R-147 to LOA VORTAC.

ARDMORE TRANSITION (LOA6.ADM): (For aircraft overflying North/Northwest of the DFW terminal area FL240 and above.) From over LOA VORTAC via LOA R-334 to DOLEY INT, then via ADM R-156 to ADM VORTAC.

BONHAM TRANSITION (LOA6.BYP): (For aircraft overflying/landing TUL VORTAC FL240 and above.) From over LOA VORTAC via LOA R-341 and CQY R-163 to CQY VORTAC, then via CQY R-353 and BYP R-173 to BYP VORTAC.

RANGER TRANSITION (LOA6.FUZ): (For aircraft overflying west/northwest of the DFW terminal area FL240 and above.) From over LOA VORTAC via LOA R-334 to DOLEY INT, then via FUZ R-130 to FUZ VORTAC.

TAKE-OFF OBSTACLES:

Rwy 4, Pole 4403′ from DER, 1069′ right of centerline, 121′ AGL/166′ MSL. Light on building 1562′ from DER, 859′ right of centerline, 59′ AGL/103′ MSL. Building 3990′ from DER, 1223′ right of centerline, 139′ AGL/174′ MSL. Light on flag pole 4618′ from DER, 768′ right of centerline, 117′ AGL/161′ MSL.

Rwy 12L, Antenna on hangar 1548′ from departure end of runway, 424′ left of centerline, 45′ AGL/85′ MSL.

Rwy 12R, Vehicle and road 514′ from DER, 543′ right of centerline, 17′ AGL/55′ MSL. Tree 1217′ from DER, 756′ right of centerline, 43′ AGL/89′ MSL. Fence 85′ from DER, 492′ left of centerline, 4′ AGL/ 45′ MSL. Vehicle and road 176′ from DER, 497′ left of centerline, 17′ AGL/55′ MSL. Pole 1011′ from DER, 696′ left of centerline, 33′ AGL/73′ MSL. Tree 1256′ from DER, 783′ left of centerline, 38′ AGL/78′ MSL.

Rwy 17, Multiple poles beginning 606′ DER, 393′ right of centerline, up to 79′ AGL/124′ MSL. Crane 1795′ from DER, 689′ right of centerline, 100′ AGL/150′ MSL. Antenna on building 620′ from DER, 312′ left of centerline, 27′ AGL/72′ MSL. Multiple trees beginning 721′ from DER, 260′ left of centerline, up to 71′ AGL/116′ MSL. Radar reflector 1214′ from DER, 258′ left of centerline, 32′ AGL/77′ MSL.

Rwy 22, Antenna on light pole, 1805′ from DER, 968′ right of centerline, 60′ AGL/109′ MSL. Pole 727′ from DER, 626′ right of centerline, 28′ AGL/77′ MSL. Tree 1310′ from DER, 679′ right of centerline, 27′ AGL/76′ MSL.

Rwy 30L, Antenna on building 547′ from DER, 274′ right of centerline, 23′ AGL/69′ MSL. Multiple poles beginning 341′ from DER, 501′ left of centerline, up to 39′ AGL/84′ MSL. Multiple trees beginning 1392′ from DER, 466′ left of centerline, up to 78′ AGL/118′ MSL.

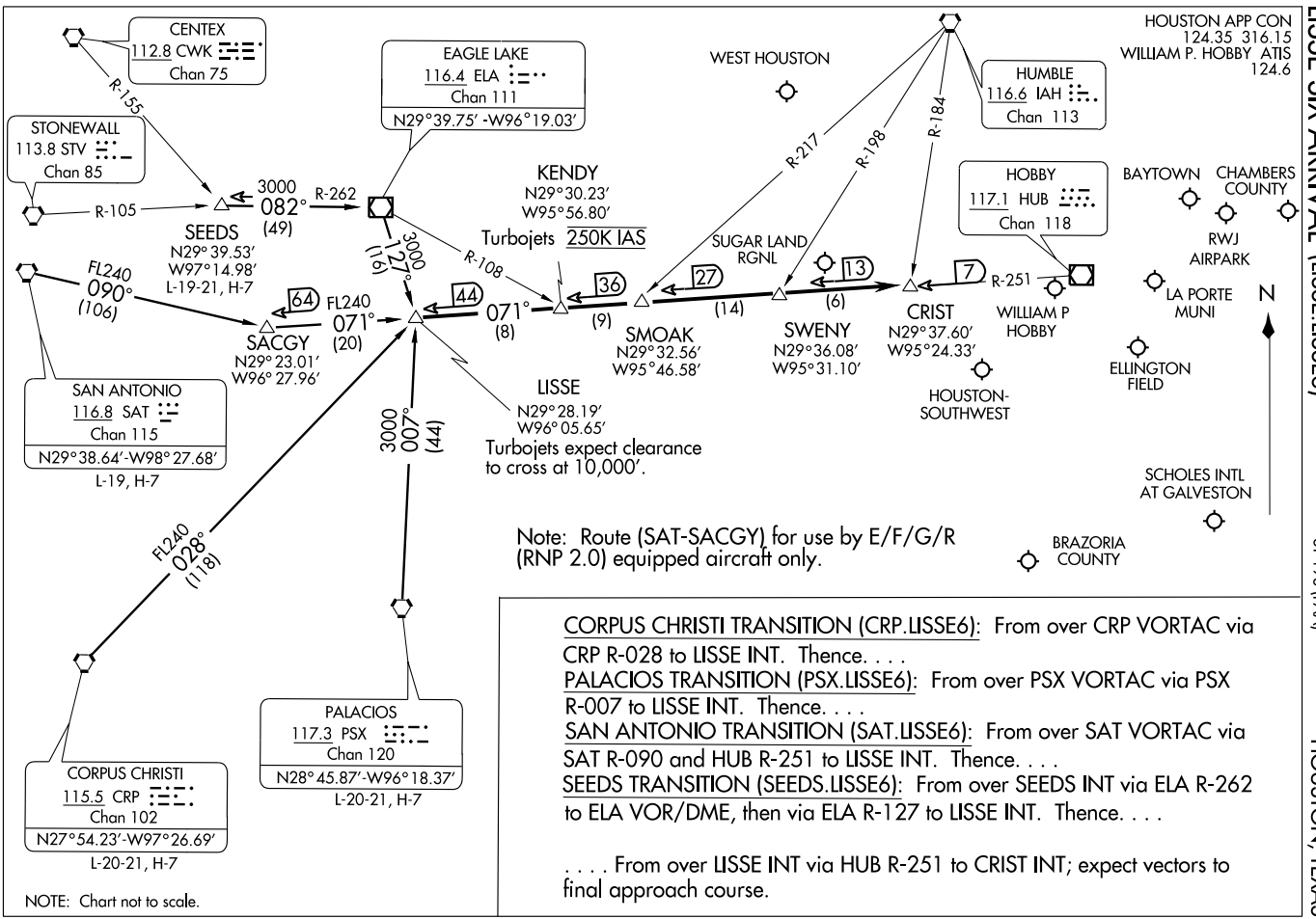
Rwy 30R, Antenna on building 500′ from DER, 525′ left of centerline, 33′ AGL/69′ MSL. Pole 1096′ from DER, 785′ right of centerline, 29′ AGL/75′ MSL.

Rwy 35, Antenna on light pole 738′ from DER, 519′ right of centerline, 40′ AGL/86′ MSL. Antenna on building 66′ from DER, 471′ left of centerline, 33′ AGL/69′ MSL. Light pole 1119′ from DER, 353′ right of centerline, 31′ AGL/77′ MSL.

SC-5, 08 APR 2010 to 06 MAY 2010

LISSE SIX ARRIVAL (LISSE.LISSE6)

HOUSTON, TEXAS



CORPUS CHRISTI TRANSITION (CRP.LISSE6): From over CRP VORTAC via CRP R-028 to LISSE INT. Thence. . . .

PALACIOS TRANSITION (PSX.LISSE6): From over PSX VORTAC via PSX R-007 to LISSE INT. Thence. . . .

SAN ANTONIO TRANSITION (SAT.LISSE6): From over SAT VORTAC via SAT R-090 and HUB R-251 to LISSE INT. Thence. . . .

SEEDS TRANSITION (SEEDS.LISSE6): From over SEEDS INT via ELA R-262 to ELA VOR/DME, then via ELA R-127 to LISSE INT. Thence. . . .

. . . . From over LISSE INT via HUB R-251 to CRIST INT; expect vectors to final approach course.

NOTE: Chart not to scale.

LOC I-OIB	APP CRS	Rwy Idg	7602
109.9	219°	TDZE	41
Chan 36		Apt Elev	46

LOC RWY 22

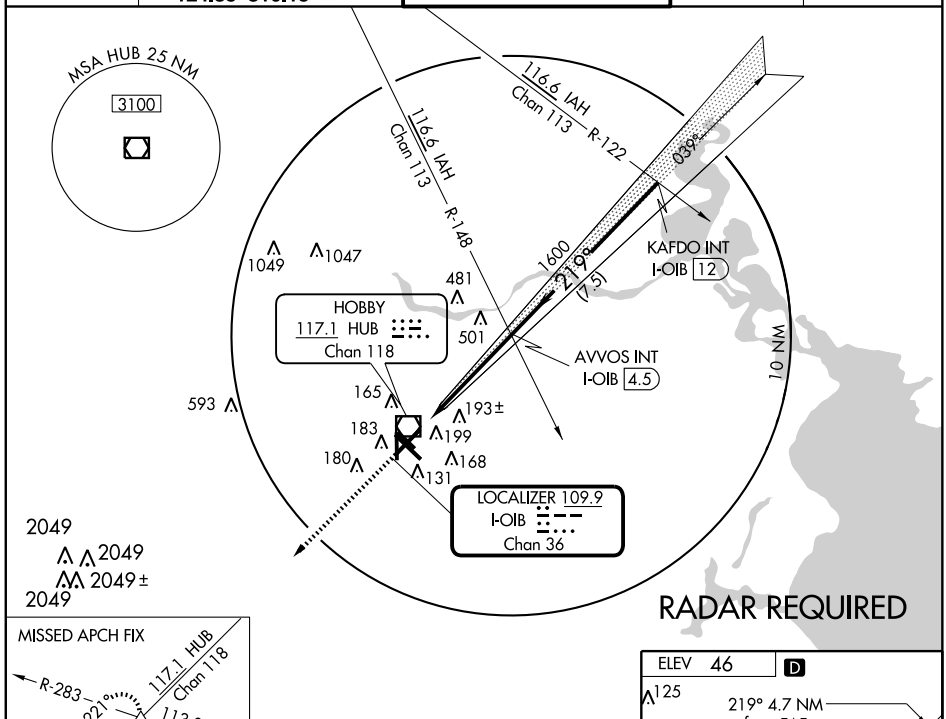
HOUSTON/WILLIAM P. HOBBY (HOU)

Inoperative table does not apply to Cat C.

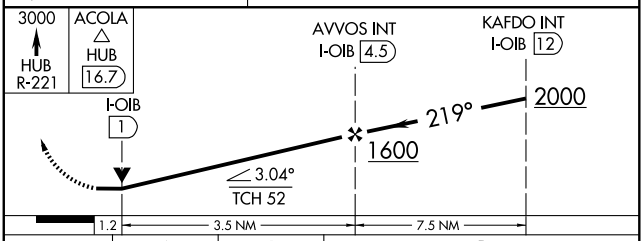
MALSR

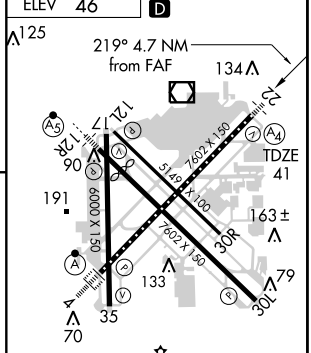
MISSED APPROACH: Climb to 3000 via HUB VOR/DME R-221 to ACOLA Int/HUB 16.7 DME and hold.

ATIS	HOUSTON APP CON	HOBBY TOWER	GND CON	CLNC DEL
124.6	120.05 379.1 EAST 124.35 316.15 WEST	118.7 256.9	121.9	125.45



1200





TDZ/CL Rwys 4, 12R, and 30L
REIL Rwys 30L and 35
HIRL Rwys 4-22 and 12R-30L
MIRL Rwys 12L-30R and 17-35

CATEGORY	A	B	C	D	E
S-22	460-¾ 419 (500-¾)		460-1¼ 419 (500-1¼)		
CIRCLING	520-1 474 (500-1)		520-1½ 474 (500-1½)	600-2 554 (600-2)	860-3 814 (900-3)

FAF to MAP 4.7 NM

Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

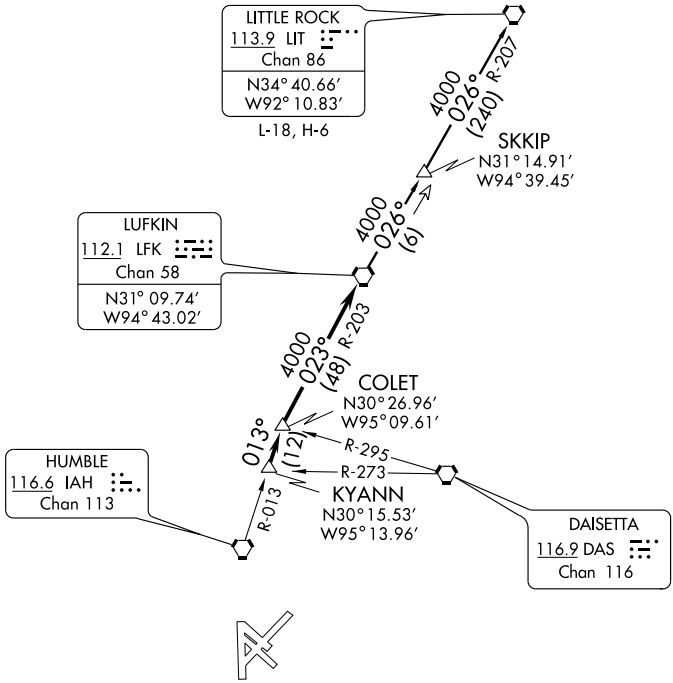
SC-5, 08 APR 2010 to 06 MAY 2010

LUFKIN FIVE DEPARTURE

SL-198 (FAA)

HOUSTON/ WILLIAM P. HOBBY (HOU)
HOUSTON, TEXAS

ATIS 124.6
CLNC DEL
125.45
GND CON
121.9
HOBBY TOWER
118.7 256.9
HOUSTON DEP CON
132.25 285.425



NOTE: Radar Required.
NOTE: For aircraft destined LIT, or overflying LIT or PXV.

TAKE-OFF MINIMUMS:
Rwy 4, 200-1 or standard with minimum climb of 270′ per NM to 300.
Rwys 12L, 12R, 30L, 30R, 35, standard.
Rwy 17, 200-1 or standard with minimum climb of 827′ per NM to 300.
Rwy 22, standard with a minimum climb of 290′ per NM to 1500.

(NOTES ON FOLLOWING PAGE)

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

Expect vectors to KYANN INT, maintain 5000′, expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-013 to COLET INT, then right turn via LFK R-203 to LFK VORTAC.

LITTLE ROCK TRANSITION (LFK5.LIT): From over LFK VORTAC via LFK R-026 to SKKIP INT, then via LIT R-207 to LIT VORTAC.

SC-5, 08 APR 2010 to 06 MAY 2010

TAKE-OFF OBSTACLES

Rwy 4, Pole 4403′ from DER, 1069′ right of centerline, 121′ AGL/166′ MSL. Light on building 1562′ from DER, 859′ right of centerline, 59′ AGL/103′ MSL. Building 3990′ from DER, 1223′, right of centerline, 139′ AGL/174′ MSL. Light on flagpole 4618′ from DER, 768′ right of centerline, 117′ AGL/161′ MSL.

Rwy 12L, Antenna on hangar 1548′ from DER, 424′ left of centerline, 45′ AGL/85′ MSL

Rwy 12R, Vehicle and road 514′ from DER, 543′ right of centerline, 17′ AGL/55′ MSL. Tree 1217′ from DER, 756′ right of centerline, 43′ AGL/89′ MSL. Fence 85′ from DER, 492′ left of centerline, 4′ AGL/ 45′ MSL. Vehicle and road 176′ from DER, 497′ left of centerline, 17′ AGL/55′ MSL. Pole 1011′ from DER, 696′ left of centerline, 33′ AGL/73′ MSL. Tree 1256′ from DER, 783′ left of centerline, 38′ AGL/78′ MSL.

Rwy 17, Multiple poles beginning 606′ from DER, 393′ right of centerline, up to 79′ AGL/124′ MSL. Crane 1795′ from DER, 689′ right of centerline, 100′ AGL/150′ MSL. Antenna on building 620′ from DER, 312′ left of centerline, 27′ AGL/72′ MSL. Multiple trees beginning 721′ from DER, 260′ left of centerline, up to 71′ AGL/116′ MSL. Radar reflector 1214′ from DER, 258′ left of centerline, 32′ AGL/77′ MSL.

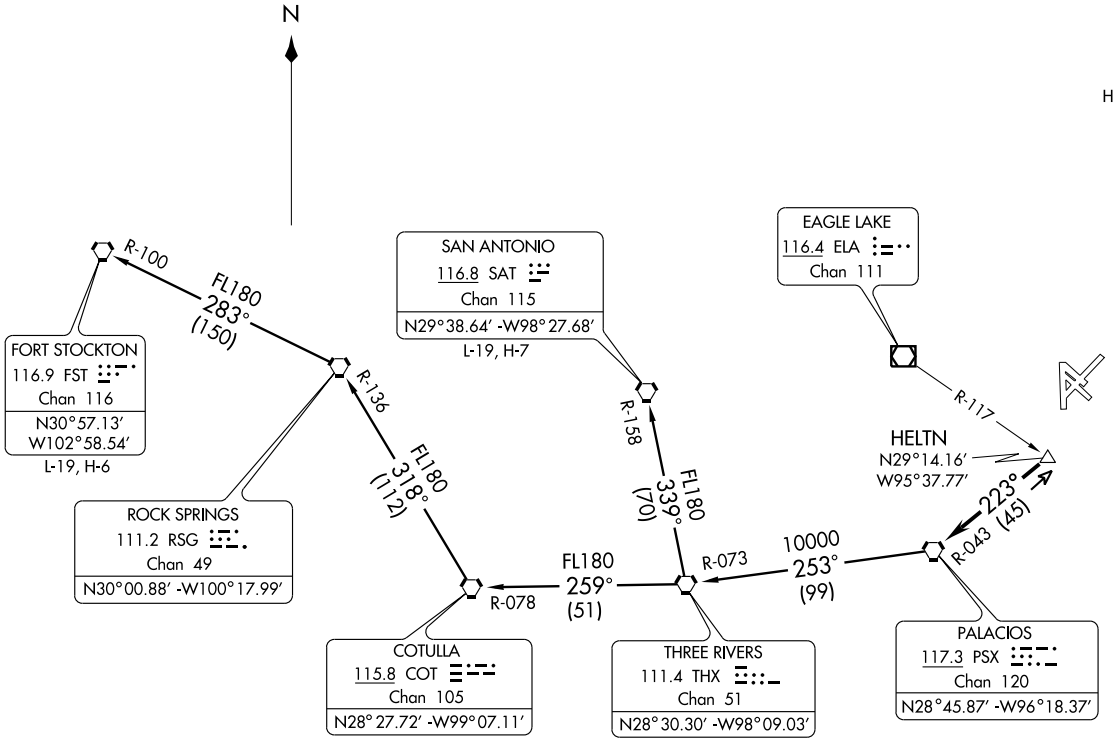
Rwy 22, Pole 727′ from DER, 626′ right of centerline, 28′ AGL/77′ MSL. Tree 1310′ from DER, 679′ right of centerline, 27′ AGL/76′ MSL. Antenna on light pole 1805′ from DER, 968′ right of centerline, 60′ AGL/109′ MSL.

Rwy 30L, Antenna on building 547′ from DER, 274′ right of centerline, 23′ AGL/69′ MSL. Multiple poles beginning 341′ from DER, 501′ left of centerline, up to 39′ AGL/84′ MSL. Multiple trees beginning 1392′ from DER, 466′ left of centerline, up to 78′ AGL/118′ MSL.

Rwy 30R, Pole 1096′ from DER, 785′ right of centerline, 29′ AGL/75′ MSL. Antenna on building 500′ from DER, 525′ left of centerline, 33′ AGL/69′ MSL.

Rwy 35, Antenna on light pole 738′ from DER, 519′ right of centerline, 40′ AGL/86′ MSL. Light pole 1119′ from DER, 353′ right of centerline, 31′ AGL/77′ MSL. Antenna on building 66′ from DER, 471′ left of centerline, 33′ AGL/69′ MSL.

ATIS 124.6
CLNC DEL
125.45
GND CON
121.9
HOBBY TOWER
118.7 256.9
HOUSTON DEP CON
127.125 269.075



TAKE-OFF MINIMUMS:
Rwys 12L, 12R, 30L, 30R, 35, standard.
Rwy 4, 200-1 or standard with minimum climb of 270′ per NM to 300.
Rwy 17, 200-1 or standard with minimum climb of 827′ per NM to 300.
Rwy 22 standard with minimum climb of 290′ per NM to 1500.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Radar Required
NOTE: Chart not to scale

PALACIOS THREE DEPARTURE

DEPARTURE ROUTE DESCRIPTION

Expect vectors to HELTN INT, maintain 5000'. Expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via PSX R-043 to PSX VORTAC.

FORT STOCKTON TRANSITION (PSX3.FST): From over PSX VORTAC via PSX R-253 and THX R-073 to THX VORTAC, then via THX R-259 and COT R-078 to COT VORTAC, then via COT R-318 and RSG R-136 to RSG VORTAC, then via RSG R-283 and FST R-100 to FST VORTAC.

SAN ANTONIO TRANSITION (PSX3.SAT): From over PSX VORTAC via PSX R-253 and THX R-073 to THX VORTAC, then via THX R-339 and SAT R-158 to SAT VORTAC.

TAKE-OFF OBSTACLES:

Rwy 4, Pole 4403' from DER, 1069' right of centerline, 121' AGL/166' MSL.
Light on building 1562' from DER, 859' right of centerline, 59' AGL/103' MSL.
Building 3990' from DER, 1223' right of centerline, 139' AGL/174' MSL.
Light on flagpole 4618' from DER, 768' right of centerline, 117' AGL/161' MSL.

Rwy 12L, Antenna on hangar 1548' from DER, 424' left of centerline, 45' AGL/85' MSL.

Rwy 12R, Vehicle on road 514' from DER, 543' right of centerline, 17' AGL/55' MSL.
Tree 1217' from DER, 756' right of centerline, 43' AGL/89' MSL.
Fence 85' from DER, 492' left of centerline, 4' AGL/45' MSL.
Vehicle and road 176' from DER, 497' left of centerline, 17' AGL/55' MSL.
Pole 1011' from DER, 696' left of centerline, 33' AGL/73' MSL.
Tree 1256' from DER, 783' left of centerline, 38' AGL/78' MSL.

Rwy 17, Multiple poles beginning 606' from DER, 393' right of centerline, up to 79' AGL/124' MSL.
Crane 1795' from DER, 689' right of centerline, 100' AGL/150' MSL.
Antenna on building 620' from DER, 312' left of centerline, 27' AGL/72' MSL.
Multiple trees beginning 721' from DER, 260' left of centerline, up to 71' AGL/116' MSL.
Radar reflector 1214' from DER, 258' left of centerline, 32' AGL/77' MSL.

Rwy 22, Pole 727' from DER, 626' right of centerline, 28' AGL/77' MSL.
Tree 1310' from DER, 679' right of centerline, 27' AGL/76' MSL.
Antenna on light pole 1805' from DER, 968' right of centerline, 60' AGL/109' MSL.

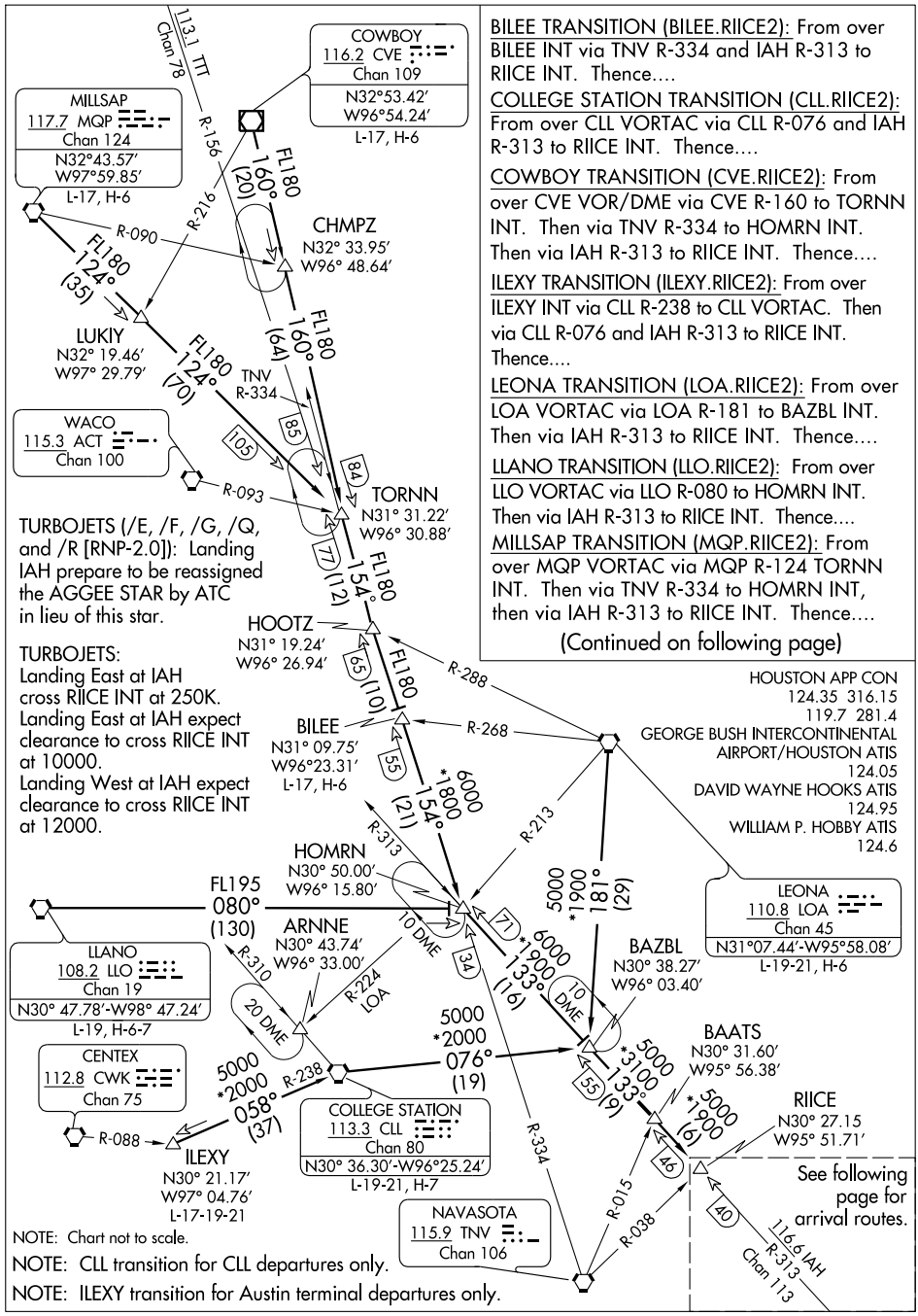
Rwy 30L, Antena on building 547' from DER, 274' right of centerline, 23' AGL/69' MSL.
Multiple poles beginning 341' from DER, 501' left of centerline, up to 39' AGL/84' MSL.
Multiple trees beginning 1392' from DER, 466' left of centerline, up to 78' AGL/118' MSL.

Rwy 30R, Pole 1096' from DER, 785' right of centerline, 29' AGL/75' MSL.
Antenna on building 500' from DER, 525' left of centerline, 33' AGL/69' MSL.

Rwy 35, Antenna on light pole 738' from DER, 519' right of centerline, 40' AGL/86' MSL.
Light pole 1119' from DER, 353' right of centerline, 31' AGL/77' MSL.
Antenna on building 66' from DER, 471' left of centerline, 33' AGL/69' MSL.

RIICE TWO ARRIVAL Transition Routes

HOUSTON, TEXAS



BILEE TRANSITION (BILEE.RIICE2): From over BILEE INT via TNV R-334 and IAH R-313 to RIICE INT. Thence....

COLLEGE STATION TRANSITION (CLL.RIICE2): From over CLL VORTAC via CLL R-076 and IAH R-313 to RIICE INT. Thence....

COWBOY TRANSITION (CVE.RIICE2): From over CVE VOR/DME via CVE R-160 to TORNN INT. Then via TNV R-334 to HOMRN INT. Then via IAH R-313 to RIICE INT. Thence....

ILEXY TRANSITION (ILEXY.RIICE2): From over ILEXY INT via CLL R-238 to CLL VORTAC. Then via CLL R-076 and IAH R-313 to RIICE INT. Thence....

LEONA TRANSITION (LOA.RIICE2): From over LOA VORTAC via LOA R-181 to BAZBL INT. Then via IAH R-313 to RIICE INT. Thence....

LLANO TRANSITION (LLO.RIICE2): From over LLO VORTAC via LLO R-080 to HOMRN INT. Then via IAH R-313 to RIICE INT. Thence....

MILLSAP TRANSITION (MQP.RIICE2): From over MQP VORTAC via MQP R-124 TORNN INT. Then via TNV R-334 to HOMRN INT, then via IAH R-313 to RIICE INT. Thence....

(Continued on following page)

NOTE: Chart not to scale.

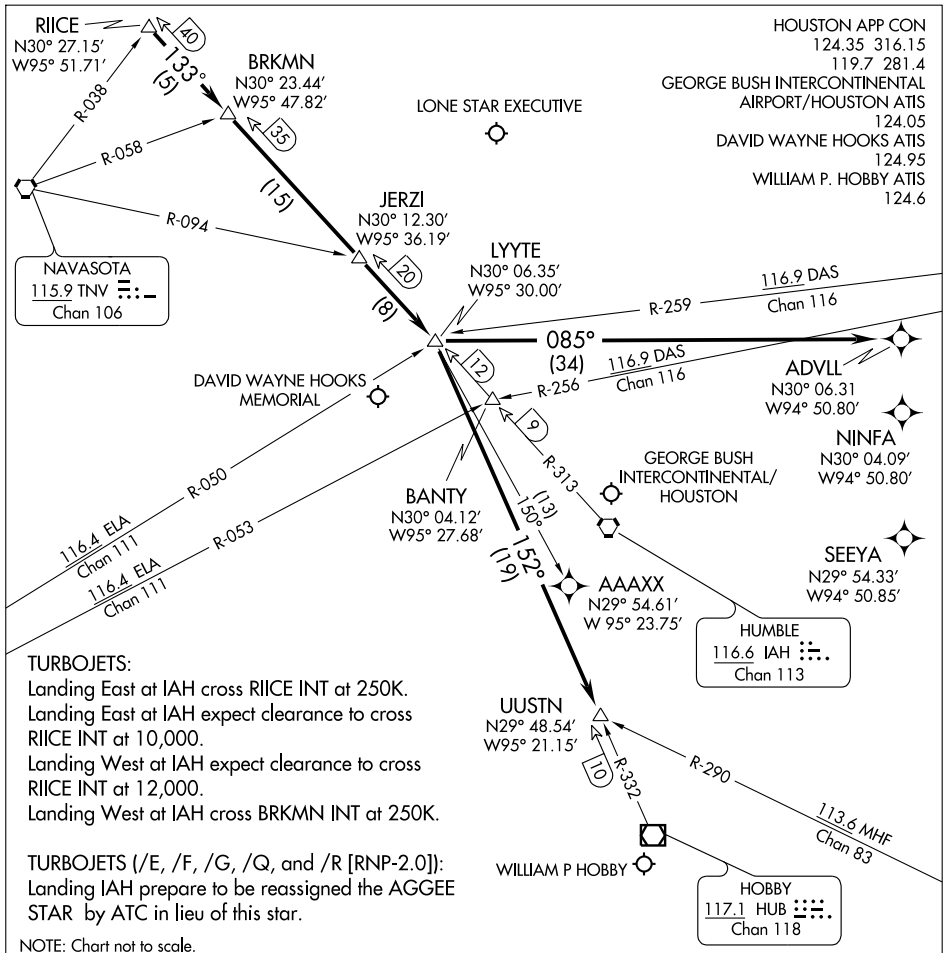
NOTE: CLL transition for CLL departures only.

NOTE: ILEXY transition for Austin terminal departures only.

SC-5, 08 APR 2010 to 06 MAY 2010

RIICE TWO ARRIVAL Arrival Routes

HOUSTON, TEXAS



TURBOJETS:
Landing East at IAH cross RIICE INT at 250K.
Landing East at IAH expect clearance to cross RIICE INT at 10,000.
Landing West at IAH expect clearance to cross RIICE INT at 12,000.
Landing West at IAH cross BRKMN INT at 250K.

TURBOJETS (/E, /F, /G, /Q, and /R [RNP-2.0]):
Landing IAH prepare to be reassigned the AGGEE STAR by ATC in lieu of this star.

NOTE: Chart not to scale.

GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):
....From over RIICE INT via IAH R-313 to LYYTE INT. Landing Runway 26L/26R or 27; fly heading 085° for vectors to final approach course. For /E, /F, /G, /Q and /R (RNP-2.0), equipped aircraft from LYYTE INT direct ADVLL WP, expect vectors to final approach course prior to ADVLL WP; if not received by ADVLL WP, fly present heading.

WILLIAM P. HOBBY (HOU) (ATC ASSIGNED):
....From over RIICE INT via IAH R-313 to LYYTE INT, then via HUB R-332 to UUSTN INT, expect vectors to final approach course at or prior to UUSTN INT.

DAVID WAYNE HOOKS MEMORIAL (DWH) and LONE STAR EXCUTIVE (CXO):
....From over RIICE INT via IAH R-313 to LYYTE INT, expect vectors to final approach course at or prior to LYYTE INT.

ALL OTHER RUNWAYS: Expect vectors to final approach course at or prior to LYYTE INT.

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WAAS	APP CRS	Rwy Idg 7602
CH 86209	039°	TDZE 44
W04A		Apt Elev 46

RNAV (GPS) RWY 4

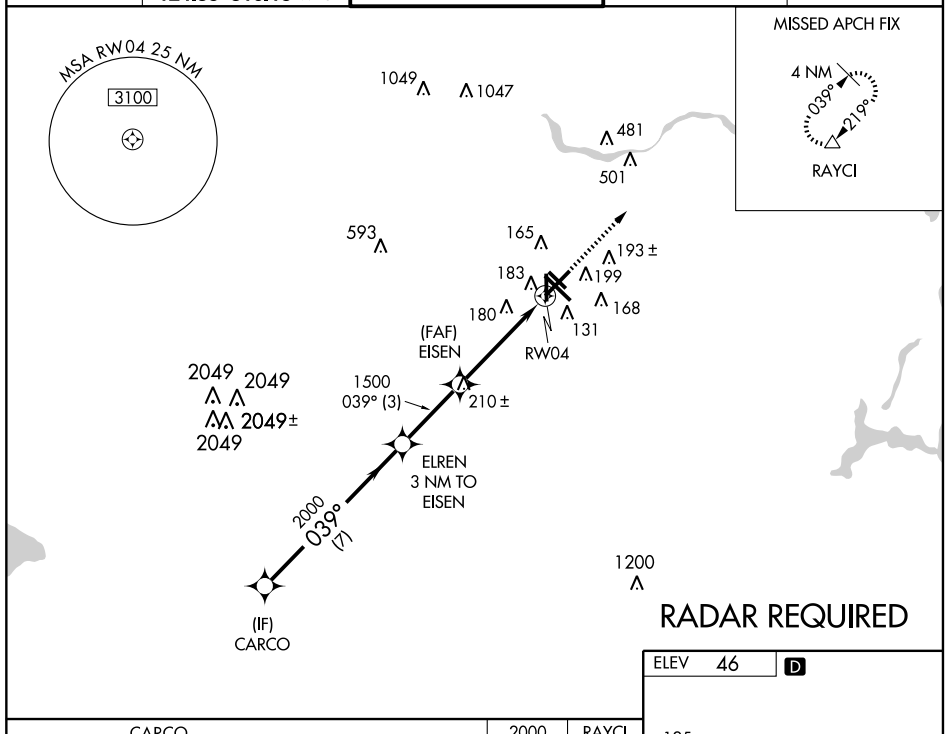
HOUSTON/ WILLIAM P. HOBBY (HOU)

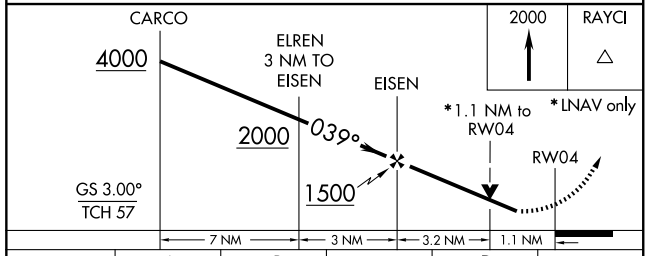
For inoperative MALSR, increase LPV visibility to RVR 4000 all Cats, and increase LNAV/VNAV and LNAV Cat E visibility to 1½. When VGSI inop, circling Rwy 35 NA at night; Baro-VNAV NA below -15° C (5° F); DME/DME RNP-0.3 NA.

ALSF-2

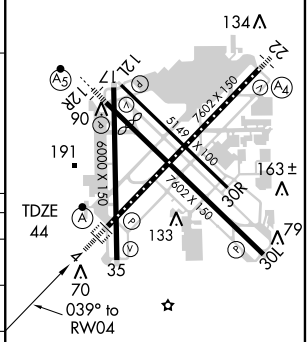
MISSED APPROACH: Climb to 2000 direct RAYCI and hold.

ATIS	HOUSTON APP CON	HOBBY TOWER	GND CON	CLNC DEL
124.6	120.05 379.1 EAST 124.35 316.15 WEST	118.7 256.9	121.9	125.45





CATEGORY	A	B	C	D	E
LPV DA	300/24 256 (300-½)				
LNAV/VNAV DA	440/40 396 (400-¾)				440/50 396 (400-1)
LNAV MDA	460/24 416 (500-½)		460/40 416 (500-¾)	460/50 416 (500-1)	
CIRCLING	500-1¼ 454 (500-1¼)		520-1½ 474 (500-1½)	600-2 554 (600-2)	860-3 814 (900-3)



REIL Rwys 30L and 35
HIRL Rwys 4-22 and 12R-30L
MIRL Rwys 12L-30R and 17-35
TDZ/CL Rwys 4, 12R and 30L

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WAAS	APP CRS	Rwy Idg 6568
CH 70310	129°	TDZE 46
W12A		Apt Elev 46

RNAV (GPS) RWY 12R

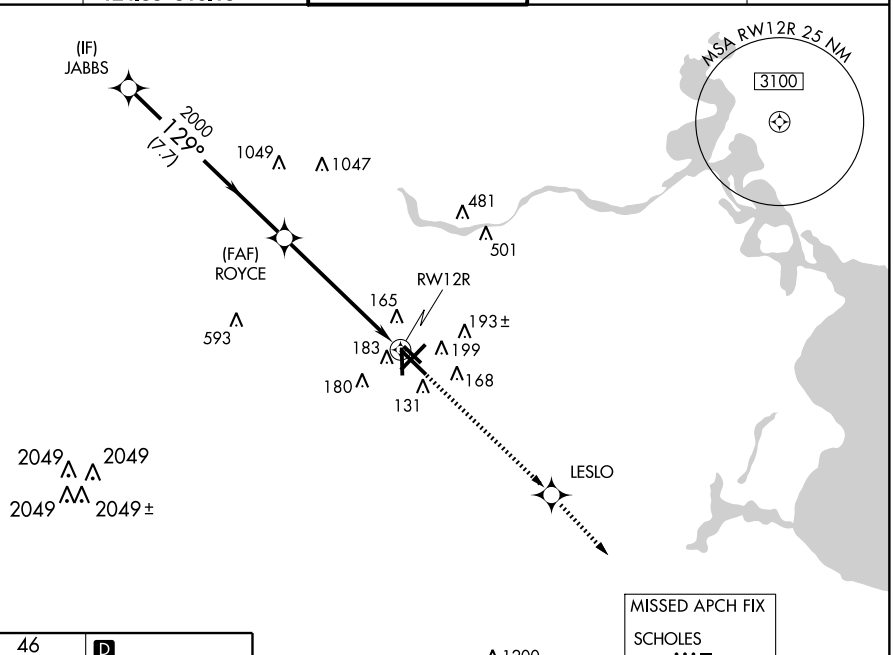
HOUSTON/ WILLIAM P. HOBBY (HOU)

When VGSI inop, circling to RW35 NA at night; Baro-VNAV NA below -15° C (5° F); DME/DME RNP-0.3 NA; For inoperative MALSR increase LPV visibility all Cats to RVR 5000, LNAV/VNAV Cat E visibility to 1½, and LNAV Cat A and B visibility to RVR 5000, Cat E to 1¾.

MALS

MISSED APPROACH: Climb to 2200 direct LESLO and via 132° track to VUH VORTAC.

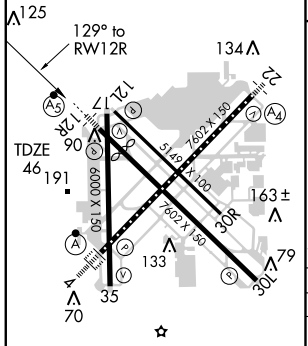
ATIS	HOUSTON APP CON	HOBBY TOWER	GND CON	CLNC DEL
124.6	120.05 379.1 EAST 124.35 316.15 WEST	118.7 256.9	121.9	125.45



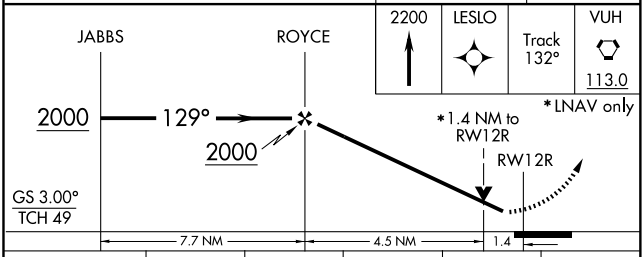
MISSED APCH FIX
SCHOLES
VUH
113.0
Chan 77

1200

RADAR REQUIRED



REIL Rwys 30L and 35
HIRL Rwys 4-22 and 12R-30L
MIRL Rwys 12L-30R and 17-35
TDZ/CL Rwys 4, 12R and 30L



CATEGORY	A	B	C	D	E
LPV DA	330/40 284 (300-¾)				
LNAV/ VNAV DA	460/50 414 (500-1)				
LNAV MDA	540/40 494 (500-¾)			540/50 494 (500-1)	540/60 494 (500-1¼)
CIRCLING	540-1½ 494 (500-1½)			600-2 554 (600-2)	860-3 814 (900-3)

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APP CRS	Rwy Idg	6000
174°	TDZE	46
	Apt Elev	46

RNAV (GPS) RWY 17

HOUSTON/ WILLIAM P. HOBBY (HOU)

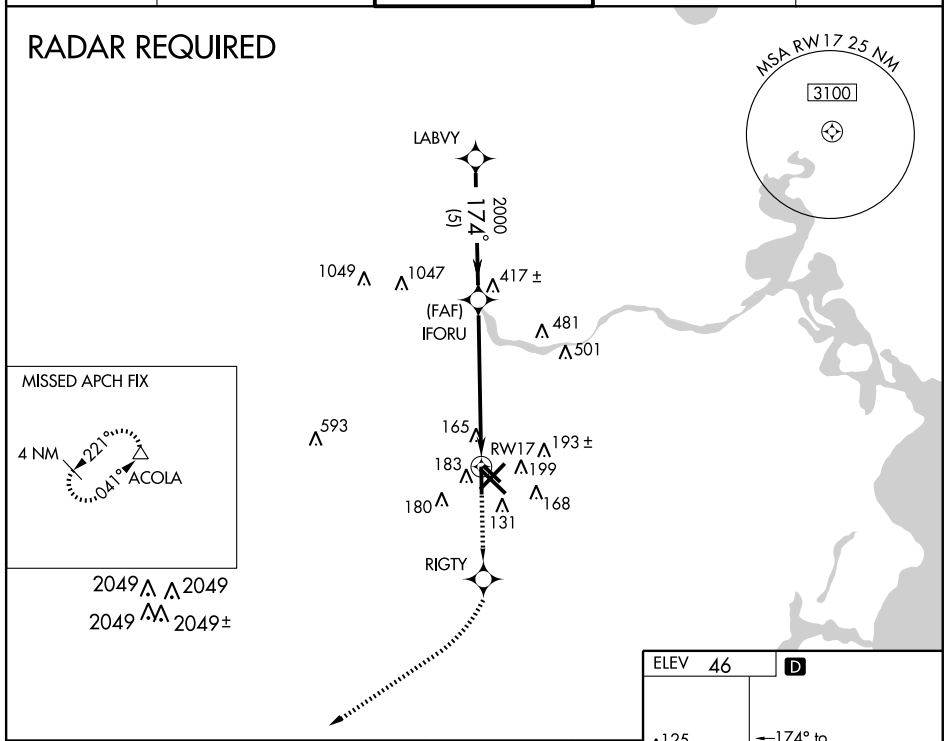
Baro-VNAV NA below -15C° (5°F)

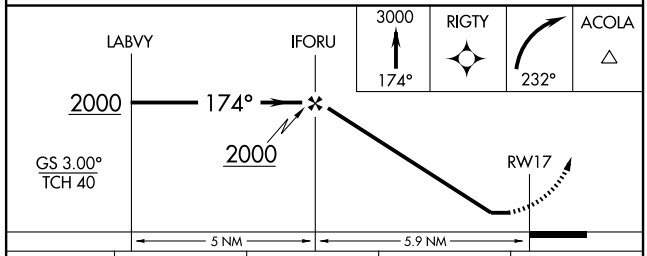
NA GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 via course 174° to RIGTY then right turn via 232° to ACOLA and hold.

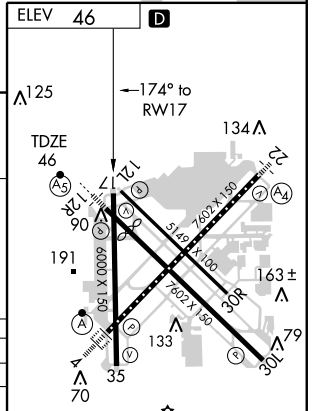
ATIS	HOUSTON APP CON	HOBBY TOWER	GND CON	CLNC DEL
124.6	120.05 379.1 EAST 124.35 316.15 WEST	118.7 256.9	121.9	125.45

RADAR REQUIRED





CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	480-1½ 434 (500-1½)			
LNAV MDA	580-1 534 (600-1)		580-1½ 534 (600-1½)	580-1¾ 534 (600-1¾)
CIRCLING	580-1½ 534 (600-1½)			600-2 554 (600-2)



REIL Rwys 30L and 35R
HIRL Rwys 4-22 and 12R-30L
MIRL Rwys 12L-30R and 17-35
TDZ/CL Rwys 4, 12R and 30L

SC-5, 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg 7602
CH 65610	219°	TDZE 41
W22A		Apt Elev 46

RNAV (GPS) RWY 22

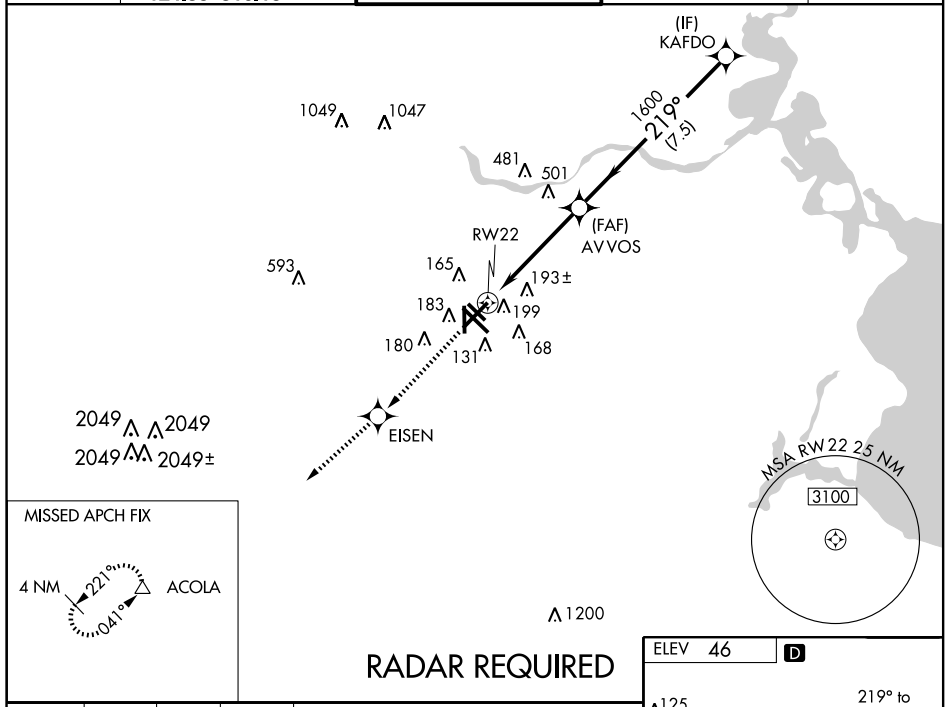
HOUSTON/ WILLIAM P. HOBBY (HOU)

▼ ▲ Inoperative table does not apply to LPV, LNAV/VNAV all Cats, and LNAV Cat C. When VGSI inop, circling to Rwy 35 NA at night. DME/DME RNP -0.3 NA. Baro-VNAV NA below -15° C (5° F).

MALS (A4)

MISSED APPROACH: Climb to 3000 direct EISEN and via 223° track to ACOLA and hold.

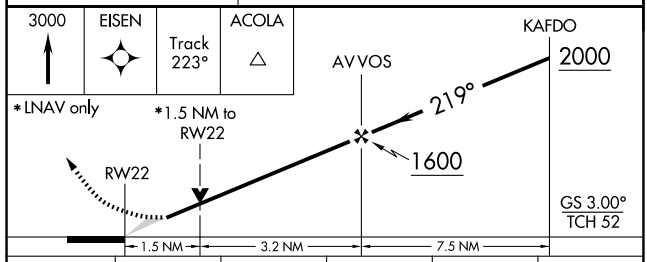
ATIS	HOUSTON APP CON	HOBBY TOWER	GND CON	CLNC DEL
124.6	120.05 379.1 EAST 124.35 316.15 WEST	118.7 256.9	121.9	125.45



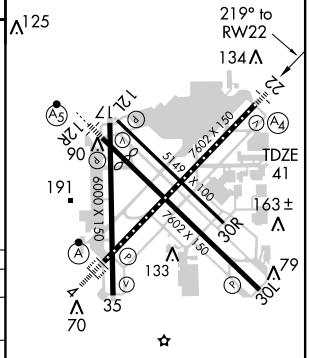
MISSED APCH FIX

4 NM 221° 041° ACOLA

RADAR REQUIRED



ELEV 46 D



CATEGORY	A	B	C	D	E
LPV DA	360-1 319 (400-1)				
LNAV/VNAV DA	480-1½ 439 (500-1½)				
LNAV MDA	580-¾ 539 (600-¾)		580-1½ 539 (600-1½)	580-1¾ 539 (600-1¾)	580-2 539 (600-2)
CIRCLING	580-1½ 534 (600-1½)			600-2 554 (600-2)	860-3 814 (900-3)

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WAAS	APP CRS	Rwy Idg 7602
CH 77510	309°	TDZE 43
W30A		Apt Elev 46

RNAV (GPS) RWY 30L

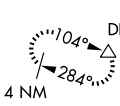
HOUSTON/ WILLIAM P. HOBBY (HOU)

When VGSI inop, circling to Rwy 35 NA at night.
Baro-VNAV NA below -15° C (5° F).
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2000 direct EDTED and via 281° track to DREWZ and hold.

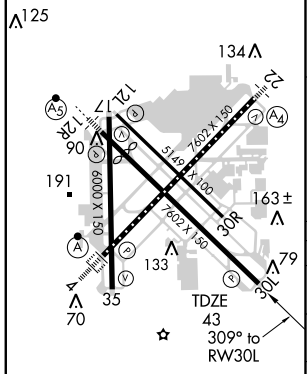
ATIS	HOUSTON APP CON	HOBBY TOWER	GND CON	CLNC DEL
124.6	120.05 379.1 EAST 124.35 316.15 WEST	118.7 256.9	121.9	125.45

MISSED APCH FIX

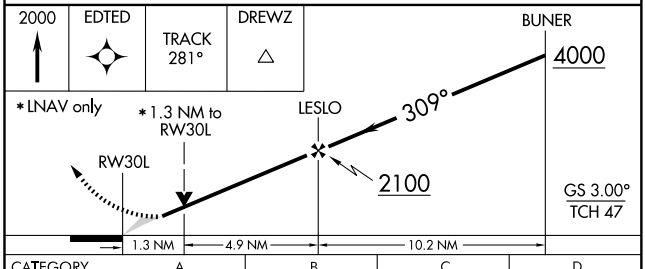


ELEV 46 D

RADAR REQUIRED



REIL Rwys 30L and 35
HIRL Rwys 4-22 and 12R-30L
MIRL Rwys 12L-30R and 17-35
TDZ/CL Rwys 4, 12R and 30L



CATEGORY	A	B	C	D
LPV DA	310/50 267 (300-1)			
LNAV/VNAV DA	520-1¾ 477 (500-1¾)			
LNAV MDA	500/50 457 (500-1)		500/60 457 (500-1¼)	500-1½ 457 (500-1½)
CIRCLING	520-1¾ 474 (500-1¾)			600-2 554 (600-2)

SC-5, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	6000
354°	TDZE	46
	Apt Elev	46

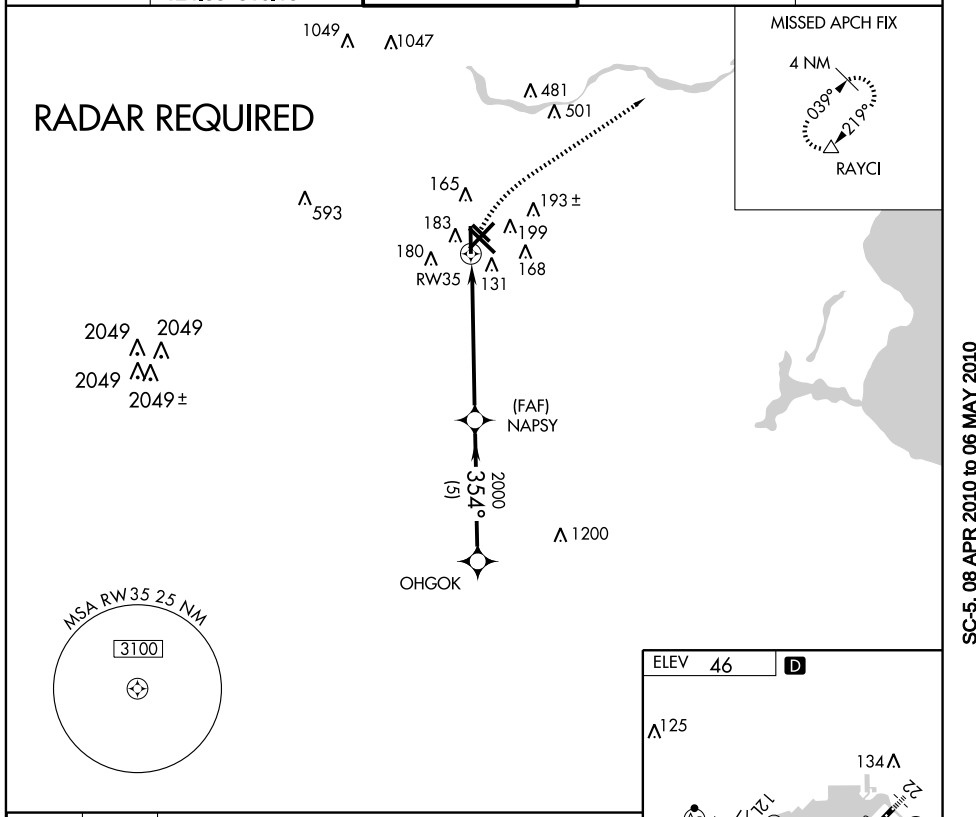
RNAV (GPS) RWY 35

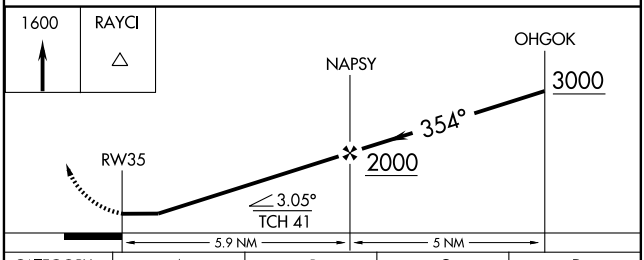
HOUSTON/ WILLIAM P. HOBBY (HOU)

▼ Baro-VNAV NA below -15°C (5°F).
▲ NA GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

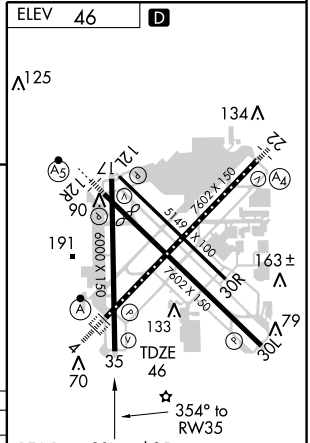
MISSED APPROACH: Climb to 1600 direct RAYCI and hold.

ATIS	HOUSTON APP CON	HOBBY TOWER	GND CON	CLNC DEL
124.6	120.05 379.1 EAST 124.35 316.15 WEST	118.7 256.9	121.9	125.45



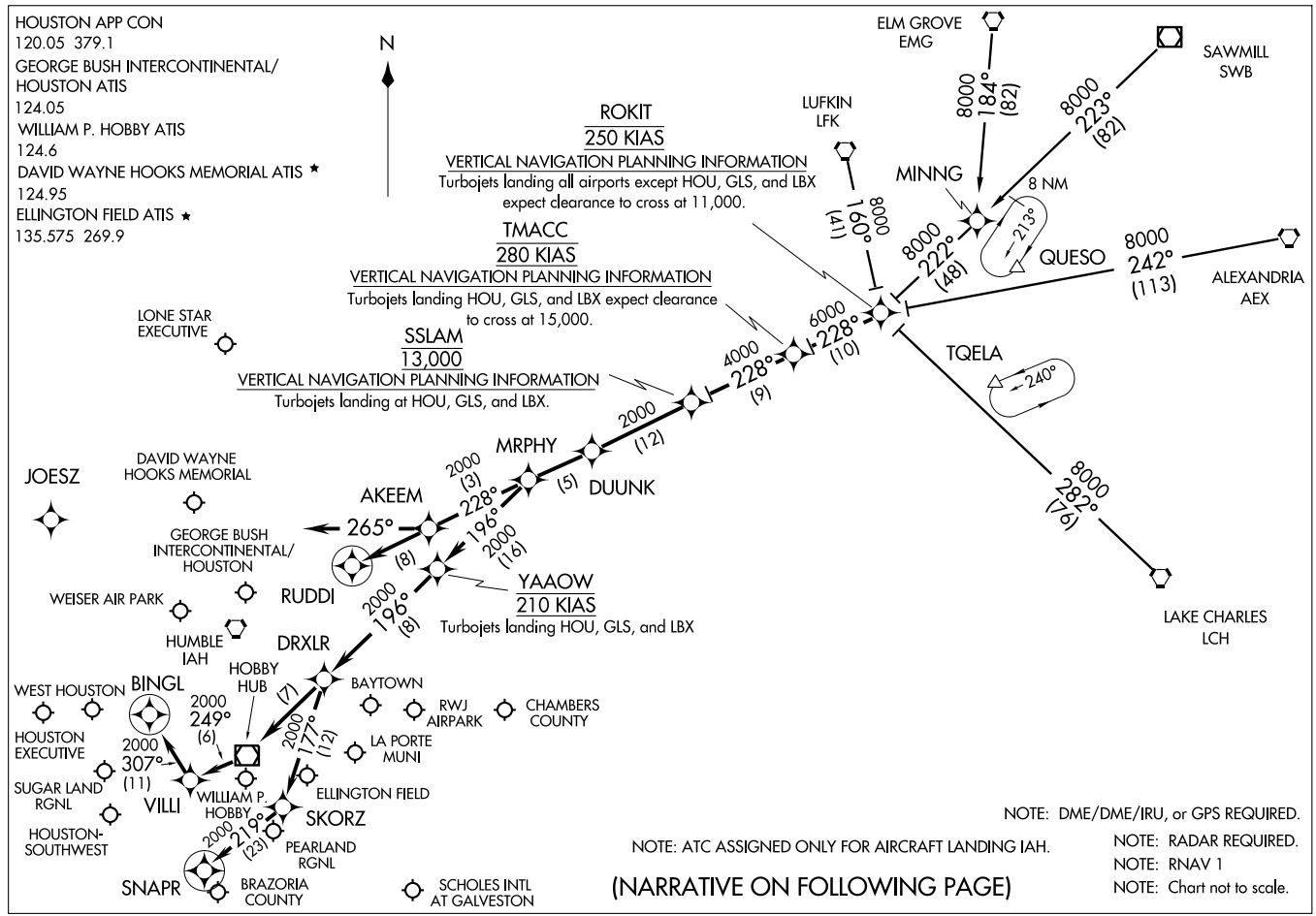


CATEGORY	A	B	C	D
LNAV MDA	560-1	514 (600-1)	560-1½ 514 (600-1½)	560-1¾ 514 (600-1¾)
CIRCLING	560-1	514 (600-1)	560-1½ 514 (600-1½)	600-2 554 (600-2)



REIL Rwys 30L and 35
HIRL Rwys 4-22 and 12R-30L
MIRL Rwys 12L-30R and 17-35
TDZ/CL Rwys 4, 12R and 30L

SC-5, 08 APR 2010 to 06 MAY 2010



(ROKIT.ROKIT1) 09127

ROKIT ONE ARRIVAL (RNAV)

ST-5461(FAA)

HOUSTON, TEXAS

ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.ROKIT1): For non-GPS equiped aircraft: LCH, AEX, LFK, and DAS must be operational.
ELM GROVE TRANSITION (EMG.ROKIT1): For non-GPS equiped aircraft: LFK, EMG, LCH, and DAS must be operational.
LAKE CHARLES TRANSITION (LCH.ROKIT1): For non-GPS equiped aircraft: BPT, LCH, DAS, and IAH must be operational.
LUFKIN TRANSITION (LFK.ROKIT1): For non-GPS equiped aircraft: IAH and DAS must be operational.
SAWMILL TRANSITION (SWB.ROKIT1): For non-GPS equiped aircraft: LFK and DAS must be operational.

From ROKIT via 228° track to TMACC, thence as depicted to MRPHY. Thence . . . .

FOR DAVID WAYNE HOOKS MEMORIAL (DWH) AND LONE STAR EXECUTIVE (CXO):
. . . . From MRPHY via 228° track to AKEEM, thence as depicted to RUDDI. Expect vectors to final approach course prior to RUDDI.

FOR WILLIAM P. HOBBY (HOU):
RUNWAY 4 . . . . From MRPHY via 196° track to YAAOW, thence as depicted to SNAPR. Expect vectors to final approach course prior to SNAPR, if not received by SNAPR fly present heading.

RUNWAY 12R . . . . From MRPHY via 196° track to YAAOW, thence as depicted to BINGL. Expect vectors to final approach course prior to BINGL, if not received by BINGL fly present heading.

ALL OTHER RUNWAYS . . . . From MRPHY via 196° track to YAAOW, thence as depicted to DRXLR. Expect vectors to final approach course prior to DRXLR.

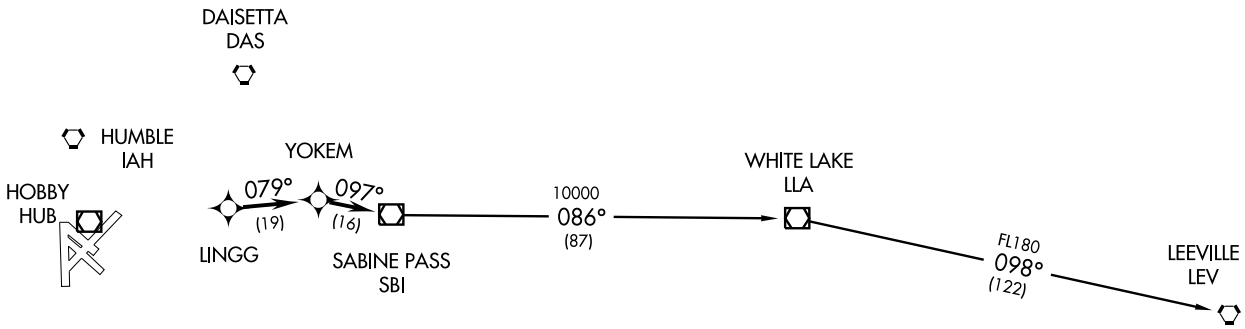
FOR GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):
RUNWAYS 8 L/R and 9 . . . . From MRPHY via 228° track to AKEEM, then via 265° heading. Expect radar vectors.

ALL OTHER RUNWAYS . . . . From MRPHY via 228° track to AKEEM, thence as depicted to RUDDI. Expect vectors to final appraoch course prior to RUDDI.

FOR OTHER SATELLITE AIRPORTS:
. . . . From MRPHY via 196° track to YAAOW, thence as depicted to DRXLR. Expect vectors to final approach course prior to DRXLR.

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ATIS 124.6
CLNC DEL 125.45
GND CON 121.9
HOBBY TOWER
118.7 256.9
HOUSTON DEP CON
127.125 269.075



Note: RADAR Required.
Note: RNAV 1.
Note: DME/DME/IRU or GPS Required.
Note: For non-GPS equipped aircraft,
BPT and LCH must be operational.

TAKE-OFF MINIMUMS:
Rwy 12L, 12R, 30L, 30R, 35 Standard.
Rwy 4, 300-1 or standard with minimum climb of 270' per NM to 300.
Rwy 17, 300-1 or standard with minimum climb of 827' per NM to 300.
Rwy 22, standard with minimum climb of 290' per NM to 1500'.

NOTE: Chart not to scale.

(NARRATIVE CONTINUED ON FOLLOWING PAGE)

SABINE PASS ONE DEPARTURE (RNAV)

DEPARTURE ROUTE DESCRIPTION

Expect vectors to LINGG, maintain 5000, then via depicted route to SBI VOR/DME, thence. . . .

. . . .via (transition). Expect clearance to filed altitude/flight level 10 minutes after departure.

LEEVILLE TRANSITION: (SBI1.LEV)
WHITE LAKE TRANSITION: (SBI1.LLA)

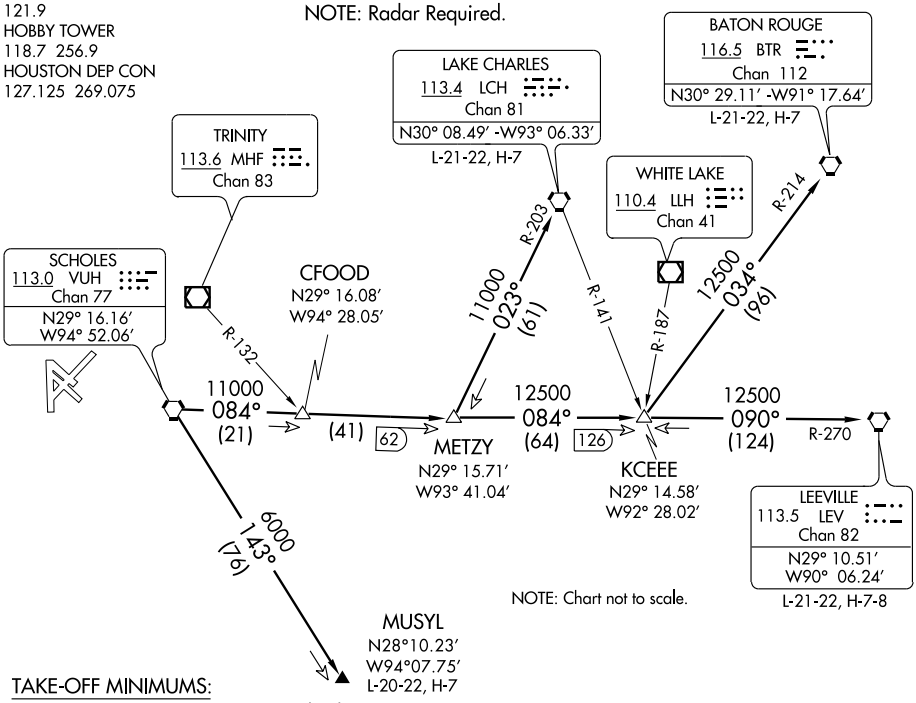
TAKE-OFF OBSTACLES:

Rwy 4, Pole 4403′ from DER, 1069′ right of centerline, 121′ AGL/166′ MSL.
Light on building 1562′ from DER, 859′ right of centerline, 59′ AGL/103′ MSL.
Building 3990′ from DER, 1223′ right of centerline, 139′ AGL/174′ MSL.
Light on flagpole 4618′ from DER, 768′ right of centerline, 117′ AGL/161′ MSL.
Rwy 12L, Antenna on hangar 1548′ from DER, 424′ left of centerline, 45′ AGL/85′ MSL.
Rwy 12R, Vehicle on road 514′ from DER, 543′ right of centerline, 17′ AGL/55′ MSL.
Tree 1217′ from DER, 756′ right of centerline, 43′ AGL/89′ MSL.
Fence 85′ from DER, 492′ left of centerline, 4′ AGL/45′ MSL.
Vehicle and road 176′ from DER, 497′ left of centerline, 17′ AGL/55′ MSL.
Pole 1011′ from DER, 696′ left of centerline, 33′ AGL/73′ MSL.
Tree 1256′ from DER, 783′ left of centerline, 38′ AGL/78′ MSL.
Rwy 17, Multiple poles beginning 606′ from DER, 393′ right of centerline, up to 79′ AGL/124′ MSL.
Crane 1795′ from DER, 689′ right of centerline, 100′ AGL/150′ MSL.
Antenna on building 620′ from DER, 312′ left of centerline, 27′ AGL/72′ MSL.
Multiple trees beginning 721′ from DER, 260′ left of centerline, up to 71′ AGL/116′ MSL.
Radar reflector 1214′ from DER, 258′ left of centerline, 32′ AGL/77′ MSL.
Rwy 22, Pole 727′ from DER, 626′ right of centerline, 28′ AGL/77′ MSL.
Tree 1310′ from DER, 679′ right of centerline, 27′ AGL/76′ MSL.
Antenna on light pole 1805′ from DER, 968′ right of centerline, 60′ AGL/109′ MSL.
Rwy 30L, Antenna on building 547′ from DER, 274′ right of centerline, 23′ AGL/69′ MSL.
Multiple poles beginning 341′ from DER, 501′ left of centerline, up to 39′ AGL/84′ MSL.
Multiple trees beginning 1392′ from DER, 466′ left of centerline, up to 78′ AGL/118′ MSL.
Rwy 30R, Pole 1096′ from DER, 785′ right of centerline, 29′ AGL/75′ MSL.
Antenna on building 500′ from DER, 525′ left of centerline, 33′ AGL/69′ MSL.
Rwy 35, Antenna on light pole 738′ from DER, 519′ right of centerline, 40′ AGL/86′ MSL.
Light pole 1119′ from DER, 353′ right of centerline, 31′ AGL/77′ MSL.
Antenna on building 66′ from DER, 471′ left of centerline, 33′ AGL/69′ MSL.

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ATIS 124.6
CLNC DEL
125.45
HOUSTON GND CON
121.9
HOBBY TOWER
118.7 256.9
HOUSTON DEP CON
127.125 269.075

NOTE: LCH, BTR, and LEV transitions are ATC assigned only, do not file.
NOTE: For LCH, BTR, LEV transitions, this procedure requires over water flight not to exceed 35 miles from nearest shoreline.
NOTE: Radar Required.



NOTE: Chart not to scale.

TAKE-OFF MINIMUMS:
Rwys 12L, 12R, 30L, 30R, 35 standard.
Rwy 4, 300-1 or standard with minimum climb of 270′ per NM to 300′.
Rwy 17, 300-1 or standard with minimum climb of 827′ per NM to 300′.
Rwy 22, standard with a minimum climb of 290′ per NM to 1500′.

(TAKE-OFF NOTES ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION

Expect vectors to VUH VORTAC, maintain 5000′, expect filed altitude 10 minutes after departure.

BATON ROUGE TRANSITION (VUH3.BTR): From over VUH VORTAC via VUH R-084 to KCEEE INT, then via BTR R-214 to BTR VORTAC.

LAKE CHARLES TRANSITION (VUH3.LCH): From over VUH VORTAC via VUH R-084 to METZY INT, then via LCH R-203 to LCH VORTAC.

LEEVILLE TRANSITION (VUH3.LEV): From over VUH VORTAC via VUH R-084 to KCEEE INT, then via LEV R-270 to LEV VORTAC.

MUSYL TRANSITION (VUH3.MUSYL): From over VUH VORTAC via VUH R-143 to MUSYL.

SC-5, 08 APR 2010 to 06 MAY 2010

TAKE-OFF OBSTACLES:

Rwy 4, Pole 4403′ from DER, 1069′ right of centerline, 121′ AGL/166′ MSL. Light on building 1562′ from DER, 859′ right of centerline, 59′ AGL/103′ MSL. Building 3990′ from DER, 1223′ right of centerline, 139′ AGL/174′ MSL. Light on flagpole 4618′ from DER, 768′ right of centerline, 117′ AGL/161′ MSL.

Rwy 12L, Antenna on hangar 1548′ from DER, 424′ left of centerline, 45′ AGL/85′ MSL

Rwy 12R, Vehicle and road 514′ from DER, 543′ right of centerline, 17′ AGL/55′ MSL. Tree 1217′ from DER, 756′ right of centerline, 43′ AGL/89′ MSL. Fence 85′ from DER, 492′ left of centerline, 4′ AGL/ 45′ MSL. Vehicle and road 176′ from DER, 497′ left of centerline, 17′ AGL/55′ MSL. Pole 1011′ from DER, 696′ left of centerline, 33′ AGL/73′ MSL. Tree 1256′ from DER, 783′ left of centerline, 38′ AGL/78′ MSL.

Rwy 17, Multiple poles beginning 606′ from DER, 393′ right of centerline, up to 79′ AGL/124′ MSL. Crane 1795′ from DER, 689′ right of centerline, 100′ AGL/150′ MSL. Antenna on building 620′ from DER, 312′ left of centerline, 27′ AGL/72′ MSL. Multiple trees beginning 721′ from DER, 260′ left of centerline, up to 71′ AGL/116′ MSL. Radar reflector 1214′ from DER, 258′ left of centerline, 32′ AGL/77′ MSL.

Rwy 22, Pole 727′ from DER, 626′ right of centerline, 28′ AGL/77′ MSL. Tree 1310′ from DER, 679′ right of centerline, 27′ AGL/76′ MSL. Antenna on light pole 1805′ from DER, 968′ right of centerline, 60′ AGL/109′ MSL.

Rwy 30L, Antenna on building 547′ from DER, 274′ right of centerline, 23′ AGL/69′ MSL. Multiple poles beginning 341′ from DER, 501′ left of centerline, up to 39′ AGL/84′ MSL. Multiple trees beginning 1392′ from DER, 466′ left of centerline, up to 78′ AGL/118′ MSL.

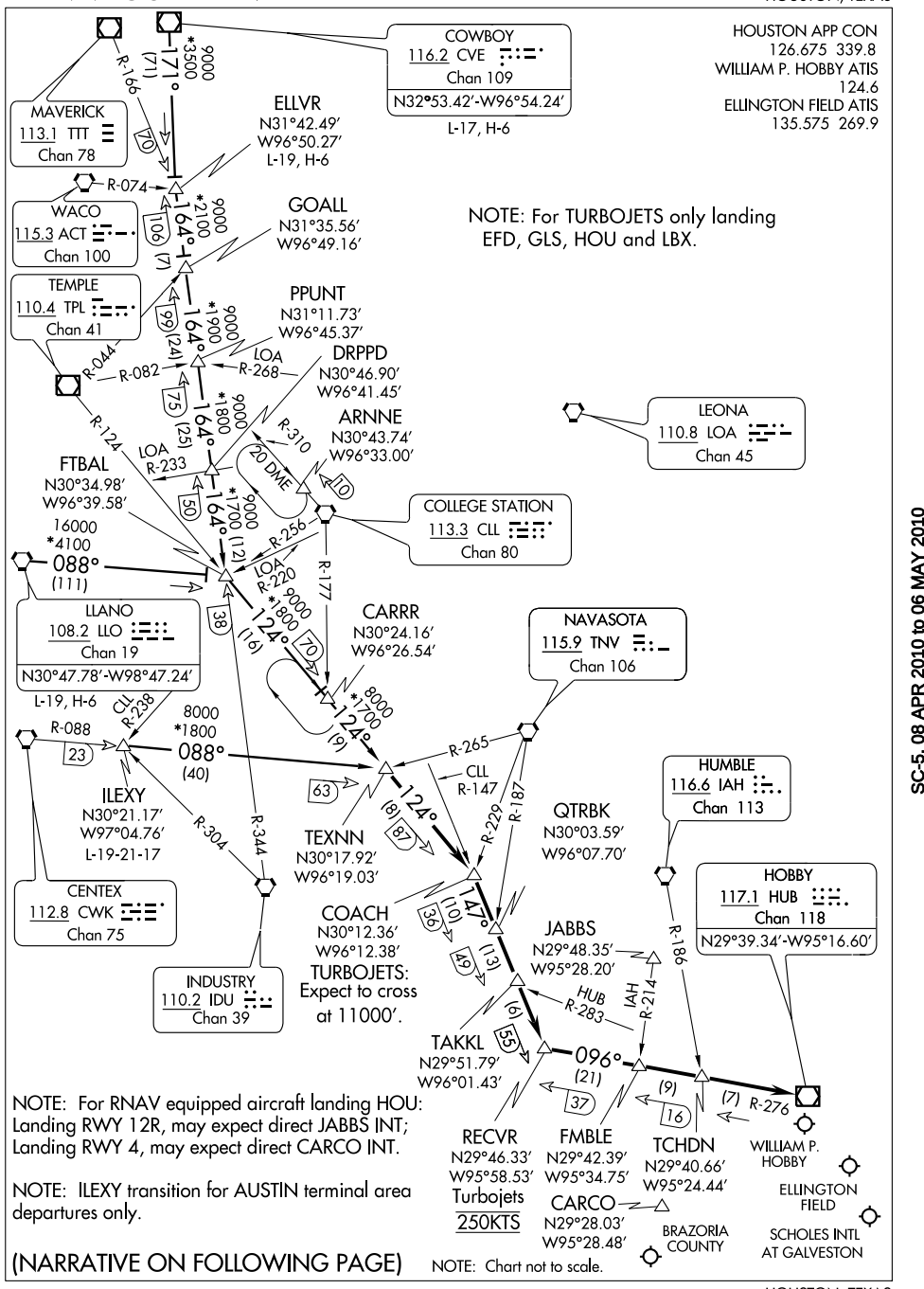
Rwy 30R, Pole 1096′ from DER, 785′ right of centerline, 29′ AGL/75′ MSL. Antenna on building 500′ from DER, 525′ left of centerline, 33′ AGL/69′ MSL.

Rwy 35, Antenna on light pole 738′ from DER, 519′ right of centerline, 40′ AGL/86′ MSL. Light pole 1119′ from DER, 353′ right of centerline, 31′ AGL/77′ MSL. Antenna on building 66′ from DER, 471′ left of centerline, 33′ AGL/69′ MSL.

(TEXNN.TEXNN4) 10098 ST-198 (FAA)

TEXNN FOUR ARRIVAL

WILLIAM P. HOBBY
HOUSTON, TEXAS



SC-5, 08 APR 2010 to 06 MAY 2010

TEXNN FOUR ARRIVAL (TEXNN.TEXNN4)

ARRIVAL DESCRIPTION

COWBOY TRANSITION (CVE.TEXNN4): From over CVE VOR/DME via CVE R-171 to ELLVR INT, then via IDU R-344 to FTBAL INT, then via TPL R-124 to TEXNN INT. Thence . . . .

ELLVR TRANSITION (ELLVR.TEXNN4): From over ELLVR INT via IDU R-344 to FTBAL INT, then via TPL R-124 to TEXNN INT. Thence . . . .

ILEXY TRANSITION (ILEXY.TEXNN4): From over ILEXY INT via CWK R-088 to TEXNN INT. Thence . . . .

LLANO TRANSITION (LLO.TEXNN4): From over LLO VORTAC via LLO R-088 to FTBAL INT, then via TPL R-124 to CARRR INT, then to TEXNN INT. Thence . . . .

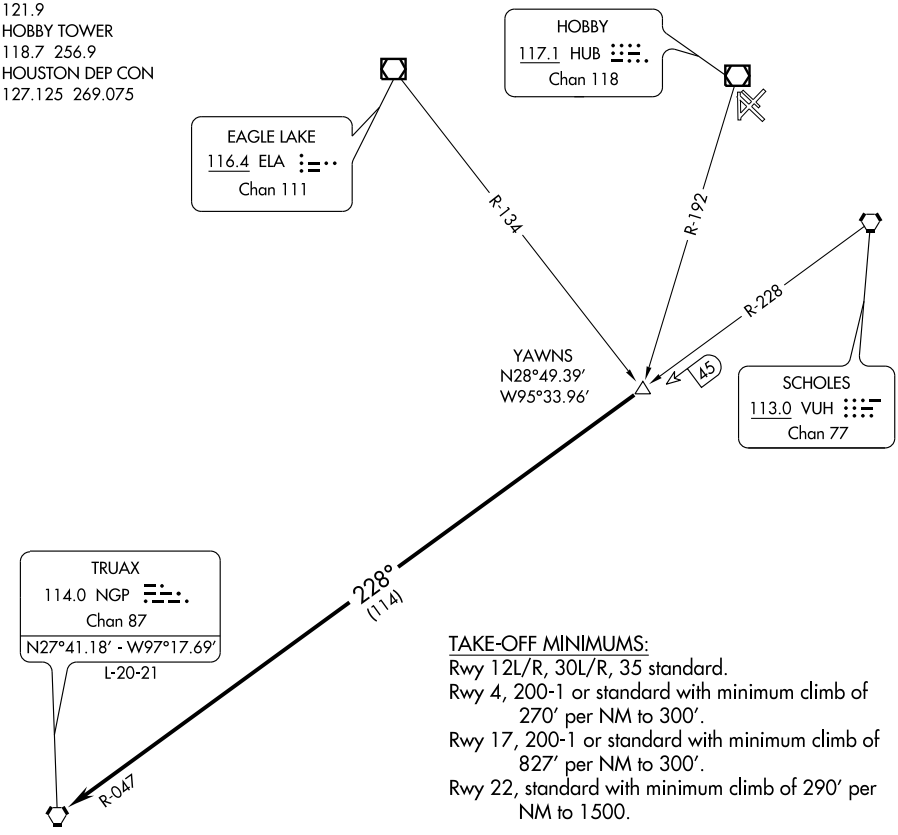
. . . . From over TEXNN INT via TPL R-124 to COACH INT/87 DME, then via CLL R-147 to RECVR INT/55 DME, then via HUB R-276 to TCHDN INT, then via HUB R-276 to HUB VOR. Expect vectors to final approach course at or prior to TCHDN INT.

. . . . LANDING RWY 22: Expect vectors to final approach course at or prior to HUB VOR.

SC-5, 08 APR 2010 to 06 MAY 2010

TRUAX TWO DEPARTURE

ATIS
124.6
CLNC DEL
125.45
GND CON
121.9
HOBBY TOWER
118.7 256.9
HOUSTON DEP CON
127.125 269.075



TAKE-OFF MINIMUMS:
Rwy 12L/R, 30L/R, 35 standard.
Rwy 4, 200-1 or standard with minimum climb of 270′ per NM to 300′.
Rwy 17, 200-1 or standard with minimum climb of 827′ per NM to 300′.
Rwy 22, standard with minimum climb of 290′ per NM to 1500.

Note: For aircraft filed FL180 and above to Rio Grande Valley area or for aircraft filed FL180 and above overflying NGP VORTAC to international destinations.

NOTE: Chart not to scale.

(NOTES CONTINUED ON FOLLOWING PAGE)

NOTE: Radar Required.

DEPARTURE ROUTE DESCRIPTION

Expect vectors to YAWNS INT, maintain 5000′, expect filed altitude 10 minutes after departure. Thence. . . .

. . . . via VUH R-228 and NGP R-047 to NGP VORTAC.

SC-5, 08 APR 2010 to 06 MAY 2010

TAKE-OFF OBSTACLES

Rwy 4, Pole 4403′ from DER, 1069′ right of centerline, 121′ AGL/166′ MSL. Light on building 1562′ from DER, 859′ right of centerline, 59′ AGL/103′ MSL. Building 3990′ from DER, 1223′ right of centerline, 139′ AGL/174′ MSL. Light on flagpole 4618′ from DER, 768′ right of centerline, 117′ AGL/161′ MSL.

Rwy 12L, Antenna on hangar 1548′ from DER, 424′ left of centerline, 45′ AGL/ 85′ MSL.

Rwy 12R, Vehicle and road 514′ from DER, 543′ right of centerline, 17′ AGL/55′ MSL. Tree 1217′ from DER, 756′ right of centerline, 43′AGL/89′ MSL. Fence 85′ from DER, 492′ left of centerline, 4′ AGL/45′ MSL. Vehicle and road 176′ from DER, 497′ left of centerline, 17′ AGL/55′ MSL. Pole 1011′ from DER, 696′ left of centerline, 33′ AGL/73′ MSL. Tree 1256′ from DER, 783′ left of centerline, 38′ AGL/78′ MSL.

Rwy 17, Multiple poles beginning 606′ from DER, 393′ right of centerline, up to 79′ AGL/124′ MSL. Crane 1795′ from DER, 689′ right of centerline, 100′ AGL/150′ MSL. Antenna on building 620′ from DER, 312′ left of centerline, 27′ AGL/72′ MSL. Multiple trees beginning 721′ from DER, 260′ left of centerline, up to 71′ AGL/116′ MSL. Radar reflector 1214′ from DER, 258′ left of centerline, 32′ AGL/77′ MSL.

Rwy 22, Antenna on light pole, 1805′ from DER, 968′ right of centerline, 60′ AGL/109′ MSL. Pole 727′ from DER, 626′ right of centerline, 28′ AGL/77′ MSL. Tree 1310′ from DER, 679′ right of centerline, 27′ AGL/76′ MSL.

Rwy 30L, Multiple poles beginning 341′ from DER, 501′ left of centerline, up to 39′ AGL/84′ MSL. Antenna on building 547′ from DER, 274′ right of centerline, 23′ AGL/69′ MSL. Multiple trees beginning 1392′ from DER, 466′ left of centerline, up to 78′ AGL/118′ MSL.

Rwy 30R, Pole 1096′ from DER, 785′ right of centerline, 29′ AGL/75′ MSL. Antenna on building 500′ from DER, 525′ left of centerline, 33′AGL/69′ MSL.

Rwy 35, Antenna on light pole 738′ from DER, 519′ right of centerline, 40′AGL/86′ MSL. Light pole 1119′ from DER, 353′ right of centerline, 31′ AGL/77′ MSL. Antenna on building 66′ from DER, 471′ left of centerline, 33′ AGL/69′ MSL.

VOR/DME HUB	APP CRS	Rwy Idg	N/A
117.1	154°	TDZE	N/A
Chan 118		Apt Elev	46

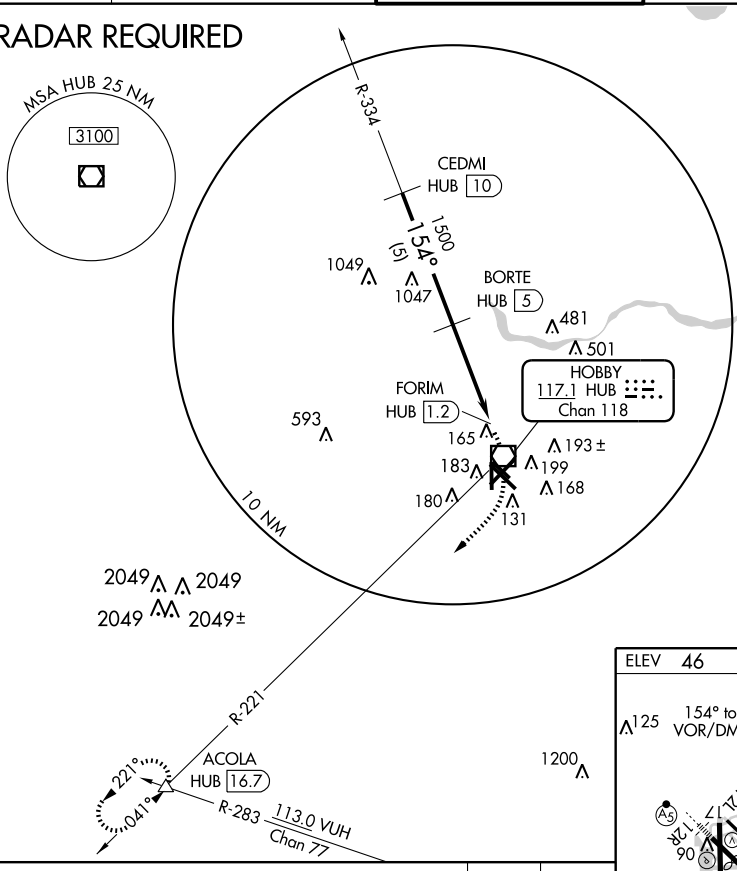
VOR/DME-E

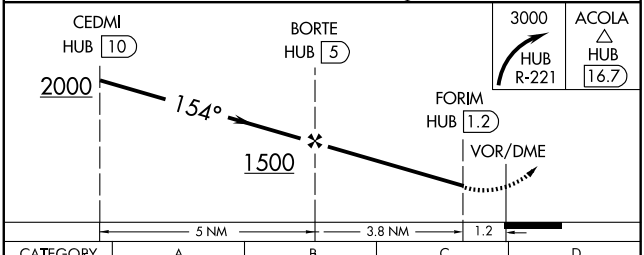
HOUSTON/WILLIAM P. HOBBY (HOU)

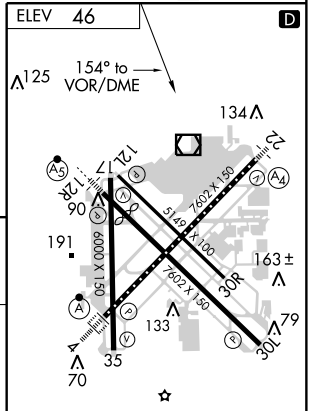
MISSED APPROACH: Climbing right turn to 3000 via HUB R-221 to ACOLA Int/HUB 16.7 DME and hold.

ATIS	HOUSTON APP CON	HOBBY TOWER	GND CON	CLNC DEL
124.6	120.05 379.1 EAST 124.35 316.15 WEST	118.7 256.9	121.9	125.45

RADAR REQUIRED







TDZ/CL Rwys 4, 12R and 30L
REIL Rwys 30L and 35
HIRL Rwys 4-22 and 12R-30L
MIRL Rwys 12L-30R and 17-35

CATEGORY	A	B	C	D
CIRCLING	600-1¾ 554(600-1¾)			600-2 554 (600-2)

SC-5, 08 APR 2010 to 06 MAY 2010

VOR/DME HUB	APP CRS	Rwy Idg	7602
117.1	027°	TDZE	44
Chan 118		Apt Elev	46

VOR/DME RWY 4

HOUSTON/ WILLIAM P. HOBBY (HOU)

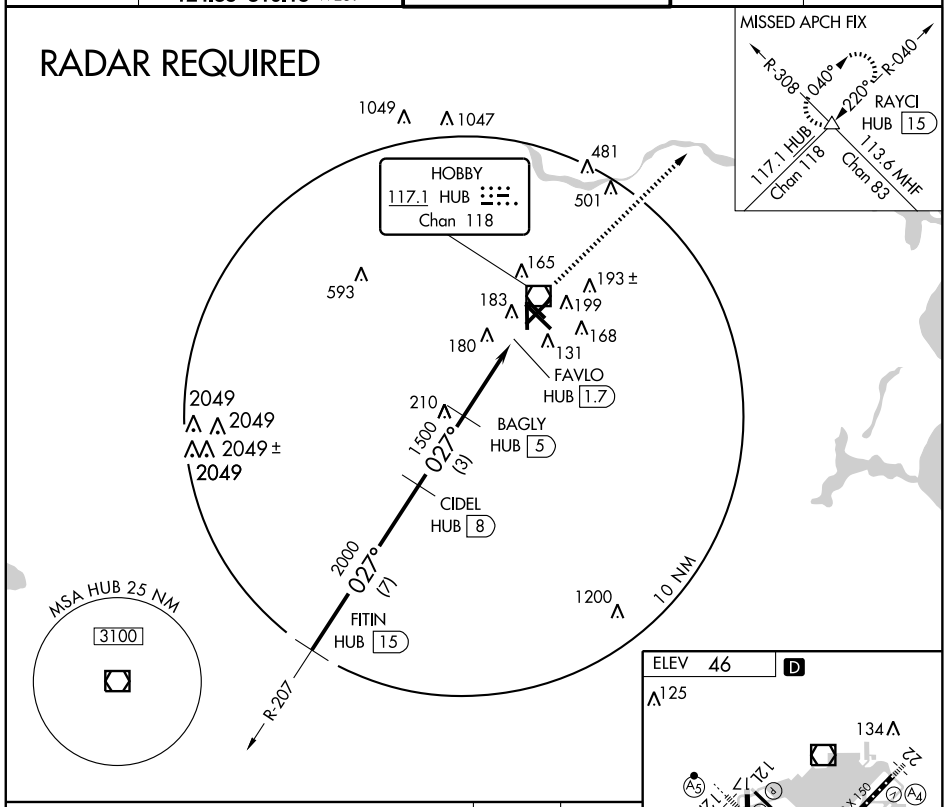
For inoperative MALSR, increase Cat D S-4 visibility to RVR 6000.

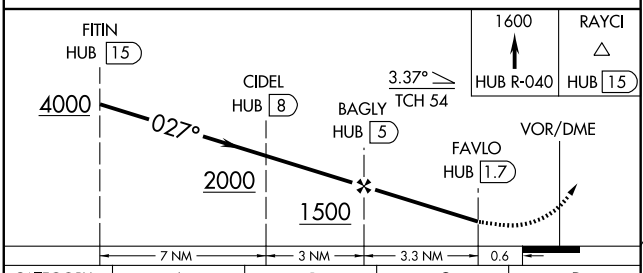
ALSF-2

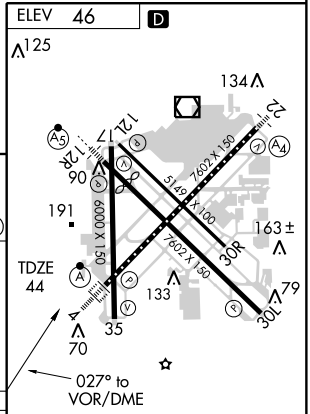
MISSED APPROACH: Climb to 1600 via HUB R-040 to RAYCI Int/HUB 15 DME and hold.

ATIS	HOUSTON APP CON	HOBBY TOWER	GND CON	CLNC DEL
124.6	120.05 379.1 EAST 124.35 316.15 WEST	118.7 256.9	121.9	125.45

RADAR REQUIRED







CATEGORY	A	B	C	D
S-4	460/40 416 (500-¾)			460/50 416 (500-1)
CIRCLING	520-1 474 (500-1)		520-1½ 474 (500- 1½)	600-2 554 (600-2)

TDZ/CL Rwys 4, 12R and 30L
REIL Rwys 30L and 35
HIRL Rwys 4-22 and 12R-30L
MIRL Rwys 12L-30R and 17-35

SC-5, 08 APR 2010 to 06 MAY 2010

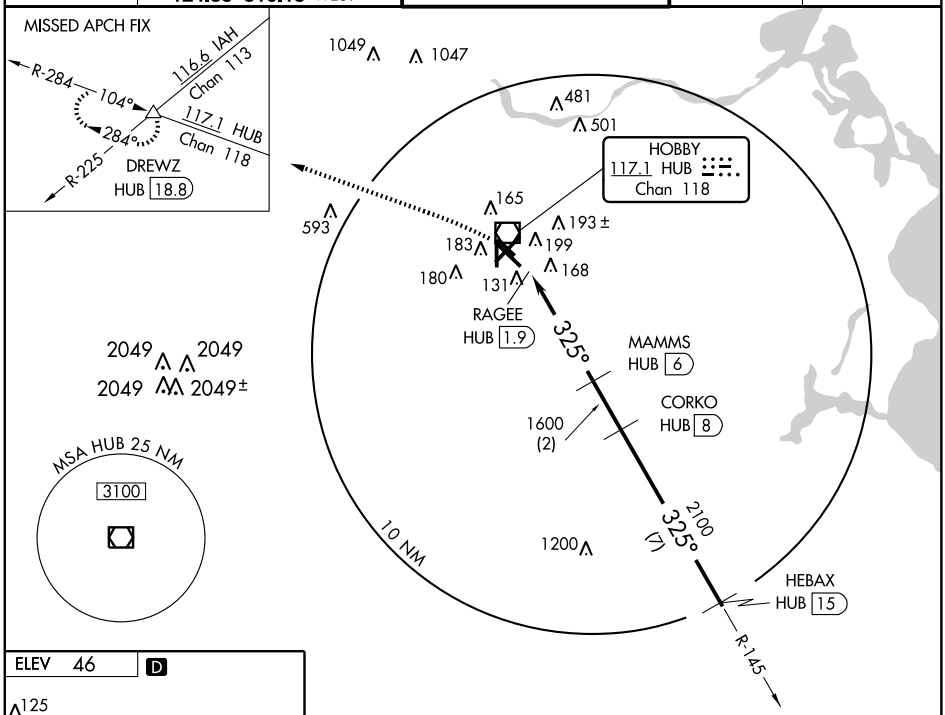
VOR/DME HUB	APP CRS	Rwy Idg	7602
117.1	325°	TDZE	43
Chan 118		Apt Elev	46

VOR/DME RWY 30L

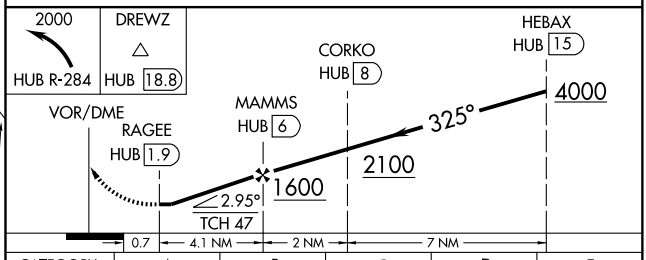
HOUSTON/ WILLIAM P. HOBBY (HOU)

MISSED APPROACH: Climbing left turn to 2000 via HUB R-284 to DREWZ Int/HUB 18.8 DME and hold.

ATIS	HOUSTON APP CON	HOBBY TOWER	GND CON	CLNC DEL
124.6	120.05 379.1 EAST 124.35 316.15 WEST	118.7 256.9	121.9	125.45



RADAR REQUIRED



CATEGORY	A	B	C	D	E
S-30L	440/50 397 (400-1)			440/60 397 (400-1¼)	440-1½ 397 (400-1½)
CIRCLING	520-1 474 (500-1)		520-1½ 474 (500-1½)	600-2 554 (600-2)	860-3 814 (900-3)

TDZ/CL Rwys 4, 12R and 30L
REIL Rwys 30L and 35
HIRL Rwys 4-22 and 12R-30L
MIRL Rwys 12L-30R and 17-35

SC-5, 08 APR 2010 to 06 MAY 2010

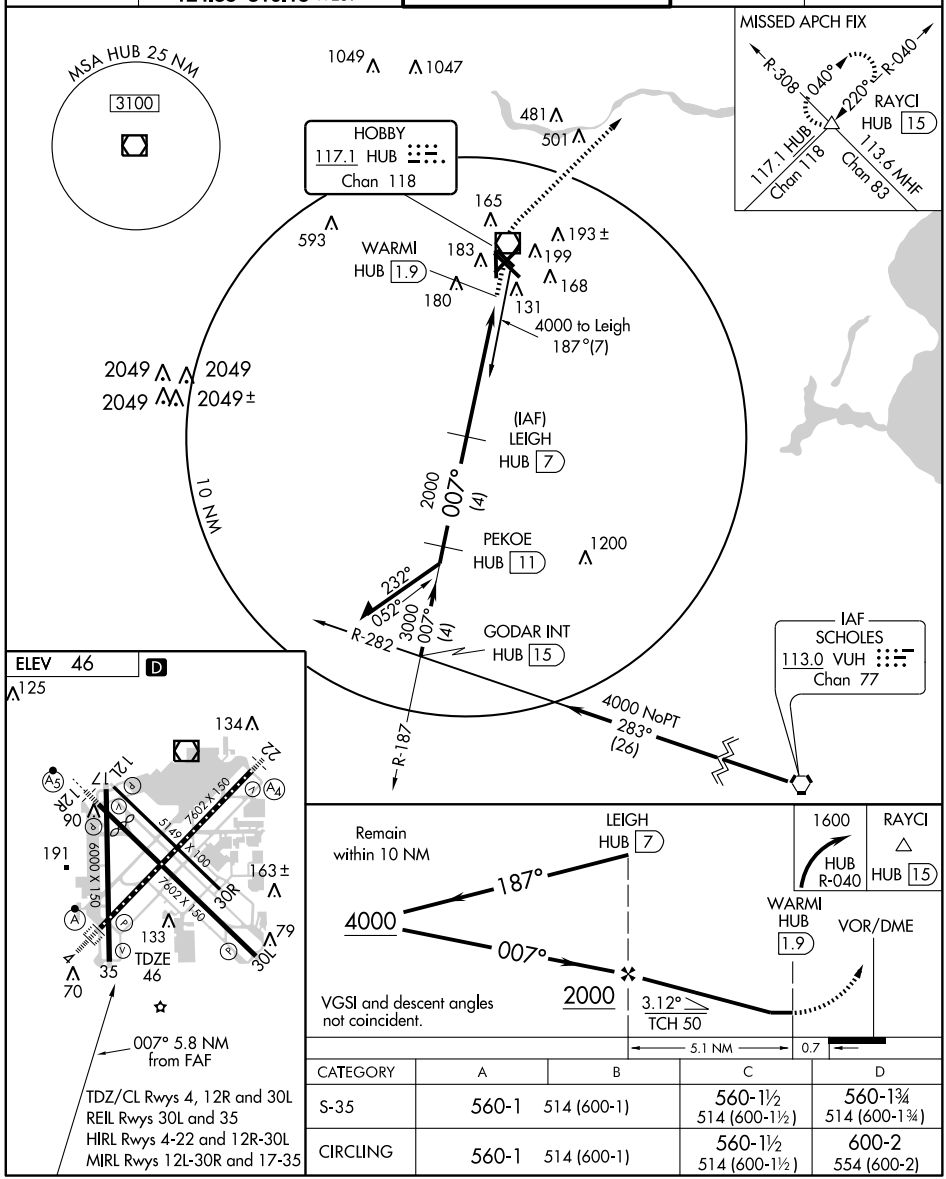
VOR/DME HUB	APP CRS	Rwy Idg	6000
117.1	007°	TDZE	46
Chan 118		Apt Elev	46

VOR/DME RWY 35

HOUSTON/WILLIAM P. HOBBY (HOU)

MISSED APPROACH: Climbing right turn to 1600 via HUB VOR/DME R-040 to RAYCI/HUB 15 DME and hold.

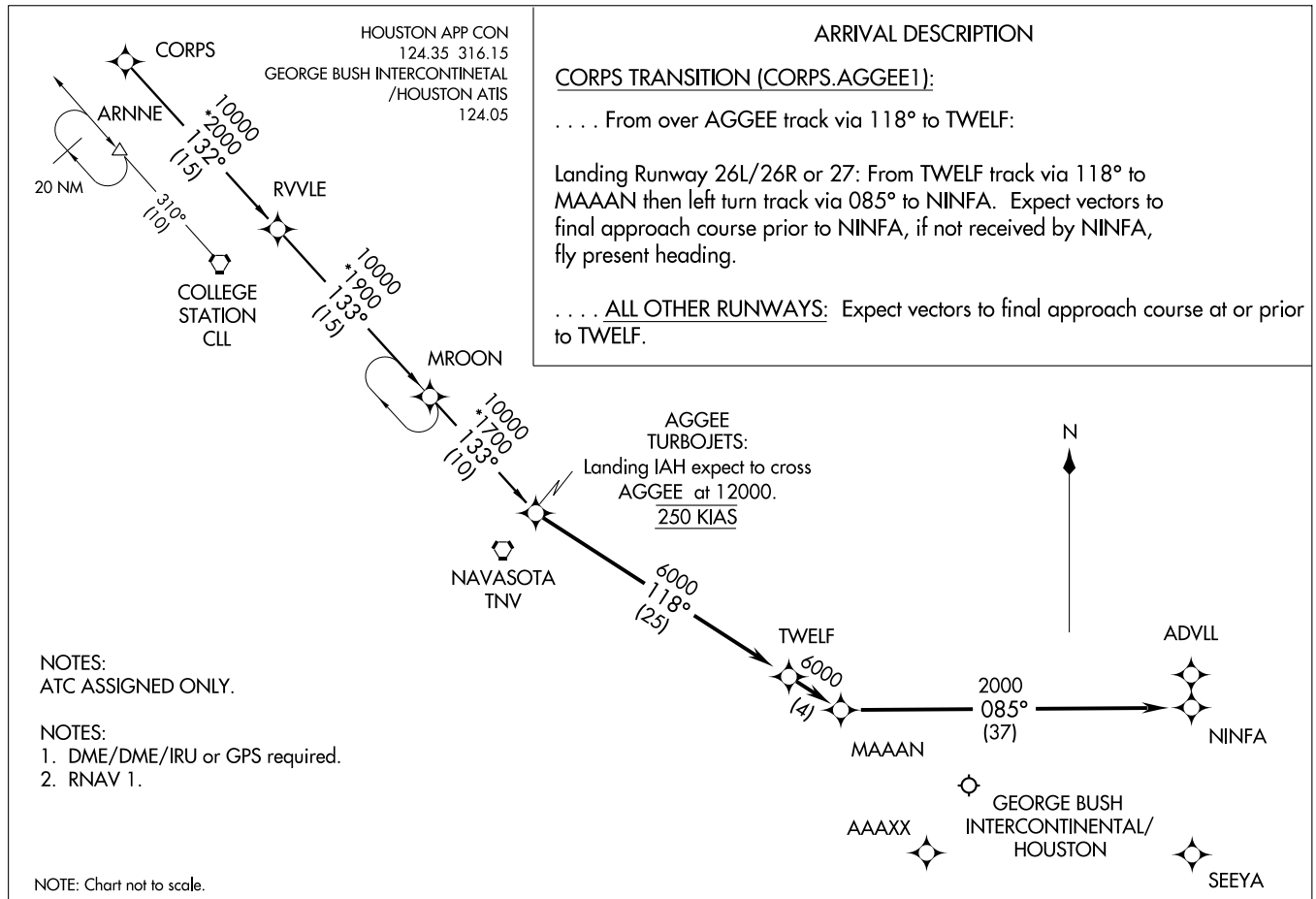
ATIS	HOUSTON APP CON	HOBBY TOWER	GND CON	CLNC DEL
124.6	120.05 379.1 EAST 124.35 316.15 WEST	118.7 256.9	121.9	125.45

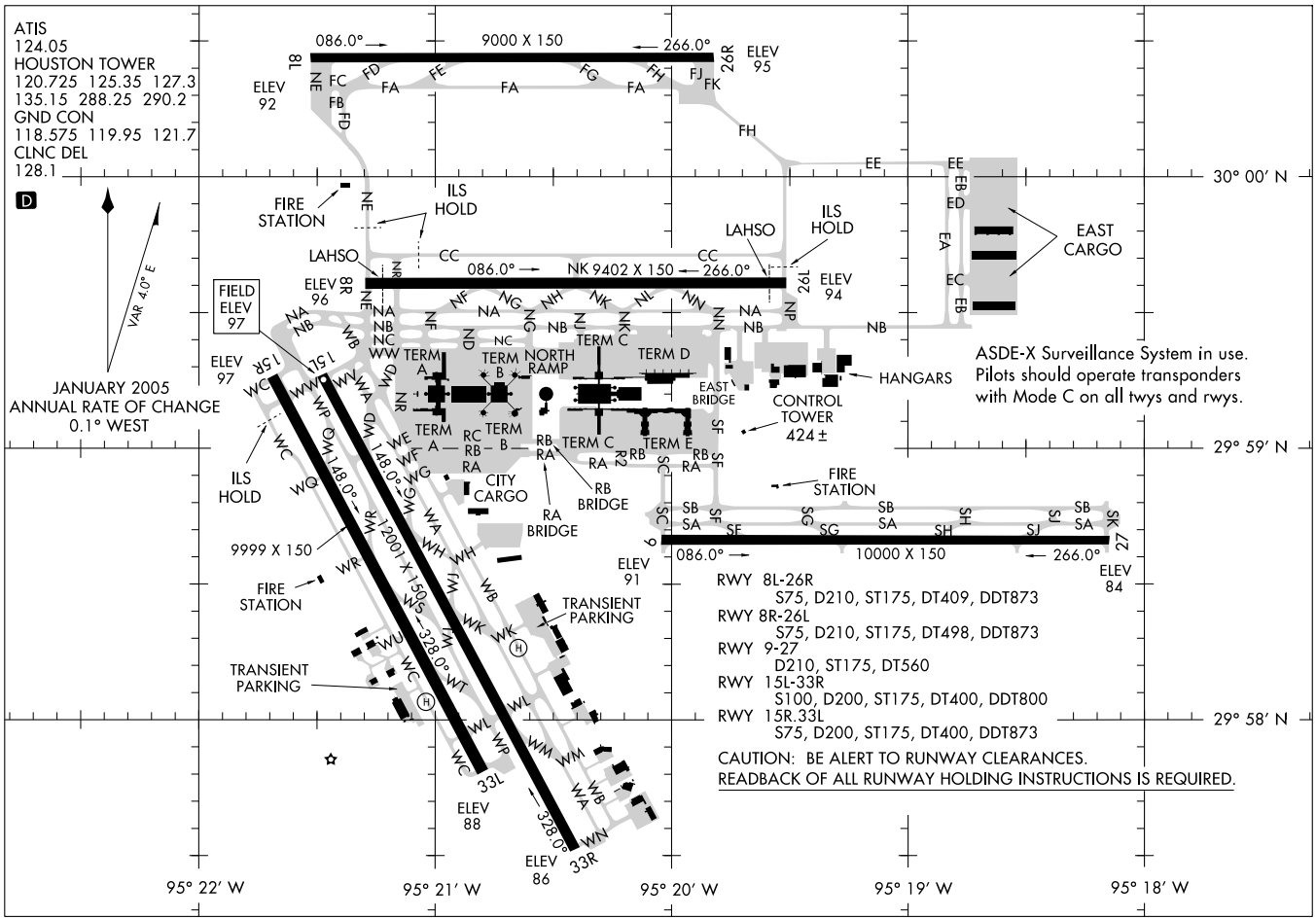


TDZ/CL Rwys 4, 12R and 30L
REIL Rwys 30L and 35
HIRL Rwys 4-22 and 12R-30L
MIRL Rwys 12L-30R and 17-35

CATEGORY	A	B	C	D
S-35	560-1	514 (600-1)	560-1½ 514 (600-1½)	560-1¾ 514 (600-1¾)
CIRCLING	560-1	514 (600-1)	560-1½ 514 (600-1½)	600-2 554 (600-2)

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HOUSTON APP CON
124.35 316.15
GEORGE BUSH INTERCONTINETAL
/HOUSTON ATIS
124.05
CORPS
ARNNE
20 NM
10000
*2000
132°
(15)
310°
(10)
RVVLE
COLLEGE
STATION
CLL
10000
*1900
133°
(15)
MROON
10000
*1700
133°
(10)
AGGEE
TURBOJETS:
Landing IAH expect to cross
AGGEE at 12000.
250 KIAS
NAVASOTA
TNV
6000
118°
(25)
TWELF
6000
(4)
2000
085°
(37)
MAAAN
ADVLL
NINFA
N
GEORGE BUSH
INTERCONTINENTAL/
HOUSTON
AAAXX
SEEYA
ARRIVAL DESCRIPTION
CORPS TRANSITION (CORPS.AGGEE1):
. . . . From over AGGEE track via 118° to TWELF:
Landing Runway 26L/26R or 27: From TWELF track via 118° to MAAAN then left turn track via 085° to NINFA. Expect vectors to final approach course prior to NINFA, if not received by NINFA, fly present heading.
. . . . ALL OTHER RUNWAYS: Expect vectors to final approach course at or prior to TWELF.
NOTES:
ATC ASSIGNED ONLY.
NOTES:
1. DME/DME/IRU or GPS required.
2. RNAV 1.
NOTE: Chart not to scale.



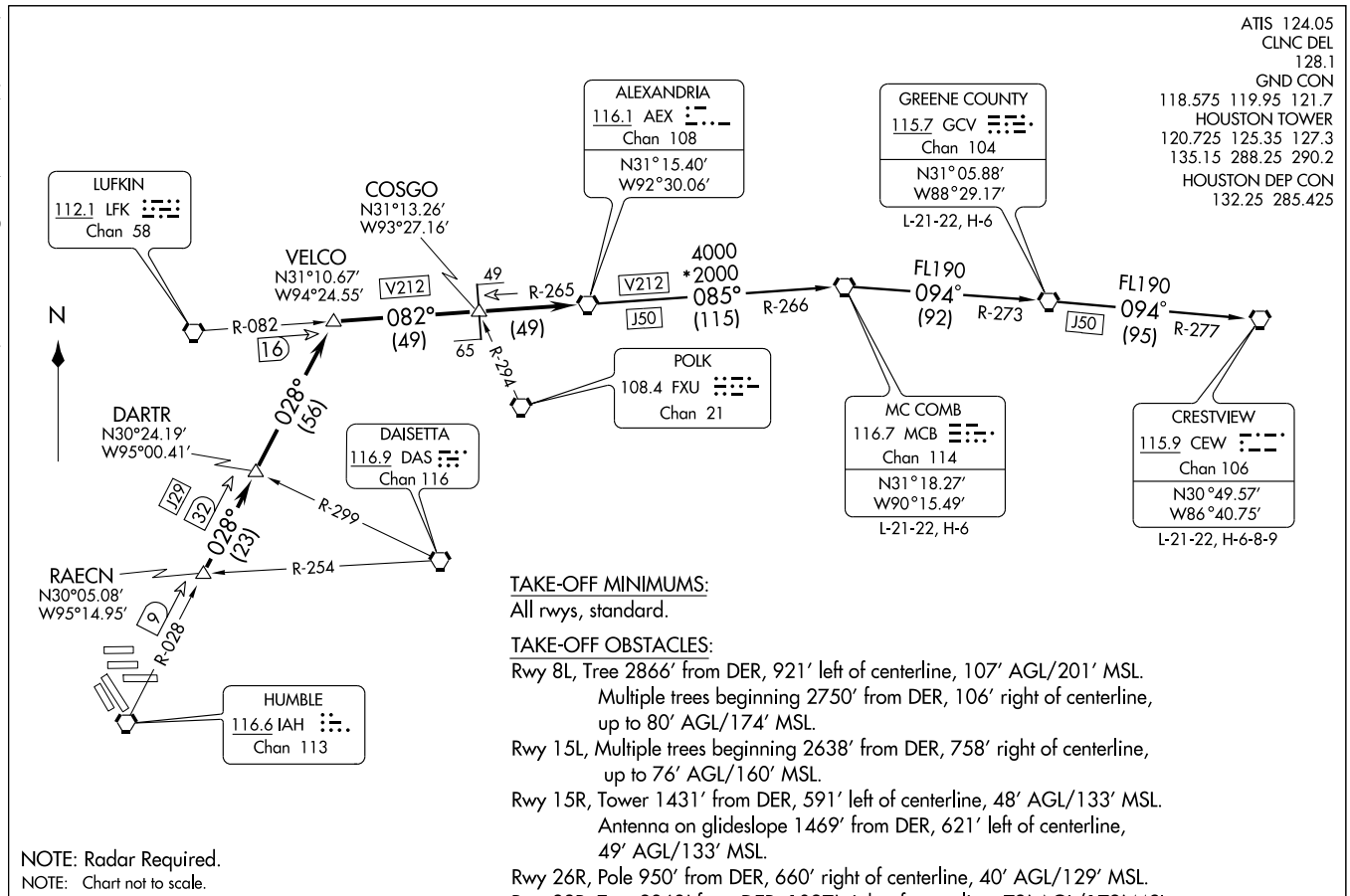
09331

AIRPORT DIAGRAM

HOUSTON/GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH)

HOUSTON, TEXAS

AL-5461 (FAA)



TAKE-OFF MINIMUMS:
All rwys, standard.

TAKE-OFF OBSTACLES:
Rwy 8L, Tree 2866′ from DER, 921′ left of centerline, 107′ AGL/201′ MSL. Multiple trees beginning 2750′ from DER, 106′ right of centerline, up to 80′ AGL/174′ MSL.
Rwy 15L, Multiple trees beginning 2638′ from DER, 758′ right of centerline, up to 76′ AGL/160′ MSL.
Rwy 15R, Tower 1431′ from DER, 591′ left of centerline, 48′ AGL/133′ MSL. Antenna on glideslope 1469′ from DER, 621′ left of centerline, 49′ AGL/133′ MSL.
Rwy 26R, Pole 950′ from DER, 660′ right of centerline, 40′ AGL/129′ MSL.
Rwy 33R, Tree 2868′ from DER, 1027′ right of centerline, 73′ AGL/172′ MSL.

NOTE: Radar Required.
NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION

Expect vectors to RAECN INT, maintain 4000', expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-028 to VELCO INT, then right turn via LFK R-082 and AEX R-265 to AEX VORTAC.

THE FOLLOWING TRANSITIONS ARE ATC ASSIGNED ONLY DO NOT FILE:

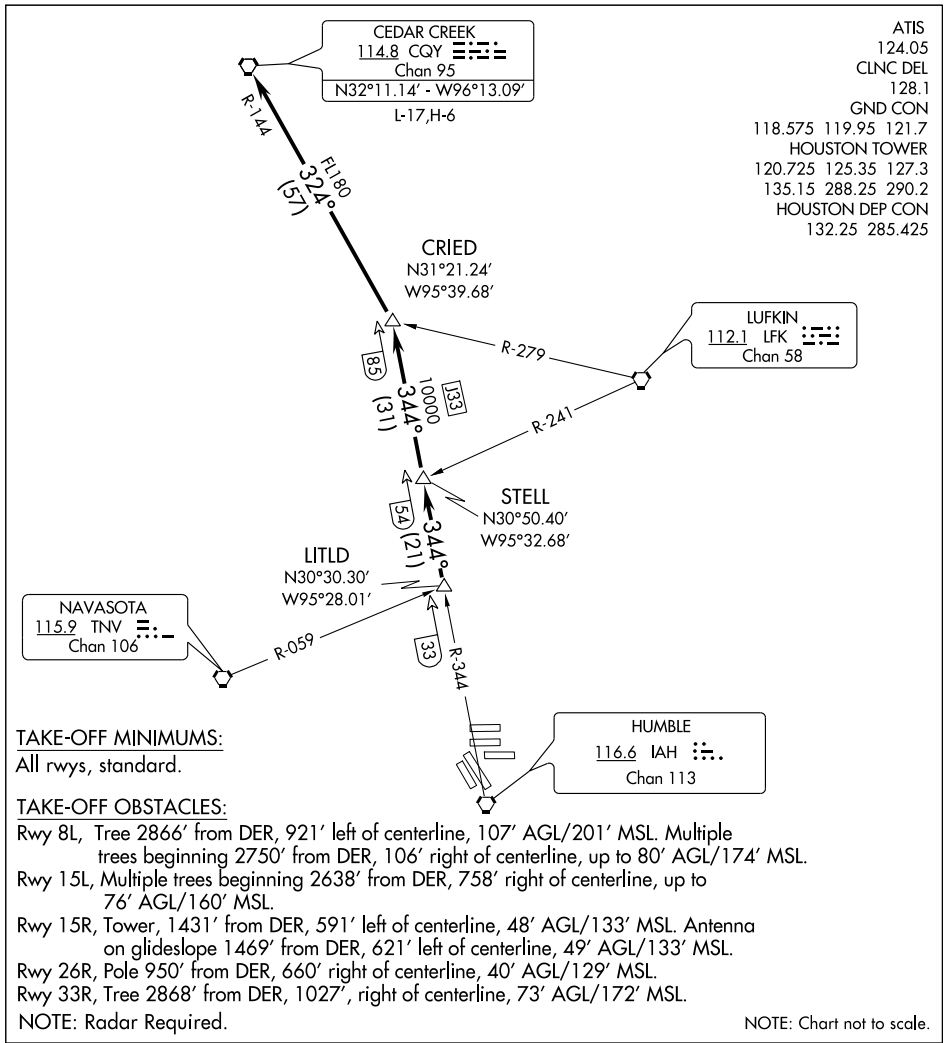
CRESTVIEW TRANSITION (AEX4.CEW): (For aircraft being weather rerouted to join a jet route off CEW VORTAC or overflying CEW VORTAC to join a direct route). From over AEX VORTAC via AEX R-085 and MCB R-266 to MCB VORTAC, then via MCB R-094 and GCV R-273 to GCV VORTAC, then via GCV R-094 and CEW R-277 to CEW VORTAC.

GREENE COUNTY TRANSITION (AEX4.GCV): (For aircraft being weather rerouted to join a jet route off GCV VORTAC or overflying GCV VORTAC to join a direct route). From over AEX VORTAC via AEX R-085 and MCB R-266 to MCB VORTAC, then via MCB R-094 and GCV R-273 to GCV VORTAC.

MC COMB TRANSITION (AEX4.MCB): (For aircraft being weather rerouted to join a jet route off MCB VORTAC or overflying MCB VORTAC to join a direct route). From over AEX VORTAC via AEX R-085 and MCB R-266 to MCB VORTAC.

SC-5, 08 APR 2010 to 06 MAY 2010

CRIED THREE DEPARTURE



TAKE-OFF MINIMUMS:
All rwys, standard.

TAKE-OFF OBSTACLES:
Rwy 8L, Tree 2866' from DER, 921' left of centerline, 107' AGL/201' MSL. Multiple trees beginning 2750' from DER, 106' right of centerline, up to 80' AGL/174' MSL.
Rwy 15L, Multiple trees beginning 2638' from DER, 758' right of centerline, up to 76' AGL/160' MSL.
Rwy 15R, Tower, 1431' from DER, 591' left of centerline, 48' AGL/133' MSL. Antenna on glideslope 1469' from DER, 621' left of centerline, 49' AGL/133' MSL.
Rwy 26R, Pole 950' from DER, 660' right of centerline, 40' AGL/129' MSL.
Rwy 33R, Tree 2868' from DER, 1027', right of centerline, 73' AGL/172' MSL.
NOTE: Radar Required.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

Expect vectors to LITLD INT, maintain 4000. Expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-344 to STELL INT, then via IAH R-344 to CRIED INT, then left turn via CQY R-144 to CQY VORTAC.

SC-5, 08 APR 2010 to 06 MAY 2010

DAISETTA EIGHT ARRIVAL (DAS.DAS8)

HOUSTON APP CON
120.05 379.1
GEORGE BUSH INTERCONTINENTAL/
HOUSTON ATIS 124.05
WILLIAM P. HOBBY ATIS
124.6
ELLINGTON FIELD ATIS *
135.575 269.9

NOTE: For all conventional navigation aircraft landing in the Houston terminal area. For all turboprops/pistons landing IAH. ATC assigned only for all others.

NOTE: For RNAV equipped aircraft landing IAH runways 8L/R and 9 from over DAETN INT direct JOESZ INT, expect vectors to final approach course prior to JOESZ INT, if not received by JOESZ INT fly present heading.

ELM GROVE
111.2 EMG
Chan 49
N32°24.01'-W93°35.71'
L-17, H-6

QUESO
N30°46.86'
W94°06.54'

BROWW
N30°54.22'
W93°52.20'

SAWMILL
113.75 SWB
Chan 84(Y)
N31°58.39' - W92°40.63'
L-22, H-6

LUFKIN
112.1 LFK
Chan 58
N31°09.74'
W94°43.02'
L-19-21, H-6

VIERA
N30°44.51'
W94°02.83'

TQELA
N30°32.39'
W93°46.23'

ALEXANDRIA
116.1 AEX
Chan 108
N31°15.40' -W92°30.06'
L-21-22, H-6

INDUSTRY
110.2 IDU
Chan 39

JOESZ
N30°06.40'
W95°46.72'

INNIS
N30°02.07'
W95°06.83'

REHAB
N29°59.59'
W95°14.25'

COMBS
N30°23.32'
W94°25.84'

DAETN
N30°06.31'
W94°54.07'

YAAOW
N29°53.12'
W95°10.69'

DRXLR
N29°45.59'
W95°13.92'

GEORGE BUSH
INTERCONTINENTAL/
HOUSTON

HUMBLE
116.6 IAH
Chan 113

HOBBY
117.1 HUB
Chan 118

DAISETTA
116.9 DAS
Chan 116
N30°11.38' -W94°38.70'

LAKE CHARLES
113.4 LCH
Chan 81
N30°08.49' -W93°06.33'
L-21-22, H-7

BEAUMONT
114.5 BPT
Chan 92
N29°56.76' -W94°00.97'

VERTICAL NAVIGATION
PLANNING INFORMATION
Turbojets: 280K IAS
Expect clearance
to cross at 13,000'

RADAR REQUIRED

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

WEISER AIRPARK
WEST HOUSTON
HOUSTON EXECUTIVE
SUGAR LAND RGNL
LA PORTE MUNI
CHAMBERS COUNTY
WILLIAM P. HOBBY
BAYTOWN
RWJ AIRPARK
PEARLAND RGNL
ELLINGTON FIELD
HOUSTON-SOUTHWEST
SCHOLES INTL AT GALVESTON
BRAZORIA COUNTY

DAISETTA EIGHT ARRIVAL (DAS.DAS8)

ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.DAS8): From over AEX VORTAC via AEX R-246 to VIERA INT, then via DAS R-038 to DAS VORTAC. Thence . . . .

ELM GROVE TRANSITION (EMG.DAS8): From over EMG VORTAC via EMG R-182 to BROWW INT, then via DAS R-038 to DAS VORTAC. Thence . . . .

LAKE CHARLES TRANSITION (LCH.DAS8): From over LCH VORTAC via LCH R-275 to COMBS INT, then via DAS R-038 to DAS VORTAC. Thence . . . .

LUFKIN TRANSITION (LFK.DAS8): From over LFK VORTAC via LFK R-157 to COMBS INT, then via DAS R-038 to DAS VORTAC Thence . . . .

SAWMILL TRANSITION (SWB.DAS8): From over SWB VOR/DME via SWB R-222 and DAS R-038 to BROWW INT, then via DAS R-038 to DAS VORTAC. Thence . . . .

GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):

. . . . From over DAS VORTAC via DAS R-244 to DAETN INT.

LANDING RUNWAYS 8L/R and 9:

. . . . From DAETN INT fly heading 265° for vectors to final approach course.

FOR ALL OTHER RUNWAYS: Expect vectors to final approach course at or prior to REHAB INT.

FOR ALL OTHER AIRPORTS:

. . . . From over DAS VORTAC via DAS R-244 to INNIS INT, thence via HUB R-015 to HUB VOR/DME, expect vectors to final approach course at or prior to HUB VOR/DME.

SC-5, 08 APR 2010 to 06 MAY 2010

EL DORADO ONE DEPARTURE SL-5461 (FAA)

ATIS
124.05
CLNC DEL
128.1
GND CON
118.575 121.7 119.95
HOUSTON TOWER
120.725 125.35 127.3
135.15 288.25 290.2
HOUSTON DEP CON
132.25 285.425

EL DORADO
115.5 ELD
Chan 102
N33°15.37′ - W92°44.64′
L-17, H-6

R-208

028° (143)

NOTE: Radar required.
NOTE: For aircraft destined MEM, or filed via Q32 or J42.

LUFKIN
112.1 LFK
Chan 58

R-066

R-082

028° (71)

55

ENJOY
N31°16.73′
W94°19.82′

VELCO
N31°10.67′
W94°24.55′

028° (56)

DARTR
N30°24.19′
W95°00.41′

RAECN
N30°05.08′
W95°14.95′

028° (23)

32

R-299

DAISETTA
116.9 DAS
Chan 116

R-254

IAH R-028

9

HUMBLE
116.6 IAH
Chan 113

TAKE-OFF MINIMUMS:
All rwys, standard.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SC-5, 08 APR 2010 to 06 MAY 2010

EL DORADO ONE DEPARTURE SL-5461 (FAA)

DEPARTURE ROUTE DESCRIPTION

Expect vectors to RAECN INT, maintain 4000, expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-028 and the ELD R-208 to ELD VORTAC.

TAKE-OFF OBSTACLES

Rwy 8L, Tree 2866′ from DER, 921′ left of centerline, 107′ AGL/201′ MSL.
Multiple trees beginning 2750′ from DER, 106′ right of centerline, up to 80′ AGL/174′ MSL.
Rwy 15L, Multiple trees beginning 2638′ from DER, 758′ right of centerline, up to 76′ AGL/160′ MSL.
Rwy 15R, Tower 1431′ from DER, 591′ left of centerline, 48′ AGL/133′ MSL.
Antenna on glideslope 1469′ from DER, 621′ left of centerline, 49′ AGL/133′ MSL..
Rwy 26R, Pole 950′ from DER, 660′ right of centerline, 40′ AGL/129′ MSL.
Rwy 33R, Tree 2868′ from DER, 1027′ right of centerline, 73′ AGL/172′ MSL.

SC-5, 08 APR 2010 to 06 MAY 2010

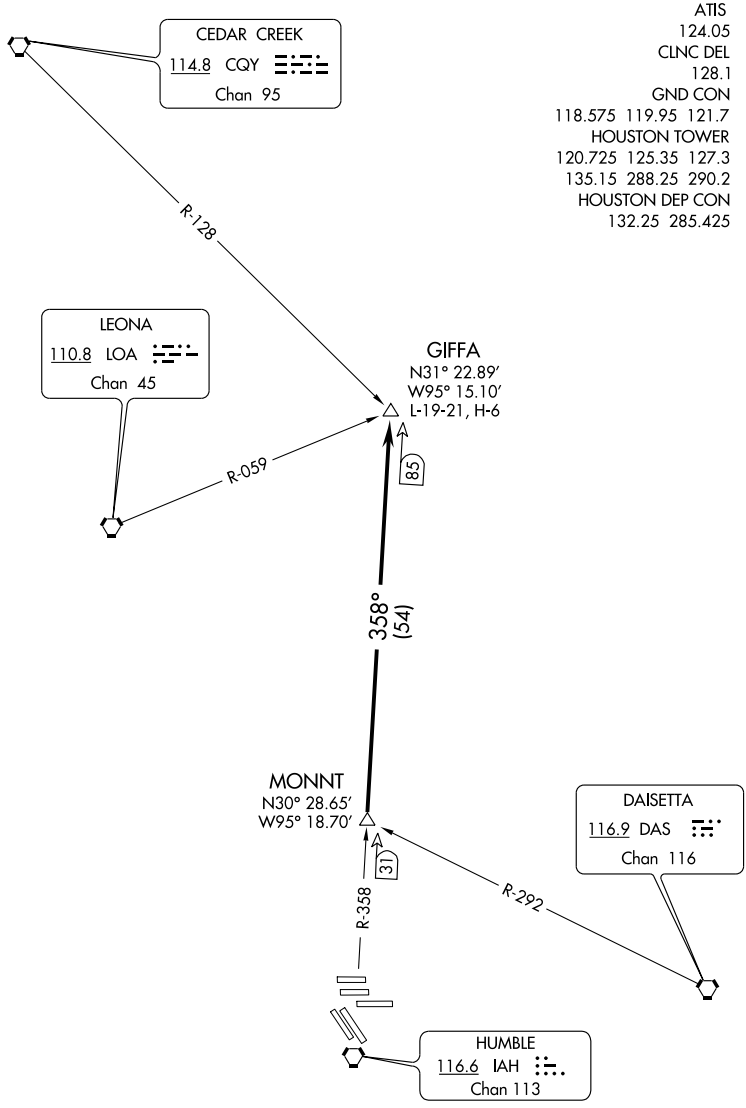
GIFFA THREE DEPARTURE

HOUSTON/GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH)

SL-5461 (FAA)

HOUSTON, TEXAS

ATIS 124.05
CLNC DEL 128.1
GND CON 118.575 119.95 121.7
HOUSTON TOWER 120.725 125.35 127.3 135.15 288.25 290.2
HOUSTON DEP CON 132.25 285.425



NOTE: Radar Required.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

TAKE-OFF MINIMUMS:
All runways, standard.

SC-5, 08 APR 2010 to 06 MAY 2010

DEPARTURE ROUTE DESCRIPTION

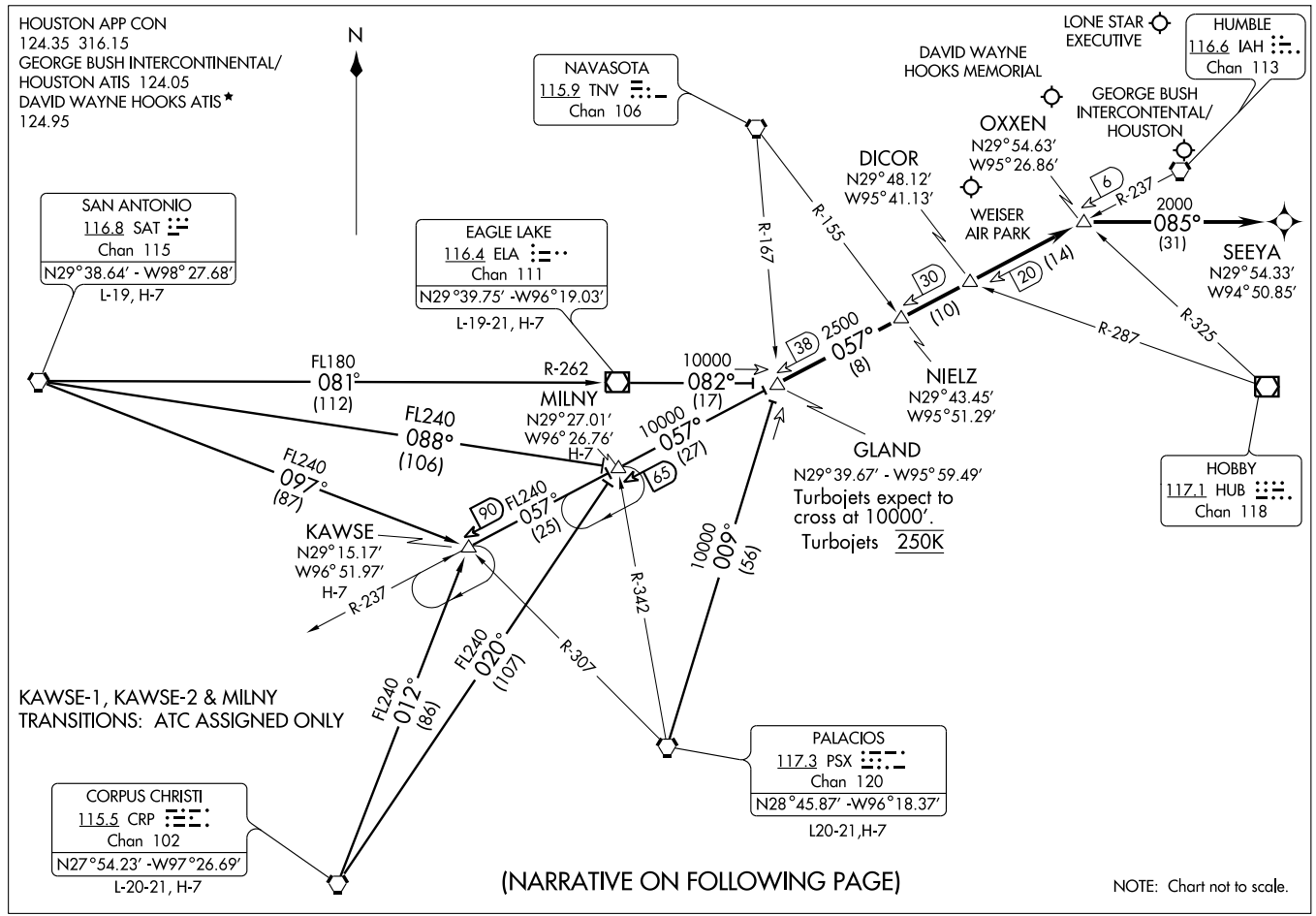
Expect vectors to MONNT INT, maintain 4000, expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-358 to GIFFA INT.

TAKE-OFF OBSTACLES:

Rwy 8L, Tree 2866′ from DER, 921′ left of centerline, 107′ AGL/ 201′ MSL.
Multiple trees beginning 2750′ from DER, 106′ right of centerline, up to 80′ AGL/174′ MSL.
Rwy 15L, Multiple trees beginning 2638′ from DER, 758′ right of centerline, up to 76′ AGL/160′ MSL.
Rwy 15R, Tower 1431′ from DER, 591′ left of centerline, 48′ AGL/133′ MSL.
Antenna on glideslope 1469′ from DER, 621′ left of centerline, 49′ AGL/133′ MSL.
Rwy 26R, Pole 950′ from DER, 660 ′ right of centerline, 40′ AGL/129′ MSL.
Rwy 33R, Tree 2868′ from DER, 1027′ right of centerline, 73′ AGL/172′ MSL.

SC-5, 08 APR 2010 to 06 MAY 2010



07298

GLAND THREE ARRIVAL (GLAND.GLAND3)

ST-5461 (FAA)

HOUSTON, TEXAS

GLAND THREE ARRIVAL (GLAND.GLAND3) HOUSTON, TEXAS

ARRIVAL DESCRIPTION

CORPUS CHRISTI TRANSITION (CRP.GLAND3): From over CRP VORTAC via CRP R-020 to MILNY INT, then via IAH R-237 to GLAND INT. Thence. . . .

EAGLE LAKE TRANSITION (ELA.GLAND3): From over ELA VOR/DME via ELA R-082 to GLAND INT. Thence. . . .

KAWSE-1 TRANSITION (KAWSE-1.GLAND3): (ATC assigned.) From over SAT VORTAC via SAT R-097 to KAWSE INT, then via IAH R-237 to GLAND INT. Thence. . . .

KAWSE-2 TRANSITION (KAWSE-2.GLAND3): (ATC assigned.) From over CRP VORTAC via CRP R-012 to KAWSE INT, then via IAH R-237 to GLAND INT. Thence. . . .

MILNY TRANSITION (MILNY.GLAND3): (ATC assigned.) From over SAT VORTAC via SAT R-088 to MILNY INT, then via IAH R-237 to GLAND INT. Thence. . . .

PALACIOS TRANSITION (PSX.GLAND3): From over PSX VORTAC via PSX R-009 to GLAND INT. Thence. . . .

SAN ANTONIO TRANSITION (SAT.GLAND3): From over SAT VORTAC via R-081 and ELA R-262 to ELA VOR/DME, then via ELA R-082 to GLAND INT. Thence. . . .

GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH): From over GLAND INT via IAH R-237 to OXXEN INT, landing runways 26 L/R or 27 fly heading 085° for vectors to final approach course. For /E, /F, /G, /R (RNP-2.0), equipped aircraft: from over OXXEN INT direct SEEYA WP, expect vector to final approach course prior to SEEYA WP, if not received by SEEYA WP fly present heading. All other runways, expect vectors to final approach course at or prior to OXXEN INT.

FOR ALL OTHER AIRPORTS: From over GLAND INT via IAH R-237 to OXXEN INT. Expect vectors to final approach course at or prior to OXXEN INT.

SC-5, 08 APR 2010 to 06 MAY 2010

ATIS 124.05
CLNC DEL
128.1
GND CON
118.575 119.95 121.7
HOUSTON TOWER
120.725 125.35 127.3
135.15 288.25 290.2
HOUSTON DEP CON
133.6 257.2

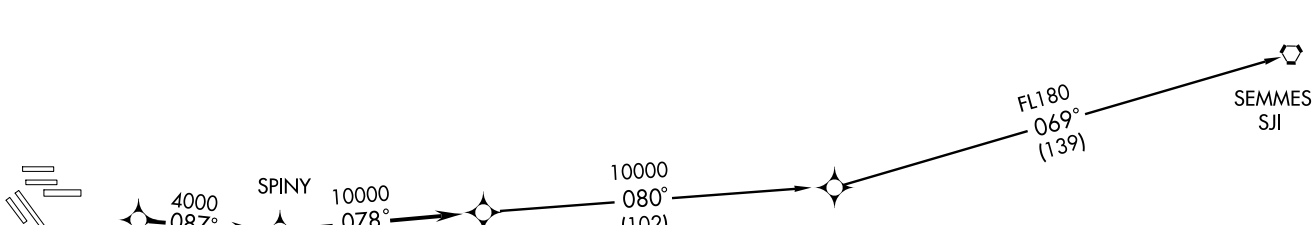
DEPARTURE ROUTE DESCRIPTION

Expect vectors to JAAYE, then via 087° track to SPINY, then via 078° track to GUSTI, thence . . . .

. . . . via (transition). Maintain 4000, expect clearance to filed altitude/flight level 10 minutes after departure.

AWDAD TRANSITION (GUSTI1.AWDAD)

SEMMES TRANSITION (GUSTI1.SJI)



TAKE-OFF OBSTACLES:

Rwy 8L, Tree 2866′ from departure end of runway, 921′ left of centerline, 107′ AGL/201′ MSL. Multiple trees beginning 2750′ from departure end of runway, 106′ right of centerline, up to 80′ AGL/174′ MSL.
Rwy 15L, Multiple trees beginning 2638′ from departure end of runway, 758′ right of centerline, up to 76′ AGL/160′ MSL.
Rwy 15R, Tower 1431′ from departure end of runway, 591′ left of centerline, 48′ AGL/133′ MSL. Antenna on glideslope 1469′ from departure end of runway, 621′ left of centerline, 49′ AGL/133′ MSL.
Rwy 26R, Pole 950′ from departure end of runway, 660′ right of centerline, 40′ AGL/129′ MSL.
Rwy 33R, Tree 2868′ from departure end of runway, 1027′ right of centerline, 73′ AGL/172′ MSL.

N

TAKE-OFF MINIMUMS:

All runways standard.

NOTE: RNAV 1.
NOTE: RADAR REQUIRED.
NOTE: DME/DME/IRU or GPS REQUIRED.
NOTE: For NON-GPS equipped aircraft; SBI, BPT, LCH, LFT, LLA, and HRV must be operational.

NOTE: Chart not to scale.

LOC/DME I-BZU	APP CRS	Rwy Idg	9000
111.55	087°	TDZE	96
Chan 52 (Y)		Apt Elev	97

ILS or LOC RWY 8L

HOUSTON/GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH)

For inoperative ALSF increase S-ILS 8L Cat E visibility to RVR 4000, and S-LOC 8L Cat E visibility to 1¾. Simultaneous approach authorized with Rwy 8R and Rwy 9.

ALSF-2

MISSED APPROACH: Climb to 600 then climbing left turn to 4000 via IAH VORTAC R-019 to CLEEP INT/IAH 22.1 DME and hold.

ATIS	HOUSTON APP CON	HOUSTON TOWER	GND CON	CLNC DEL
124.05	120.05 379.1 EAST 124.35 316.15 WEST	120.725 125.35 127.3 135.15 288.25 290.2	118.575 119.95 121.7	128.1

RADAR REQUIRED

ALTERNATE MISSED APCH FIX R-003 R-019 IAH 183° 003° 116.6 Chan 113 R-278 116.9 DAS Chan 116 CLEEP HUB 38.6 117.1 HUB Chan 118

MISSED APCH FIX R-003 R-019 IAH 196° 019° 116.6 Chan 113 R-278 116.9 DAS Chan 116 CLEEP IAH 22.1 117.1 HUB Chan 118

LOCALIZER 111.55 I-BZU Chan 52 (Y)

10 NM

115.9 TNV Chan 106

(IAF) MAAKO INT I-BZU 27.8 R-130

KABBY INT I-BZU 22.8

(IF) KICKM INT I-BZU 17.2

FLIBZ I-BZU 10.7 RADAR

JACEN I-BZU 7.4 RADAR

267° 3000 087° (5) 3000 087° (5.6) *3000 087° (6.4) 2000 087° (3.4)

264 203 IM 320 210 281 247± R-019 IAH 629

636 237 270 396 303 208± 230 368

530 659 923 646

115.9 TNV Chan 106 R-141

117.1 HUB R-312 Chan 118

HUMBLE 116.6 IAH Chan 113

MSA IAH 25 NM 195° 2400 3100 050°

*When assigned by ATC, intercept glidepath at 3000.

MAAKO INT I-BZU 27.8 — KABBY INT I-BZU 22.8 — KICKM INT I-BZU 17.2 — FLIBZ I-BZU 10.7 RADAR — JACEN I-BZU 7.4 RADAR

3000 087° 3000 — 3000 — *3000 — 2000 — I-BZU 3.1 — I-BZU 1.7 — IM

GS 3.00° TCH 59

2000

5 NM — 5.6 NM — 6.4 NM — 3.4 NM — 4.3 NM — 1.3 — 0.1

600 ↑ 4000 IAH R-019 116.6 CLEEP △ IAH 22.1

ELEV 97 D

087° 5.7 NM from FAF

TDZE 96

9000 X 150 26R 8L

9402 X 150 8R 26L 193 142

9999 X 150 9L 27R 259 189 422 207

10000 X 150 15L 33R 201 X 150 125

247 133 203 196 172

TDZ/CL Rwys 8R,15R, 26L, 27 and 33L
HIRL Rwys 8R-26L, 8L-26R, 9-27, 15L-33R and 15R-33L

CATEGORY	A	B	C	D	E
S-ILS 8L	296/18 200 (200-½)				
S-LOC 8L	600/24 504 (600-½)		600/50 504 (600-1)		600/60 504 (600-1¼)

FAF to MAP 5.7 NM

Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54

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LOC/DME I-IAH	APP CRS	Rwy Idg	9402
109.7	087°	TDZE	97
Chan 34		Apt Elev	97

HOUSTON/
GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH)

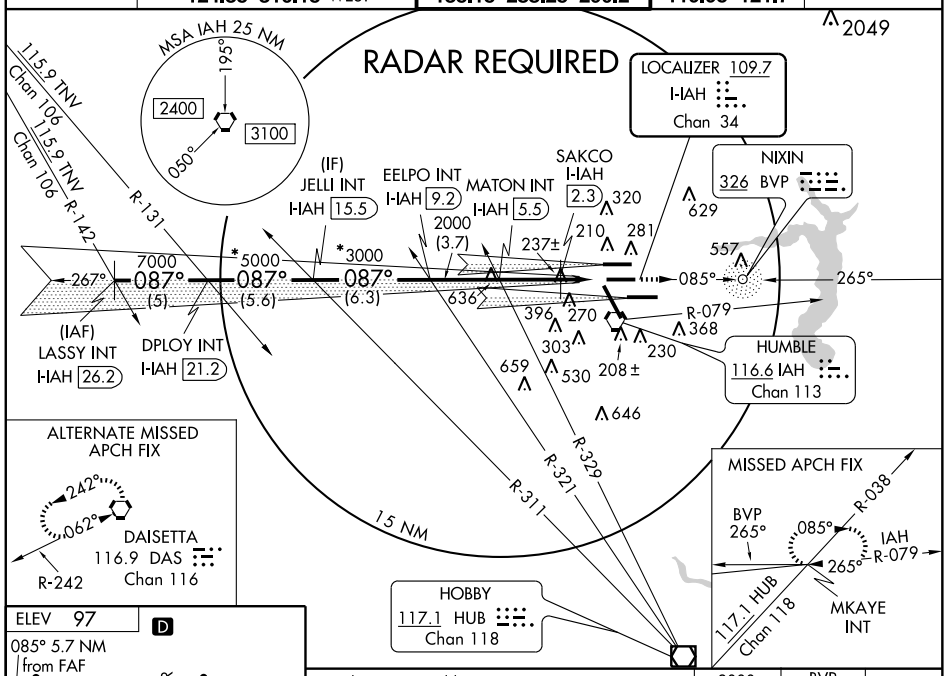
ILS or LOC RWY 8R

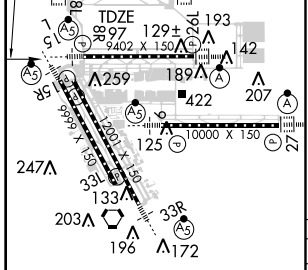
ADF Required. Simultaneous approach authorized with Rwy 8L and Rwy 9. For inoperative MALSR, increase S-ILS-8R Cat E visibility to RVR 4000, and S-LOC-8R Cat E visibility to 3 miles. SAKCO Fix Minimums: For inoperative MALSR, increase S-LOC-8R Cat E visibility to 1½ miles.

MALSR

MISSED APPROACH: Climb to 3000 via BVP NDB bearing 085° to MKAYE INT and hold.

ATIS	HOUSTON APP CON	HOUSTON TOWER	GND CON	CLNC DEL
124.05	120.05 379.1 EAST 124.35 316.15 WEST	120.725 125.35 127.3 135.15 288.25 290.2	118.575 119.95 121.7	128.1

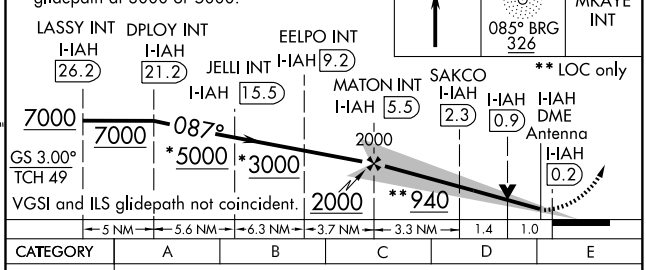




TDZ/CL Rwys 8R,15R, 26L, 27 and 33L
HIRL Rwys 8R-26L, 8L-26R, 9-27, 15L-33R and 15R-33L

FAF to MAP 5.7 NM

Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54



CATEGORY	A	B	C	D	E
S-ILS 8R	297/18 200 (200-½)				
S-LOC 8R	940/24 843 (900-½)	940/40 843 (900-¾)	940-2 843 (900-2)	940-2¼ 843 (900-2¼)	940-2½ 843 (900-2½)
	SAKCO FIX MINIMUMS				
S-LOC 8R	500/24 403 (500-½)		500/40 403 (500-¾)		500/50 403 (500-1)

HOUSTON, TEXAS

AL-5461 (FAA)

LOC/DME I-UYO	APP CRS	Rwy Idg	10000
110.9	087°	TDZE	92
Chan 46		Apt Elev	97

HOUSTON/

ILS or LOC RWY 9

GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH)

For inoperative MALSR increase S-ILS 9 Cat E visibility to RVR 4000, and S-LOC 9 Cat E visibility to 1¾. Simultaneous approach authorized with Rwy 8L/R.
** RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 580, then climbing right turn to 3000 via IAH R-130 to JEBOX INT/IAH 18.3 DME and hold.

ATIS	HOUSTON APP CON	HOUSTON TOWER	GND CON	CLNC DEL
124.05	120.05 379.1 EAST 124.35 316.15 WEST	120.725 125.35 127.3 135.15 288.25 290.2	118.575 119.95 121.7	128.1

RADAR REQUIRED

LOCALIZER 110.9 I-UYO Chan 46

115.9 TNV Chan 106

(IAF) URANG INT I-UYO 27.3

(IF) MEDIC INT I-UYO 16.6

SAYNO INT I-UYO 10.4

HYWAY INT I-UYO 5.6

10 NM

5000 087° (5) | *4000 087° (5.6) | *3000 087° (6.3) | 2000 087° (4.8)

CHILT INT I-UYO 22.3

115.9 TNV Chan 106

R-143

R-133

265°

MISSED APCH FIX
JEBOX INT
IAH 18.3
R-296
R-057
113.6 MHF
Chan 83
310°
130°
R-130 IAH
117.1 HUB
Chan 118

ALTERNATE MISSED APCH FIX
JEBOX INT
MHF 21.7
R-296
R-057
113.6 MHF
Chan 83
296°
116°
R-130 IAH
117.1 HUB
Chan 118

HUMBLE 116.6 IAH Chan 113

R-130

R-320

R-331

R-309

HOBBY 117.1 HUB Chan 118

MSA IAH 25 NM
190°
2400
3100
050°

ELEV 97 D

9000 X 150 26R
9402 X 150 26L
9999 X 150 27
10000 X 150 8L-26R
12001 X 150 15L-33R
TDZE 92
247°
087° 5.7 NM from FAF

TDZ/CL Rwys 8R,15R, 26L, 27 and 33L
HIRL Rwys 8R-26L, 8L-26R, 9-27, 15L-33R and 15R-33L

FAF to MAP 5.7 NM

Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54

580 | 3000 IAH R-130 116.6 | JEBOX IAH 18.3

URANG INT I-UYO 27.3 | CHILT INT I-UYO 22.3 | MEDIC INT I-UYO 16.6 | SAYNO INT I-UYO 10.4 | HYWAY INT I-UYO 5.6 | I-UYO DME Antenna | I-UYO 1.2 | I-UYO 0.2

5000 | 5000 | 087° | *4000 | 2000

VGSI and ILS glidepath not coincident.

GS 3.00° TCH 56

*When assigned *3000 by ATC, intercept glidepath at 3000 or 4000.

5 NM | 5.6 NM | 6.3 NM | 4.8 NM | 4.4 | 1.3

CATEGORY	A	B	C	D	E
S-ILS 9	** 292/24	200 (200-½)			
S-LOC 9	580/24 488 (500-½)		580/40 488 (500-¾)	580/50 488 (500-1)	580/60 488 (500-1¼)

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HOUSTON, TEXAS

AL-5461 (FAA)

ILS or LOC RWY 15R

HOUSTON/ GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH)

LOC I-LKM	APP CRS	Rwy Idg	9999
111.15	147°	TDZE	97
		Apt Elev	97

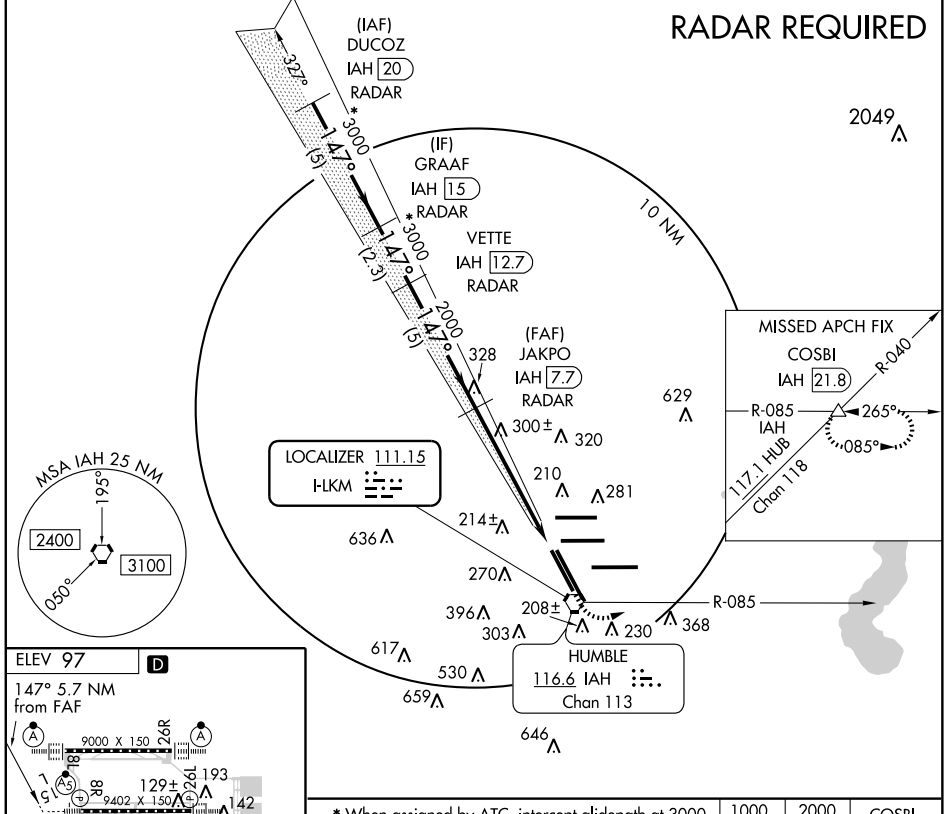
Radar or DME required. For inoperative MALSR, increase S-ILS Cat E visibility to RVR 4000, and S-LOC Cat E visibility to 1¾.

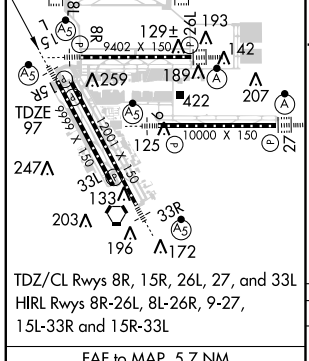
MALSR

MISSED APPROACH: Climb to 1000 then climbing left turn to 2000 via IAH R-085 to COSBI INT/IAH 21.8 DME and hold.

ATIS	HOUSTON APP CON	HOUSTON TOWER	GND CON	CLNC DEL
124.05	120.05 379.1 EAST 124.35 316.15 WEST	120.725 125.35 127.3 135.15 288.25 290.2	118.575 119.95 121.7	128.1

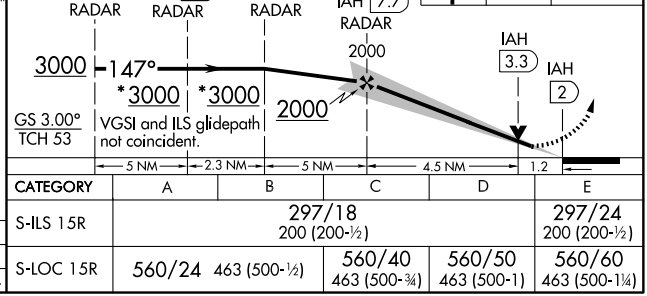
RADAR REQUIRED





TDZ/CL Rwys 8R, 15R, 26L, 27, and 33L
HIRL Rwys 8R-26L, 8L-26R, 9-27,
15L-33R and 15R-33L

FAF to MAP 5.7 NM					
Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54



CATEGORY	A	B	C	D	E
S-ILS 15R	297/18 200 (200-½)				297/24 200 (200-½)
S-LOC 15R	560/24 463 (500-½)		560/40 463 (500-¾)	560/50 463 (500-1)	560/60 463 (500-1¼)

SC-5, 08 APR 2010 to 06 MAY 2010

HOUSTON, TEXAS AL-5461 (FAA)

LOC/DME I-JYV	APP CRS	Rwy Idg	9402
109.7	267°	TDZE	97
Chan 34		Apt Elev	97

HOUSTON/ GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH)

ILS or LOC RWY 26L

Simultaneous approach authorized with Rwy 26R and Rwy 27. For inoperative ALSF, increase S-ILS-26L Cat E visibility to RVR 4000, S-LOC 26L Cat E visibility to 2 ¾ miles. SOROY Fix Minimums: For inoperative ALSF, increase S-LOC-26L Cat E visibility to RVR 6000.

ALSF-2

MISSED APPROACH: Climb to 3000 then left turn via heading 240° and IAH VORTAC R-270 to LUCEP INT/IAH 22.9 DME and hold.

ATIS	HOUSTON APP CON	HOUSTON TOWER	GND CON	CLNC DEL
124.05	120.05 379.1 EAST 124.35 316.15 WEST	120.725 125.35 127.3 135.15 288.25 290.2	118.575 119.95 121.7	128.1

RADAR REQUIRED

LOCALIZER 109.7 I-JYV Chan 34

MSA IAH 25 NM: 195° 2400 3100 050°

10 NM

116.9 DAS Chan 116

SOROY I-JYV 4

JEPNI INT I-JYV 7.5

KERNS INT I-JYV 10.9

GRIEG INT I-JYV 17.4 (IF)

MKAYE INT I-JYV 23.1

VANNN INT I-JYV 28.1 (IAF)

IAH R-079

HUMBLE 116.6 IAH Chan 113

R-270 R-004 R-013 R-028 R-038 R-213 R-225

2000 267° (3.5) *3000 267° (6.5) *5000 267° (5.7) 7000 267° (5) 087°

IM MM

585± 183±

117.1 HUB Chan 118

MISSED APCH FIX: 115.9 TNV R-133 Chan 106; LUCEP INT IAH 22.9; R-270 090° 270°; 116.6 IAH Chan 113

ALTERNATE MISSED APCH FIX: 115.9 TNV R-133 Chan 106; LUCEP INT; 326 BVP; 085° 265°

3000 HDG 240°

IAH R-270 116.6

LUCEP INT IAH 22.9

* When assigned by ATC, intercept glidepath at 3000 or 5000.

VGSI and ILS glidepath not coincident.

** LOC only

I-JYV 1.7 I-JYV 2.6 IM MM

SOROY I-JYV 4

JEPNI INT I-JYV 7.5

KERNS INT I-JYV 10.9

GRIEG INT I-JYV 17.4

MKAYE INT I-JYV 23.1

VANNN INT I-JYV 28.1

2000 880** 2000 3000* 267° 5000* 7000 7000

GS 3.00° TCH 56

0.1 0.4 0.4 1.4 NM 3.5 NM 3.5 NM 6.5 NM 5.7 NM 5 NM

ELEV 97 D

267° 5.7 NM from FAF

9000 X 150 26R 8R 15L 9402 X 150 8L 26L 33L 9999 X 150 15R 27 10000 X 150 33R

TDZE 97

TDZ/CL Rwys 8R,15R, 26L, 27 and 33L. HIRL Rwys 8R-26L, 8L-26R, 9-27, 15L-33R and 15R-33L

CATEGORY	A	B	C	D	E
S-ILS 26L	297/18 200 (200-½)				
S-LOC 26L	880/24 783 (800-½)	880/40 783 (800-¾)	880-1¾ 783 (800-1¾)	880-2 783 (800-2)	880-2¼ 783 (800-2¼)
SOROY FIX MINIMUMS					
S-LOC 26L	440/24 343 (400-½)			440/40 343 (400-¾)	

FAF to MAP 5.7 NM

Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54

SC-5, 08 APR 2010 to 06 MAY 2010

LOC/DME I-OND	APP CRS	Rwy Idg	9000
111.55	267°	TDZE	97
Chan 52 (Y)		Apt Elev	97

HOUSTON/
GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH)

ILS or LOC RWY 26R

For inoperative ALSF, increase S-ILS 26R Cat E visibility to RVR 4000 and S-LOC 26R Cat E visibility to 1¾ mile. Simultaneous approach authorized with Rwy 26L and Rwy 27. DME or RADAR required.

ALSF-2

MISSED APPROACH: Climb to 600 then climbing right turn to 3000 via IAH R-344 to PEPBI INT/IAH 20 DME and hold.

ATIS	HOUSTON APP CON	HOUSTON TOWER	GND CON	CLNC DEL
124.05	120.05 379.1 EAST 124.35 316.15 WEST	120.725 125.35 127.3 135.15 288.25 290.2	118.575 119.95 121.7	128.1

MISSED APCH FIX
R-344 PEPBI INT IAH 20
164° 344°
115.9 TNV Chan 106
R-082
116.6 IAH Chan 113

ALTERNATE MISSED APCH FIX
R-344 PEPBI INT HUB 38.4
164° 344°
115.9 TNV Chan 106
R-082
117.1 HUB Chan 118

10 NM

629
OWELL I-OND 7.4 RADAR
CHUBS INT I-OND 11.1
RAIDS INT I-OND 17.6
NEWLY INT I-OND 23.3
(IAF) ZAPPO INT I-OND 28.3

IAH and HUB R-344
320 281 210 214± 270 303 396 530 659 208± 230 368 646
IM
255± 557 2000 267° (3.8)
*2000 267° (6.4)
*3000 267° (5.7)
3000 267° (5)
087°

R-227 R-215 R-013 R-027 R-344

116.9 DAS Chan 116

HUMBLE 116.6 IAH Chan 113

LOCALIZER 111.55 I-OND Chan 52 (Y)

117.1 HUB Chan 118

RADAR REQUIRED

MSA IAH 25 NM
195°
2400
3100
050°

ELEV 97
D
TDZE 97
267° 5.7 NM from FAF

TDZ/CL Rwys 8R,15R, 26L, 27 and 33L
HIRL Rwys 8R-26L, 8L-26R, 9-27, 15L-33R and 15R-33L

FAF to MAP 5.7 NM					
Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54

CATEGORY	A	B	C	D	E
S-ILS 26R	297/18 200 (200-½)				
S-LOC 26R	560/24 463 (500-½)		560/40 463 (500-¾)	560/50 463 (500-1)	560/60 463 (500-1¼)

SC-5, 08 APR 2010 to 06 MAY 2010

LOC/DME I-GHI	APP CRS	Rwy Idg 10000
110.9	267°	TDZE 88
Chan 46		Apt Elev 97

HOUSTON/
GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH)

ILS or LOC RWY 27

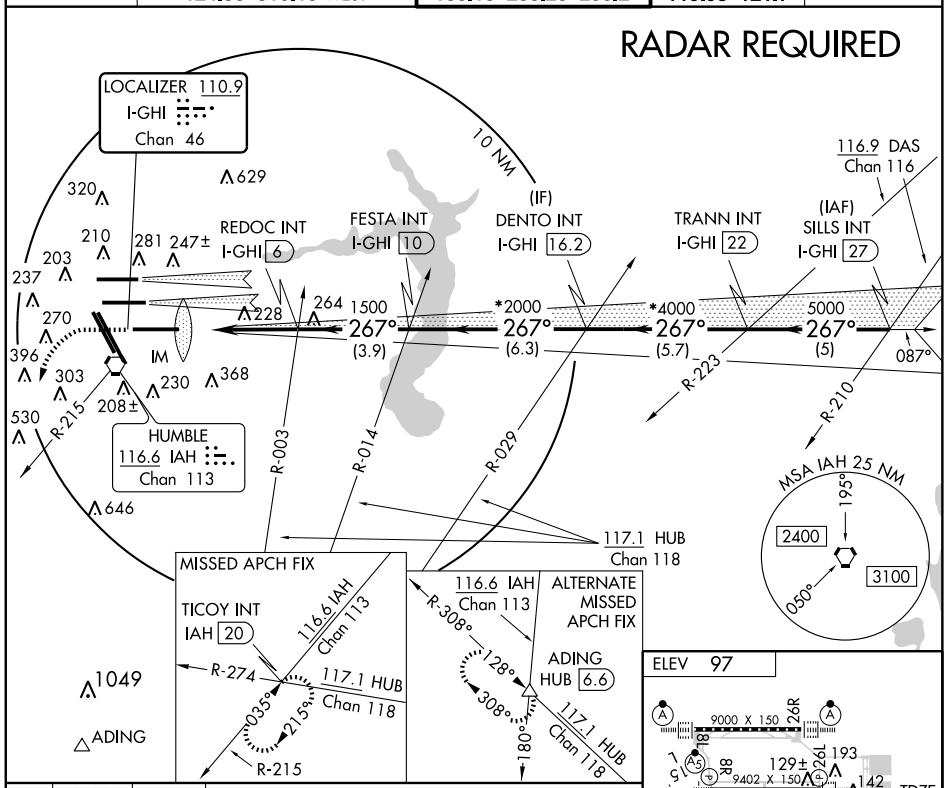
For inoperative ALSF, increase S-ILS 27 Cat E visibility to RVR 4000 and S-LOC 27 Cat E visibility to 1½. Simultaneous approach authorized with runway 26L/R.

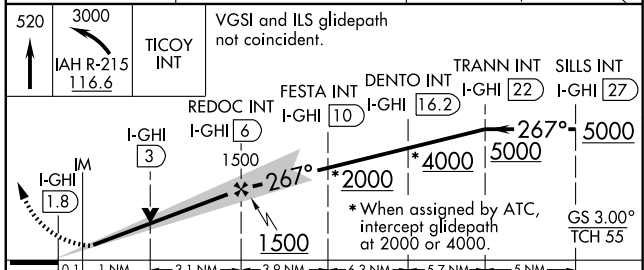
ALSF-2

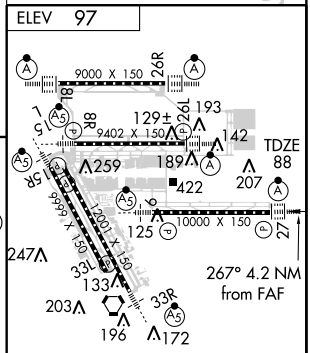
MISSED APPROACH: Climb to 520 then climbing left turn to 3000 via IAH VORTAC R-215 to TICOY INT/IAH 20 DME and hold.

ATIS	HOUSTON APP CON	HOUSTON TOWER	GND CON	CLNC DEL
124.05	120.05 379.1 EAST 124.35 316.15 WEST	120.725 125.35 127.3 135.15 288.25 290.2	118.575 119.95 121.7	128.1

RADAR REQUIRED







TDZ/CL Rwys 8R,15R, 26L, 27 and 33L
HIRL Rwys 8R-26L, 8L-26R, 9-27, 15L-33R and 15R-33L

CATEGORY	A	B	C	D	E
S-ILS 27	288/18 200 (200-½)				
S-LOC 27	520/24 432 (500-½)		520/40 432 (500-¾)	520/50 432 (500-1)	

FAF to MAP 4.2 NM					
Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

SC-5, 08 APR 2010 to 06 MAY 2010

HOUSTON, TEXAS AL-5461 (FAA)

ILS or LOC RWY 33R

HOUSTON/ GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH)

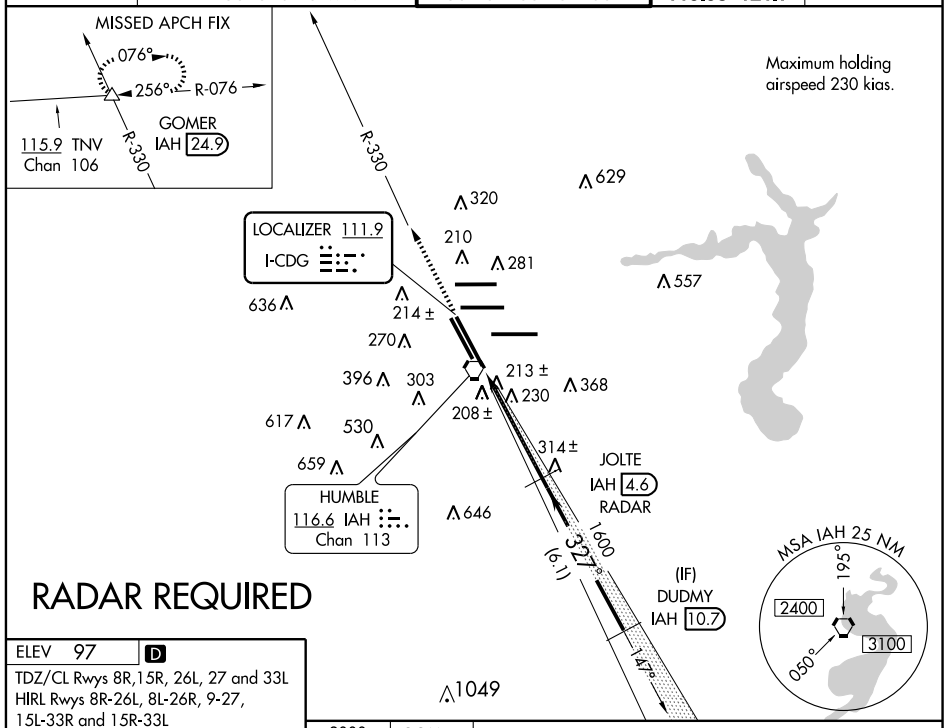
LOC I-CDG	APP CRS	Rwy 33R Idg	12001	Rwy 33L Idg	9999
111.9	327°	TDZE	89	TDZE	91
		Apt Elev	97	Apt Elev	97

DME from IAH VORTAC. Simultaneous reception of I-CDG and IAH DME required. DME or RADAR REQUIRED. For inoperative MALSR, increase S-ILS 33R Cat E visibility to RVR 4000 and S-LOC 33R Cat E visibility to 1½. **RVR 1800 authorized with the use of FD or AP or HUD to DA.

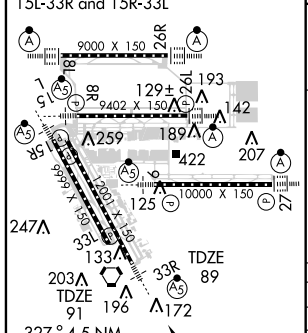
MALSR

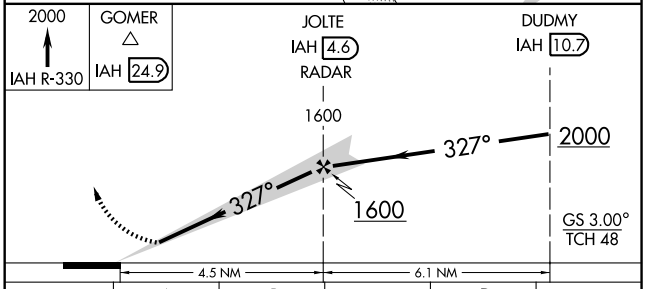
MISSED APPROACH: Climb to 2000 via IAH R-330 to GOMER INT / IAH 24.9 DME and hold.

ATIS	HOUSTON APP CON	HOUSTON TOWER	GND CON	CLNC DEL
124.05	120.05 379.1 EAST 124.35 316.15 WEST	120.725 125.35 127.3 135.15 288.25 290.2	118.575 119.95 121.7	128.1



RADAR REQUIRED





FAF to MAP 4.5 NM					
Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

CATEGORY	A	B	C	D	E
S-ILS 33R	** 289/24 200 (200-½)				
S-LOC 33R	540/24 451 (500-½)				540/50 451 (500-1)
SIDESTEP Rwy 33L	540-1 449 (500-1)		540-1½ 449 (500-1½)	540-2 449 (500-2)	NA
CIRCLING	NA				

SC-5, 08 APR 2010 to 06 MAY 2010

LOC/DME I-BZU	APP CRS	Rwy Idg	9000
111.55	087°	TDZE	96
Chan 52 (Y)		Apt Elev	97

ILS RWY 8L (CAT II)

HOUSTON/GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH)

Simultaneous approach authorized with Rwy 8R and Rwy 9.

ALSF-2

MISSED APPROACH: Climb to 600 then climbing left turn to 4000 via IAH VORTAC R-019 to CLEEP INT/IAH 22.1 DME and hold.

ATIS	HOUSTON APP CON	HOUSTON TOWER	GND CON	CLNC DEL
124.05	120.05 379.1 EAST 124.35 316.15 WEST	120.725 125.35 127.3 135.15 288.25 290.2	118.575 119.95 121.7	128.1

RADAR REQUIRED

ALTERNATE MISSED APCH FIX
R-003 IAH
R-019 IAH
183°
003°
116.6 Chan 113
R-278
116.9 DAS Chan 116
CLEEP
HUB 38.6
117.1 HUB Chan 118

MISSED APCH FIX
R-003 IAH
R-019 IAH
196°
019°
116.6 Chan 113
R-278
116.9 DAS Chan 116
CLEEP
IAH 22.1
117.1 HUB Chan 118

LOCALIZER 111.55
I-BZU
Chan 52 (Y)

10 NM

115.9 TNV Chan 106

(IAF) MAAKO INT I-BZU 27.8

R-130

KABBY INT I-BZU 22.8

(IF) KICKM INT I-BZU 17.2

FLIBZ I-BZU 10.7 RADAR

JACEN I-BZU 7.4 RADAR

267°

3000 087° (5)

3000 087° (5.6)

*3000 087° (6.4)

2000 087° (3.4)

264 203 IM 210 320 281 247± 629

R-019 IAH

636 237 270 396 303 208± 230 368

R-141 115.9 TNV Chan 106

117.1 HUB R-312 Chan 118

923 530 659 646

HUMBLE 116.6 IAH Chan 113

MSA IAH 25 NM
195°
2400
3100
050°

ELEV 97 D

TDZE 96

9000 X 150 26R 8L

9402 X 150 26L 8R

9999 X 150 15R 33L

10000 X 150 27 9

129± 193 142 259 189 422 207 125 247 133 203 196 172

TDZ/CL Rwys 8R,15R, 26L, 27 and 33L
HIRL Rwys 8R-26L, 8L-26R, 9-27, 15L-33R and 15R-33L

* When assigned by ATC, intercept glidepath at 3000.

MAAKO INT I-BZU 27.8	KABBY INT I-BZU 22.8	KICKM INT I-BZU 17.2	FLIBZ I-BZU 10.7 RADAR	JACEN I-BZU 7.4 RADAR	600	4000 IAH R-019 116.6	CLEEP IAH 22.1

3000 087° 3000 3000 *3000 2000 DH RA 104 IM 96 MSL

GS 3.00° TCH 59

2000

5 NM 5.6 NM 6.4 NM 3.4 NM 5.6 NM 866′ 1140′

CATEGORY	A	B	C	D
S-ILS 8L	RA 104/12 100 DA 196			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SC-5, 08 APR 2010 to 06 MAY 2010

LOC/DME I-BZU	APP CRS	Rwy Idg	9000
111.55	087°	TDZE	96
Chan 52 (Y)		Apt Elev	97

ILS RWY 8L (CAT III)

HOUSTON/GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH)

Simultaneous approach authorized with Rwy 8R and Rwy 9.

ALSF-2

MISSED APPROACH: Climb to 600 then climbing left turn to 4000 via IAH VORTAC R-019 to CLEEP INT/IAH 22.1 DME and hold.

ATIS	HOUSTON APP CON	HOUSTON TOWER	GND CON	CLNC DEL
124.05	120.05 379.1 EAST 124.35 316.15 WEST	120.725 125.35 127.3 135.15 288.25 290.2	118.575 119.95 121.7	128.1

RADAR REQUIRED

ALTERNATE MISSED APCH FIX
R-003 R-019 IAH
183° 003° 116.6 Chan 113
R-278 116.9 DAS Chan 116
CLEEP HUB 38.6 117.1 HUB Chan 118

MISSED APCH FIX
R-003 R-019 IAH
019° 199° 116.6 Chan 113
R-278 116.9 DAS Chan 116
CLEEP IAH 22.1 117.1 HUB Chan 118

LOCALIZER 111.55
I-BZU
Chan 52 (Y)

10 NM

115.9 TNV Chan 106

(IAF) MAAKO INT I-BZU 27.8 — R-130 — KABBY INT I-BZU 22.8 — (IF) KICKM INT I-BZU 17.2 — FLIBZ I-BZU 10.7 RADAR — JACEN I-BZU 7.4 RADAR

267° 3000 087° (5) 3000 087° (5.6) *3000 087° (6.4) 2000 087° (3.4)

320 210 281 247± 629 R-019 IAH 264 203 IM 237 270 396 303 208± 230 368 636 530 659 923 646

115.9 TNV Chan 106 R-141

117.1 HUB Chan 118 R-312

MSA IAH 25 NM
195° 2400 3100 050°

HUMBLE
116.6 IAH
Chan 113

ELEV 97 D

TDZE 96

TDZ/CL Rwys 8R,15R, 26L, 27 and 33L
HIRL Rwys 8R-26L, 8L-26R, 9-27, 15L-33R and 15R-33L

*When assigned by ATC, intercept glidepath at 3000.

MAAKO INT I-BZU 27.8	KABBY INT I-BZU 22.8	KICKM INT I-BZU 17.2	FLIBZ I-BZU 10.7 RADAR	JACEN I-BZU 7.4 RADAR	600	4000 IAH R-019 116.6	CLEEP △ IAH 22.1
3000	087° 3000	3000	*3000	2000	IM 190		96 MSL

GS 3.00°
TCH 59

5 NM | 5.6 NM | 6.4 NM | 3.4 NM | 5.6 NM | 810′ | 1140′

CATEGORY	A	B	C	D
S-ILS 8L		CAT IIIa	RVR 07	
S-ILS 8L		CAT IIIb	RVR 06	
S-ILS 8L		CAT IIIc	NA	

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SC-5, 08 APR 2010 to 06 MAY 2010

LOC/DME I-JYV	APP CRS	Rwy Idg	9402
109.7	267°	TDZE	97
Chan 34		Apt Elev	97

HOUSTON/ GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH)

ILS RWY 26L (CAT II)

Simultaneous approach authorized with Rwy 26R and Rwy 27.

ALSF-2

MISSED APPROACH: Climb to 3000 then left turn via heading 240° and IAH VORTAC R-270 to LUCEP INT/IAH 22.9 DME and hold.

ATIS	HOUSTON APP CON	HOUSTON TOWER	GND CON	CLNC DEL
124.05	120.05 379.1 EAST 124.35 316.15 WEST	120.725 125.35 127.3 135.15 288.25 290.2	118.575 119.95 121.7	128.1

RADAR REQUIRED

LOCALIZER 109.7 I-JYV Chan 34

MSA IAH 25 NM: 195° 2400 3100 050°

10 NM

JEPNI INT I-JYV 7.5

KERNS INT I-JYV 10.9

GRIEG INT I-JYV 17.4 (IF)

MKAYE INT I-JYV 23.1

VANNN INT I-JYV 28.1 (IAF)

IAH R-079

116.9 DAS Chan 116

HUMBLE 116.6 IAH Chan 113

MISSED APCH FIX: LUCEP INT IAH 22.9; 115.9 TNV Chan 106 R-133; 116.6 IAH Chan 113; R-270 090° 270°

ALTERNATE MISSED APCH FIX: LUCEP INT; 326 BVP; 115.9 TNV Chan 106 R-133; 085° 265°

117.1 HUB Chan 118

R-004 R-013 R-028 R-038 R-213 R-225

3000 HDG 240°

IAH R-270 116.6

LUCEP INT IAH 22.9

VGSI and ILS glidepath not coincident.

* When assigned by ATC, intercept glidepath at 3000 or 5000.

DH (RA 104) 97 MSL

GS 3.00° TCH 56

CATEGORY	A	B	C	D
S-ILS 26L	RA 104/12 100 DA 197			

1042' 902' 2020' 5.2 NM 3.5 NM 6.5 NM 5.7 NM 5 NM

ELEV 97 D

9000 X 150 26R

9402 X 150

12001 X 150 26L

10000 X 150 27

TDZE 97

TDZ/CL Rwys 8R,15R, 26L, 27 and 33L. HIRL Rwys 8R-26L, 8L-26R, 9-27, 15L-33R and 15R-33L

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SC-5, 08 APR 2010 to 06 MAY 2010

HOUSTON, TEXAS

AL-5461 (FAA)

LOC/DME I-JYV	APP CRS	Rwy Idg	9402
109.7	267°	TDZE	97
Chan 34		Apt Elev	97

HOUSTON/ GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH)

ILS RWY 26L (CAT III)

Simultaneous approach authorized with Rwy 26R and Rwy 27.

ALSF-2

MISSED APPROACH: Climb to 3000 then left turn via heading 240° and IAH VORTAC R-270 to LUCEP INT/IAH 22.9 DME and hold.

ATIS	HOUSTON APP CON	HOUSTON TOWER	GND CON	CLNC DEL
124.05	120.05 379.1 EAST 124.35 316.15 WEST	120.725 125.35 127.3 135.15 288.25 290.2	118.575 119.95 121.7	128.1

RADAR REQUIRED

LOCALIZER 109.7 I-JYV Chan 34

MSA IAH 25 NM

195° 2400 3100 050°

10 NM

629 320 210 281 214± 585± 270 183± 303 230 368 396 530 208± 667

IM MM

JEPNI INT I-JYV 7.5

KERNS INT I-JYV 10.9

GRIEG INT I-JYV 17.4 (IF)

MKAYE INT I-JYV 23.1

VANNN INT I-JYV 28.1 (IAF)

2000 267° (3.5)

*3000 267° (6.5)

*5000 267° (5.7)

7000 267° (5)

IAH R-079

087°

R-225 116.9 DAS Chan 116

R-213

R-270 R-004 R-013 R-028 R-038

HUMBLE 116.6 IAH Chan 113

117.1 HUB Chan 118

MISSED APCH FIX

115.9 TNV R-133 Chan 106

LUCEP INT IAH 22.9

R-270 090° 116.6 IAH Chan 113 270°

ALTERNATE MISSED APCH FIX

115.9 TNV R-133 Chan 106

LUCEP INT

326 BVP

085° 085° 265°

3000 HDG 240°

IAH R-270 116.6

LUCEP INT IAH 22.9

* When assigned by ATC, intercept glidepath at 3000 or 5000.

VGSI and ILS glidepath not coincident.

JEPNI INT I-JYV 7.5

KERNS INT I-JYV 10.9

GRIEG INT I-JYV 17.4

MKAYE INT I-JYV 23.1

VANNN INT I-JYV 28.1

97 MSL

IM 190

MM 296

2000

3000*

5000*

267°

7000

7000

GS 3.00° TCH 56

1042' 910' 2012' 5.2 NM 3.5 NM 6.5 NM 5.7 NM 5 NM

CATEGORY	A	B	C	D
S-ILS 26L	CAT IIIa	RVR 07		
S-ILS 26L	CAT IIIb	RVR 06		
S-ILS 26L	CAT IIIc	NA		

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

ELEV 97 D

9000 X 150 26R

9402 X 150 8R 26L

9999 X 150 9L 27R

10000 X 150 27

TDZE 97

129± 193 142 259 189 422 207 125 247 133 203 196 172

TDZ/CL Rwys 8R,15R, 26L, 27 and 33L. HIRL Rwys 8R-26L, 8L-26R, 9-27, 15L-33R and 15R-33L

SC-5, 08 APR 2010 to 06 MAY 2010

HOUSTON, TEXAS

AL-5461 (FAA)

LOC/DME I-OND	APP CRS	Rwy Idg	9000
111.55	267°	TDZE	97
Chan 52 (Y)		Apt Elev	97

HOUSTON/
GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH)

ILS RWY 26R (CAT II)

Simultaneous approach authorized with Rwy 26L and 27. DME or RADAR required.

ALSF-2

MISSED APPROACH: Climb to 600, then climbing right turn to 3000 via IAH R-344 to PEPBI INT/IAH 20 DME and hold.

ATIS	HOUSTON APP CON	HOUSTON TOWER	GND CON	CLNC DEL
124.05	120.05 379.1 EAST 124.35 316.15 WEST	120.725 125.35 127.3 135.15 288.25 290.2	118.575 119.95 121.7	128.1

MISSED APCH FIX
R-344
PEPBI INT
IAH 20
164°
344°
115.9 TNV
Chan 106
R-082
116.6 IAH
Chan 113

ALTERNATE MISSED APCH FIX
R-344
PEPBI INT
HUB 38.4
164°
344°
115.9 TNV
Chan 106
R-082
117.1 HUB
Chan 118

10 NM

629
OWELL
I-OND 7.4
RADAR

CHUBS INT
I-OND 11.1

RAIDS INT
I-OND 17.6

NEWLY INT
I-OND 23.3

(IAF)
ZAPPO INT
I-OND 28.3

IAH and HUB R-344

320 281 210 IM 214± 270 303 396 530 659 208± 230 368 646

255± 557 2000 267° (3.8)
*2000 267° (6.4)
*3000 267° (5.7)
3000 267° (5)
087°

R-227
R-215
R-013
R-027
R-344

DAISETTA
116.9 DAS
Chan 116

HUMBLE
116.6 IAH
Chan 113

LOCALIZER 111.55
I-OND
Chan 52 (Y)

117.1 HUB
Chan 118

RADAR REQUIRED

MSA IAH 25 NM
195°
2400
3100
050°

ELEV 97
D
TDZE 97
9000 X 150
9402 X 150
10000 X 150
8R 26R 15L 26L 33L 27 15R 33R
129± 193 142 259 189 422 207 125 247 133 203 196 172

600	3000	PEPBI INT	OWELL I-OND 7.4 RADAR	CHUBS INT I-OND 11.1	RAIDS INT I-OND 17.6	NEWLY INT I-OND 23.3	ZAPPO INT I-OND 28.3
	IAH R-344 116.6	IAH 20					

DH (RA 101)
2000
IM
97 MSL
2000*
3000*
267° 3000
3000
GS 3.00°
TCH 59
When assigned by ATC, intercept glidepath at 2000 or 3000.

1140' 807' 5.6 NM 3.8 NM 6.4 NM 5.7 NM 5 NM

CATEGORY	A	B	C	D
S-ILS-26R	RA 101/12 100 DA 197			

TDZ/CL Rwys 8R,15R, 26L, 27 and 33L
HIRL Rwys 8R-26L, 8L-26R, 9-27, 15L-33R and 15R-33L

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SC-5, 08 APR 2010 to 06 MAY 2010

HOUSTON, TEXAS

AL-5461 (FAA)

LOC/DME I-OND	APP CRS	Rwy Idg	9000
111.55	267°	TDZE	97
Chan 52 (Y)		Apt Elev	97

HOUSTON/
GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH)

ILS RWY 26R(CAT III)

Simultaneous approach authorized with Rwy 26L and 27. DME or RADAR required.

ALSF-2

MISSED APPROACH: Climb to 600, then climbing right turn to 3000 via IAH R-344 to PEPBI INT/IAH 20 DME and hold.

ATIS	HOUSTON APP CON	HOUSTON TOWER	GND CON	CLNC DEL
124.05	120.05 379.1 EAST 124.35 316.15 WEST	120.725 125.35 127.3 135.15 288.25 290.2	118.575 119.95 121.7	128.1

MISSED APCH FIX
R-344
PEPBI INT
IAH 20
164°
344°
115.9 TNV
Chan 106
R-082
116.6 IAH
Chan 113

ALTERNATE MISSED APCH FIX
R-344
PEPBI INT
HUB 38.4
164°
344°
115.9 TNV
Chan 106
R-082
117.1 HUB
Chan 118

RADAR REQUIRED
10 NM

629
OWELL
I-OND 7.4
RADAR

CHUBS INT
I-OND 11.1

RAIDS INT
I-OND 17.6

NEWLY INT
I-OND 23.3

ZAPPO INT
I-OND 28.3

(IAF)

IAH and HUB R-344
320
281
210
214±
270
303
396
530
659
IM
255±
557
2000
267°
(3.8)
*2000
267°
(6.4)
*3000
267°
(5.7)
3000
267°
(5)
087°
R-227
R-215
116.9 DAS
Chan 116
230
208±
368
646
HUMBLE
116.6 IAH
Chan 113
R-013
R-027
R-344
LOCALIZER 111.55
I-OND
Chan 52 (Y)
117.1 HUB
Chan 118

MSA IAH 25 NM
195°
2400
3100
050°

ELEV 97
D
TDZE
97
9000 X 150
9402 X 150
10000 X 150
8R
26R
8L
26L
15L
15R
33L
33R
27
129±
193
142
259
189
422
207
125
133
203
196
172
247

TDZ/CL Rwys 8R,15R, 26L, 27 and 33L
HIRL Rwys 8R-26L, 8L-26R, 9-27, 15L-33R and 15R-33L

600	3000 IAH R-344 116.6	PEPBI INT IAH 20	OWELL I-OND 7.4 RADAR	CHUBS INT I-OND 11.1	RAIDS INT I-OND 17.6	NEWLY INT I-OND 23.3	ZAPPO INT I-OND 28.3
			2000		3000*	267° 3000	3000
97 MSL	IM			2000*			GS 3.00° TCH 59
			2000*				

When assigned by ATC, intercept glidepath at 2000 or 3000.

1140' | 780' | 5.6 NM | 3.8 NM | 6.4 NM | 5.7 NM | 5 NM

CATEGORY	A	B	C	D
S-ILS-26R	CAT IIIa	RVR 07		
S-ILS-26R	CAT IIIb	RVR 06		
S-ILS-26R	CAT IIIc	NA		

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SC-5, 08 APR 2010 to 06 MAY 2010

LOC/DME I-GHI	APP CRS	Rwy Idg	10000
110.9	267°	TDZE	88
Chan 46		Apt Elev	97

HOUSTON/ GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH)

ILS RWY 27 (CAT II)

Simultaneous approach authorized with runway 26L/R.

ALSF-2

MISSED APPROACH: Climb to 520 then climbing left turn to 3000 via IAH VORTAC R-215 to TICOY INT/IAH 20 DME and hold.

ATIS	HOUSTON APP CON	HOUSTON TOWER	GND CON	CLNC DEL
124.05	120.05 379.1 EAST 124.35 316.15 WEST	120.725 125.35 127.3 135.15 288.25 290.2	118.575 119.95 121.7	128.1

RADAR REQUIRED

LOCALIZER 110.9 I-GHI Chan 46

10 NM

116.9 DAS Chan 116

REDOC INT I-GHI 6

FESTA INT I-GHI 10

(IF) DENTO INT I-GHI 16.2

TRANN INT I-GHI 22

(IAF) SILLS INT I-GHI 27

1500 267° (3.9)

*2000 267° (6.3)

*4000 267° (5.7)

5000 267° (5)

087°

R-223

R-210

R-215

R-003

R-014

R-029

IM

HUMBLE 116.6 IAH Chan 113

117.1 HUB Chan 118

MSA IAH 25 NM

195°

2400

3100

050°

MISSED APCH FIX

TICOY INT IAH 20

116.6 IAH Chan 113

R-274

117.1 HUB Chan 118

035°

215°

R-215

116.6 IAH Chan 113

ALTERNATE MISSED APCH FIX

ADING HUB 6.6

R-308°

128°

308°

180°

117.1 HUB Chan 118

ADING

ELEV 97

9000 X 150

9402 X 150

10000 X 150

9999 X 150

1001 X 150

TDZE 88

267° 4.2 NM from FAF

520

3000

IAH R-215 116.6

TICOY INT

VGSI and ILS glidepath not coincident.

REDOC INT I-GHI 6

FESTA INT I-GHI 10

DENTO INT I-GHI 16.2

TRANN INT I-GHI 22

SILLS INT I-GHI 27

DA RA 101

1500

267° *2000 *4000 5000

*When assigned by ATC, intercept glidepath at 2000 or 4000.

GS 3.00° TCH 55

88 MSL

IM

1035' 901' 4.1 NM 3.9 NM 6.3 NM 5.7 NM 5 NM

CATEGORY	A	B	C	D
S-ILS-27	RA 101/12 100 DA 188			

TDZ/CL Rwys 8R,15R, 26L, 27 and 33L HIRL Rwys 8R-26L, 8L-26R, 9-27, 15L-33R and 15R-33L

FAF to MAP 4.2 NM					
Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SC-5, 08 APR 2010 to 06 MAY 2010

LOC/DME I-GHI	APP CRS	Rwy Idg	10000
110.9	267°	TDZE	88
Chan 46		Apt Elev	97

HOUSTON/ GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH)

ILS RWY 27 (CAT III)

Simultaneous approach authorized with runway 26L/R.

ALSF-2

MISSED APPROACH: Climb to 520 then climbing left turn to 3000 via IAH VORTAC R-215 to TICOY INT/IAH 20 DME and hold.

ATIS	HOUSTON APP CON	HOUSTON TOWER	GND CON	CLNC DEL
124.05	120.05 379.1 EAST 124.35 316.15 WEST	120.725 125.35 127.3 135.15 288.25 290.2	118.575 119.95 121.7	128.1

RADAR REQUIRED

LOCALIZER 110.9 I-GHI Chan 46

10 NM

116.9 DAS Chan 116

REDOC INT I-GHI 6

FESTA INT I-GHI 10

(IF) DENTO INT I-GHI 16.2

TRANN INT I-GHI 22

(IAF) SILLS INT I-GHI 27

1500 267° (3.9)

*2000 267° (6.3)

*4000 267° (5.7)

5000 267° (5)

IM

HUMBLE 116.6 IAH Chan 113

R-003 R-014 R-029 R-223 R-210 R-215

MSA IAH 25 NM 195° 2400 3100 050°

117.1 HUB Chan 118

MISSED APCH FIX

TICOY INT IAH 20

116.6 IAH Chan 113

R-274 035° 215° R-215

ALTERNATE MISSED APCH FIX

116.6 IAH Chan 113

R-308° 128° 308° 180°

ADING HUB 6.6

117.1 HUB Chan 118

ADING

ELEV 97

9000 X 150 26R

9402 X 150 8L-26R

10000 X 150 27

TDZE 88

520 3000 IAH R-215 116.6 TICOY INT

VGSI and ILS glidepath not coincident.

* When assigned by ATC, intercept glidepath at 2000 or 4000.

DENTO INT TRANN INT SILLS INT

REDOC INT I-GHI 6 FESTA INT I-GHI 10 I-GHI 16.2 I-GHI 22 I-GHI 27

IM 1500 267° *2000 *4000 5000 GS 3.00° TCH 55

88 MSL 185

1035' 901 4.1 NM 3.9 NM 6.3 NM 5.7 NM 5 NM

CATEGORY	A	B	C	D
S-ILS-27	CAT IIIa	RVR 07		
S-ILS-27	CAT IIIb	RVR 06		
S-ILS-27	CAT IIIc	NA		

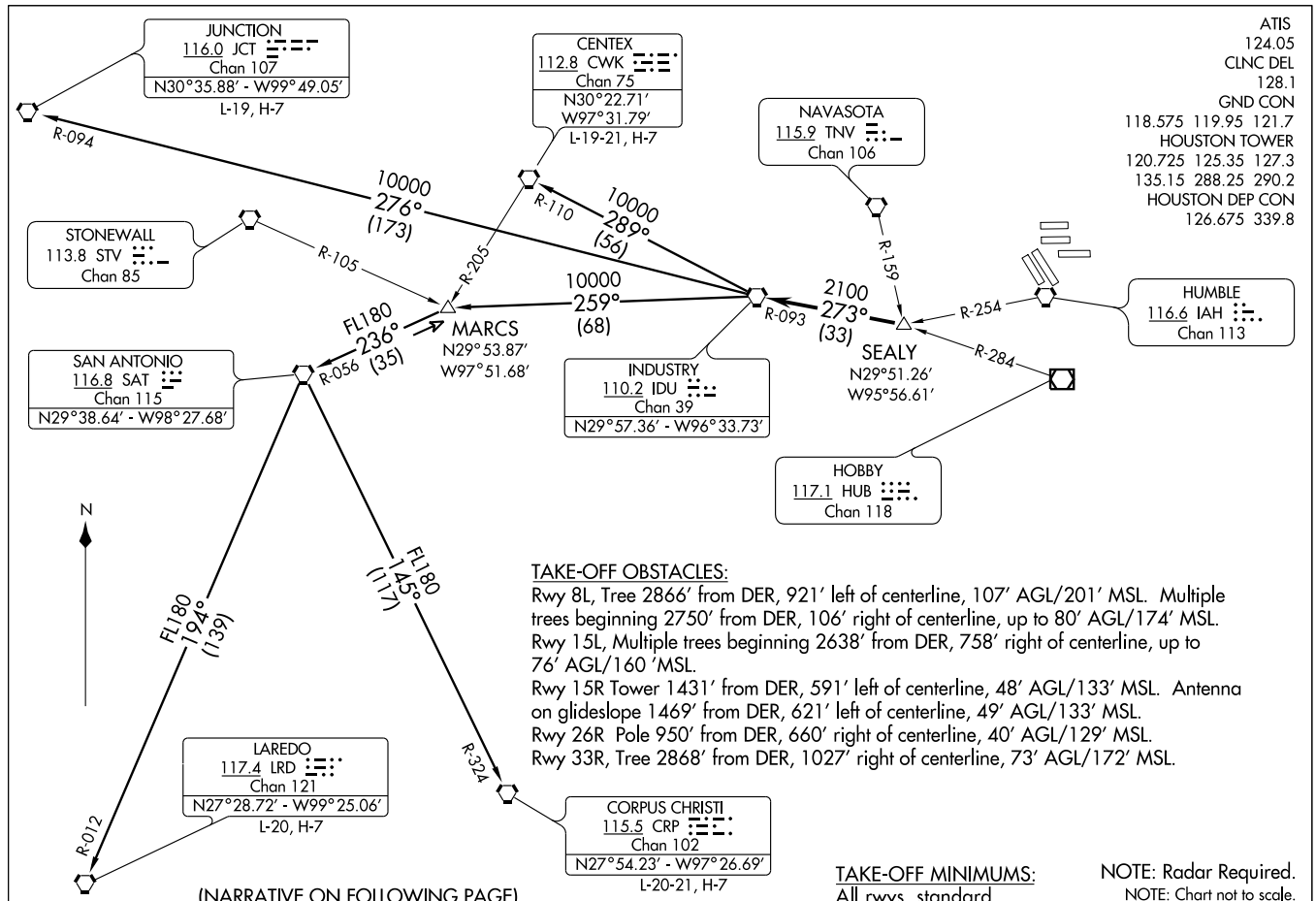
267° 4.2 NM from FAF

TDZ/CL Rwys 8R,15R, 26L, 27 and 33L HIRL Rwys 8R-26L, 8L-26R, 9-27, 15L-33R and 15R-33L

FAF to MAP 4.2 NM					
Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SC-5, 08 APR 2010 to 06 MAY 2010



INDUSTRY THREE DEPARTURE (IDU3.IDU) 08213

HOUSTON/GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH)

SL-5461 (FAA)

HOUSTON, TEXAS

DEPARTURE ROUTE DESCRIPTION

Expect vectors to SEALY INT, maintain 4000', expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IDU R-093 to IDU VORTAC.

CENTEX TRANSITION (IDU3.CWK): (ATC assigned only. For aircraft inbound to the DFW Metroplex area that are being rerouted due to bad weather.) From over IDU VORTAC via IDU R-289 and CWK R-110 to CWK VORTAC.

CORPUS CHRISTI TRANSITION (IDU3.CRP): (ATC assigned only.) From over IDU VORTAC via IDU R-259 to MARCS INT, then via SAT R-056 to SAT VORTAC, then via SAT R-145 and CRP R-324 to CRP VORTAC.

JUNCTION TRANSITION (IDU3.JCT): (For aircraft overflying JCT VORTAC via J2, J15, or J86.) From over IDU VORTAC via IDU R-276 and JCT R-094 to JCT VORTAC.

LAREDO TRANSITION (IDU3.LRD): (ATC assigned only.) From over IDU VORTAC via IDU R-259 to MARCS INT, then via SAT R-056 to SAT VORTAC, then via SAT R-194 and LRD R-012 to LRD VORTAC.

SC-5, 08 APR 2010 to 06 MAY 2010

JUNCTION SIX DEPARTURE

SL-5461 (FAA) HOUSTON, TEXAS

ATIS 124.05
CLNC DEL 128.1
GND CON
118.575 119.95 121.7
HOUSTON TOWER
120.725 125.35 127.3
135.15 288.25 290.2
HOUSTON DEP CON
126.675 339.8

TAKE-OFF OBSTACLES:

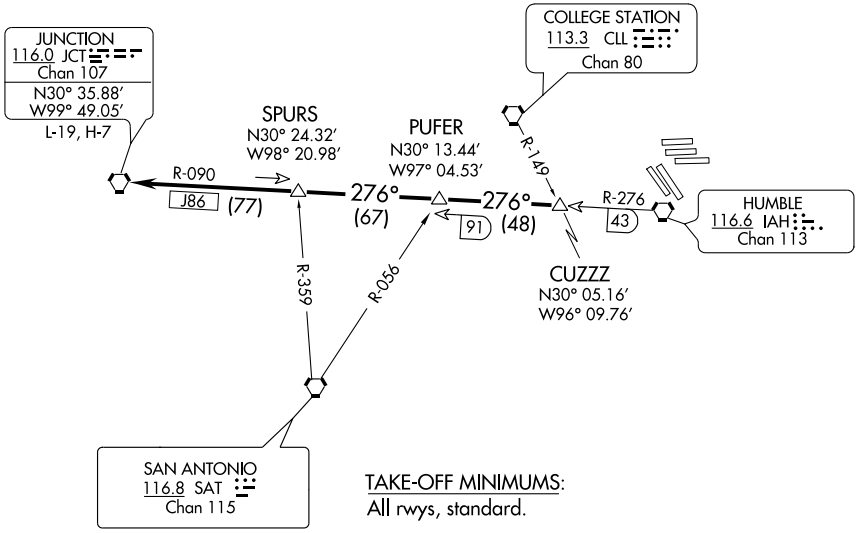
Rwy 8L, Tree 2866′ from DER, 921′ left of centerline, 107′ AGL/201′ MSL. Multiple trees beginning 2750′ from DER, 106′ right of centerline, up to 80′ AGL/174′ MSL.

Rwy 15L, Multiple trees beginning 2638′ from DER, 758′ right of centerline, up to 76′ AGL/160′ MSL.

Rwy 15R, Tower 1431′ from DER, 591′ left of centerline, 48′ AGL/133′ MSL. Antenna on glideslope 1469′ from DER, 621′ left of centerline, 49′ AGL/133′ MSL.

Rwy 26R, Pole 950′ from DER, 660′ right of centerline, 40′ AGL/129′ MSL.

Rwy 33R, tree 2868′ from DER, 1027′ right of centerline, 73′ AGL/172′ MSL.



TAKE-OFF MINIMUMS:
All rwys, standard.

NOTE: RADAR REQUIRED.
NOTE: For aircraft overflying JCT VORTAC via J86 filing FL240 or above.

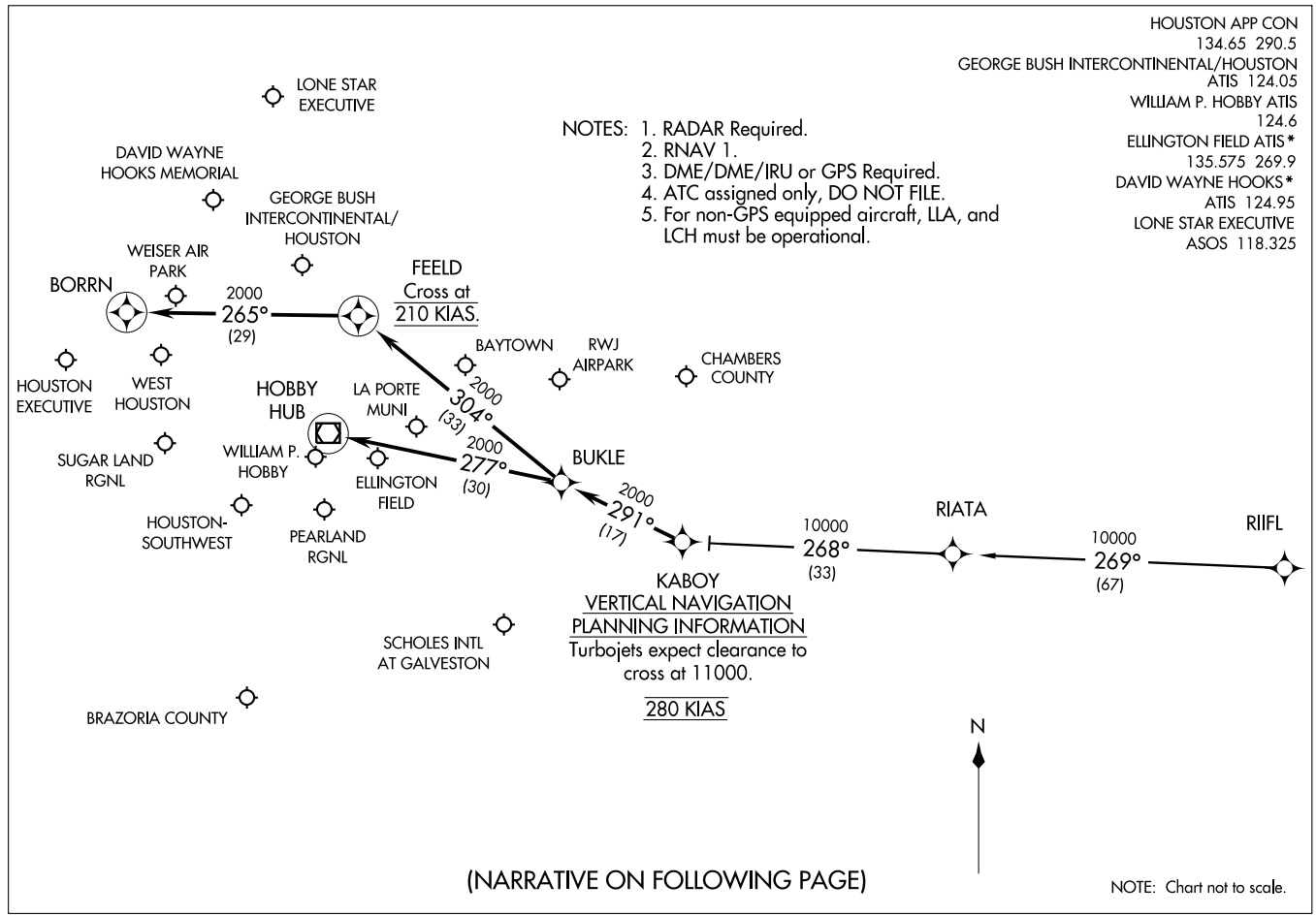
NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

Expect vectors to CUZZZ INT, maintain 4,000, expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-276 and JCT R-090 to JCT VORTAC.

SC-5, 08 APR 2010 to 06 MAY 2010


HOUSTON APP CON
134.65 290.5
GEORGE BUSH INTERCONTINENTAL/HOUSTON
ATIS 124.05
WILLIAM P. HOBBY ATIS
124.6
ELLINGTON FIELD ATIS*
135.575 269.9
DAVID WAYNE HOOKS*
ATIS 124.95
LONE STAR EXECUTIVE
ASOS 118.325
(KABOY.KABOY1) 09071
KABOY ONE ARRIVAL (RNAV)
ST-5461(FAA)
HOUSTON, TEXAS
NOTES: 1. RADAR Required.
2. RNAV 1.
3. DME/DME/IRU or GPS Required.
4. ATC assigned only, DO NOT FILE.
5. For non-GPS equipped aircraft, LLA, and LCH must be operational.
LONE STAR EXECUTIVE
DAVID WAYNE HOOKS MEMORIAL
GEORGE BUSH INTERCONTINENTAL/ HOUSTON
WEISER AIR PARK
BORRN
2000
265°
(29)
FEELD
Cross at
210 KIAS.
BAYTOWN
RWJ AIRPARK
CHAMBERS COUNTY
HOUSTON EXECUTIVE
WEST HOUSTON
HOBBY HUB
LA PORTE MUNI
2000
304°
(33)
SUGAR LAND RGNL
WILLIAM P. HOBBY
2000
277°
(30)
ELLINGTON FIELD
BUKLE
2000
291°
(17)
HOUSTON-SOUTHWEST
PEARLAND RGNL
10000
268°
(33)
RIATA
10000
269°
(67)
RIIFL
KABOY
VERTICAL NAVIGATION
PLANNING INFORMATION
Turbojets expect clearance to cross at 11000.
280 KIAS
SCHOLES INTL AT GALVESTON
BRAZORIA COUNTY
N
(NARRATIVE ON FOLLOWING PAGE)
NOTE: Chart not to scale.

ARRIVAL DESCRIPTION

RIIFL TRANSITION (RIIFL.KABOY1)

From KABOY via 291° track to BUKLE . . . .

GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):

LANDING RUNWAYS 8L/8R, OR 9: . . . . From BUKLE via 304° track to FEELD, thence as depicted to BORRN. Expect vectors to final approach course prior to BORRN, if not received by BORRN, fly present heading.

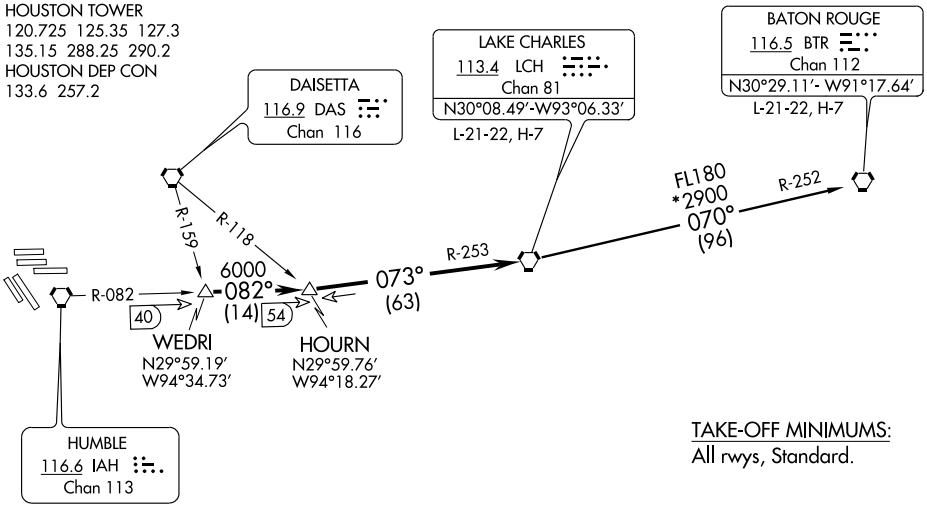
ALL OTHER RUNWAYS: . . . . From BUKLE via 304° track to FEELD. Expect vectors to final approach course prior to FEELD.

DAVID WAYNE HOOKS MEMORIAL (DWH) AND LONE STAR EXECUTIVE (CXO): . . . . From BUKLE via 304° track to FEELD. Expect vectors to final approach course prior to FEELD.

ALL OTHER AIRPORTS: . . . . From BUKLE via 277° track to HUB VOR/DME. Expect vectors to final approach course prior to HUB VOR/DME.

LAKE CHARLES ONE DEPARTURE SL-5461 (FAA)

ATIS 124.05
CLNC DEL 128.1
GND CON
118.575 119.95 121.7
HOUSTON TOWER
120.725 125.35 127.3
135.15 288.25 290.2
HOUSTON DEP CON
133.6 257.2



TAKE-OFF MINIMUMS:
All rwys, Standard.

NOTE: Radar Required

NOTE: Chart not to scale.

TAKE-OFF OBSTACLES

Rwy 8L, Tree 2866' from DER, 921' left of centerline, 107' AGL/201' MSL. Multiple trees beginning 2750' from DER, 106' right of centerline, up to 80' AGL/174' MSL.
Rwy 15L, Multiple trees beginning 2638' from DER, 758' right of centerline, up to 76' AGL/160' MSL.
Rwy 15R, Tower 1431' from DER, 591' left of centerline, 48' AGL/133' MSL. Antenna on glideslope 1469' from DER, 621' left of centerline, 49' AGL/133' MSL.
Rwy 26R, Pole 950' from DER, 660' right of centerline, 40' AGL/129' MSL.
Rwy 33R, tree 2868' from DER, 1027' right of centerline, 73' AGL/172' MSL.

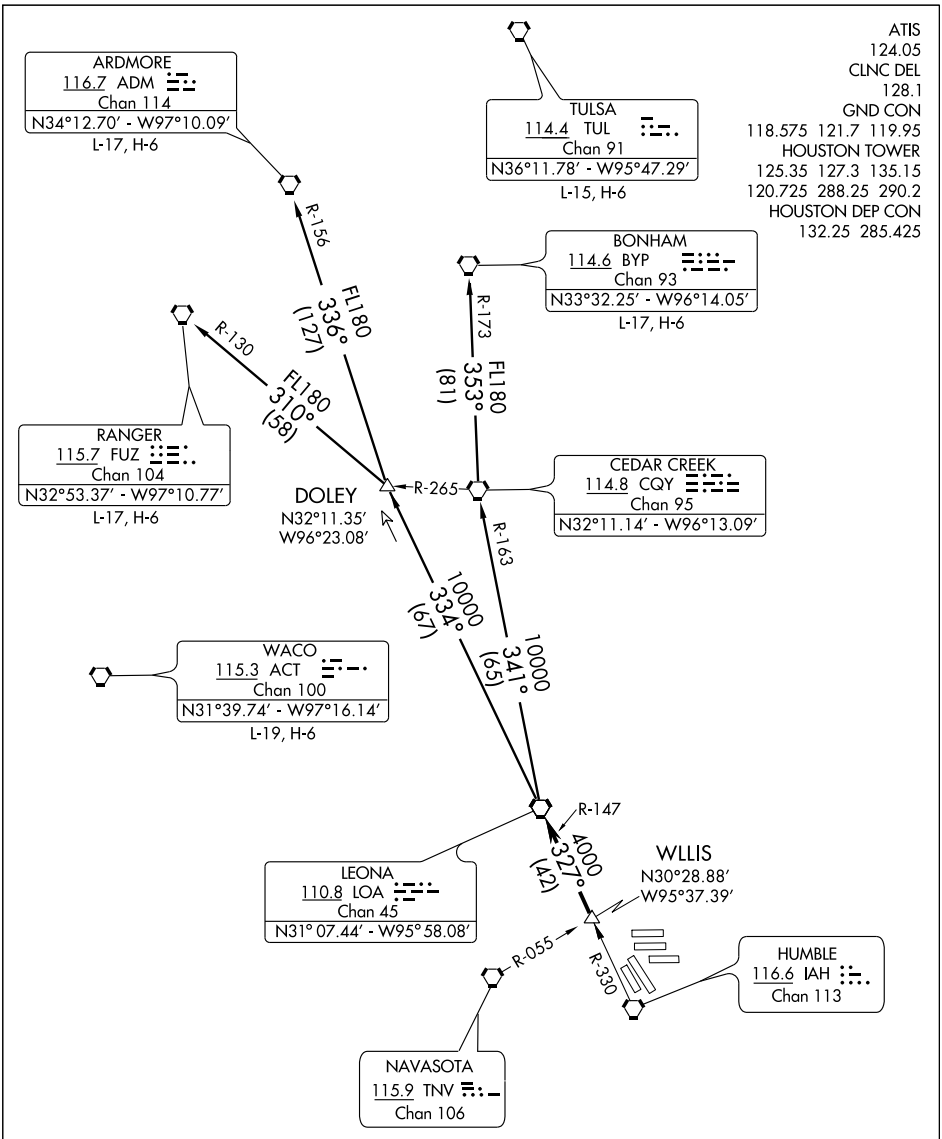
DEPARTURE ROUTE DESCRIPTION

Expect vectors to WEDRI INT, maintain 4000, expect filed altitude 10 minutes after departure.
Thence . . . .

. . . . via IAH R-082 to HOURN INT, then via LCH R-253 to LCH VORTAC.

BATON ROUGE TRANSITION (LCH1.BTR): From over LCH VORTAC via LCH R-070 and BTR R-252 to BTR VORTAC.

LEONA SIX DEPARTURE



TAKE-OFF MINIMUMS:
Rwy 8L/R, 9, 15L/R, 26L/R, 27, 33L/R standard.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Radar required.

SC-5, 08 APR 2010 to 06 MAY 2010

DEPARTURE ROUTE DESCRIPTION

Expect vectors to WLLIS INT, maintain 4000, expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via LOA R-147 to LOA VORTAC.

ARDMORE TRANSITION (LOA6.ADM): (For aircraft overflying North/Northwest of the DFW terminal area FL240 and above.) From over LOA VORTAC via LOA R-334 to DOLEY INT, then via ADM R-156 to ADM VORTAC.

BONHAM TRANSITION (LOA6.BYP): (For aircraft overflying/landing TUL VORTAC FL240 and above.) From over LOA VORTAC via LOA R-341 and CQY R-163 to CQY VORTAC, then via CQY R-353 and BYP R-173 to BYP VORTAC.

RANGER TRANSITION (LOA6.FUZ): (For aircraft overflying west/northwest of the DFW terminal area FL240 and above.) From over LOA VORTAC via LOA R-334 to DOLEY INT, then via FUZ R-130 to FUZ VORTAC.

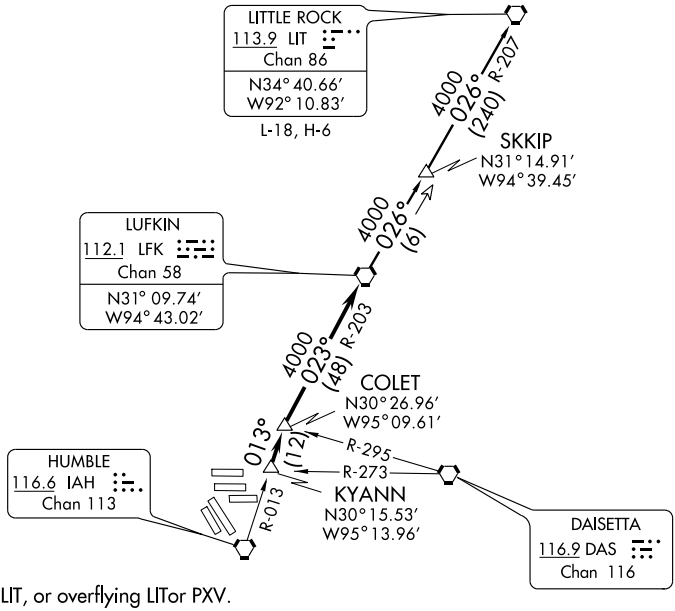
TAKE-OFF OBSTACLES

Rwy 8L, Tree 2866′ from DER, 921′ left of centerline, 107′ AGL/201′ MSL. Multiple trees beginning 2750′ from DER, 106′ right of centerline, up to 80′ AGL/174′ MSL.
Rwy 15L, Multiple trees beginning 2638′ from DER, 758′ right of centerline, up to 76′ AGL/160′ MSL.
Rwy 15R, Tower 1431′ from DER, 591′ left of centerline, 48′ AGL/133′ MSL. Antenna on glideslope 1469′ from DER, 621′ left of centerline, 49′ AGL/133′ MSL.
Rwy 26R, Pole 950′ from DER, 660′ right of centerline, 40′ AGL/129′ MSL.
Rwy 33R, Tree 2868′ from DER, 1027′ right of centerline, 73′ AGL/172′ MSL.

SC-5, 08 APR 2010 to 06 MAY 2010

LUFKIN FIVE DEPARTURE

ATIS
124.05
CLNC DEL
128.1
GND CON
118.575 119.95 121.7
HOUSTON TOWER
120.725 125.35 127.3
135.15 288.25 290.2
HOUSTON DEP CON
132.25 285.425



TAKE-OFF MINIMUMS:
All Rwys, standard.

NOTE: Radar Required.
NOTE: For aircraft destined LIT, or overflying LITor PXV.

TAKE-OFF OBSTACLES:

Rwy 8L, Tree 2866′ from departure end of runway, 921′ left of centerline, 107′ AGL/201′ MSL. Multiple Trees beginning 2750′ from departure end of runway, 106′ right of centerline, up to 80′ AGL/174′ MSL.
Rwy 15L, Multiple Trees 2638′ from departure end of runway, 758′ right of centerline, up to 76′ AGL/160′ MSL.
Rwy 15R, Tower 1431′ from depature end of runway, 591′ left of centerline, 48′ AGL/133′ MSL. Antenna on glideslope 1469′ from departure end of runway, 621′ left of centerline, 49′ AGL/133′ MSL.
Rwy 26R, Pole 950′ from departure end of runway, 660′ right of centerline, 40′ AGL/129′ MSL.
Rwy 33R, Tree 2868′ from departure end of runway, 1027′ right of centerline, 73′ AGL/172′ MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

Expect vectors to KYANN INT, maintain 4000′, expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-013 to COLET INT, then right turn via LFK R-203 to LFK VORTAC.

LITTLE ROCK TRANSITION (LFK5.LIT): From over LFK VORTAC via LFK R-026 to SKKIP INT, then via LIT R-207 to LIT VORTAC.

SC-5, 08 APR 2010 to 06 MAY 2010

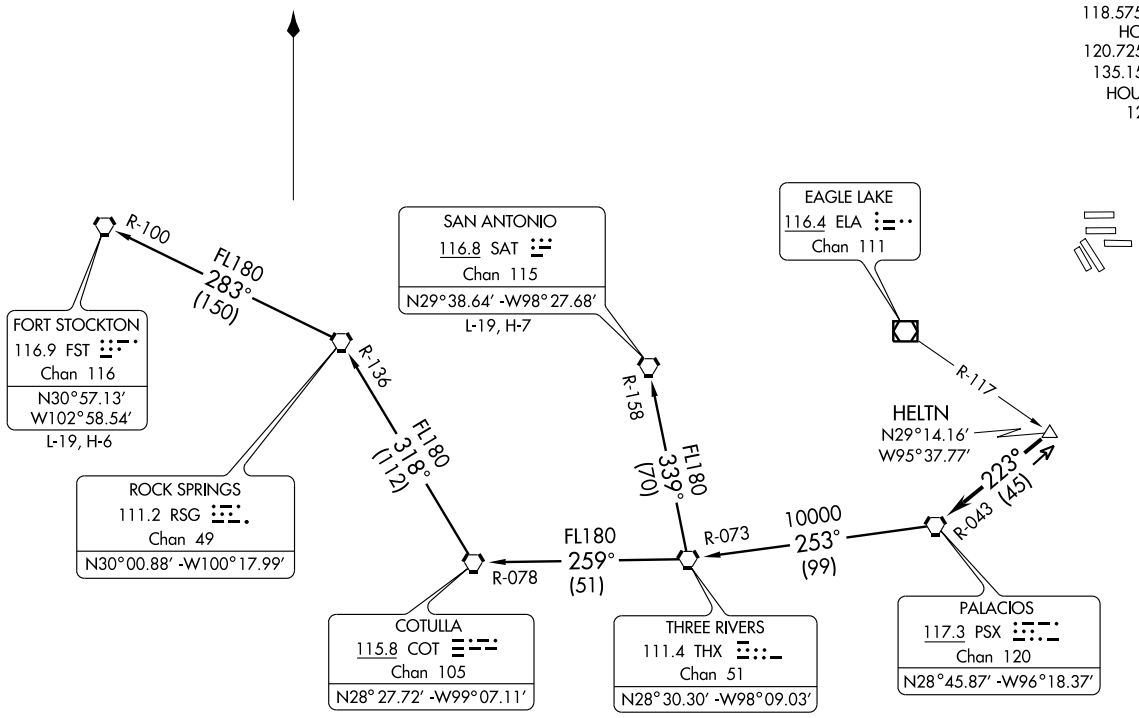
PALACIOS THREE DEPARTURE (PSX3.PSX) 08213

HOUSTON/GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH)

SI-5461 (FAA)

HOUSTON, TEXAS

ATIS 124.05
CLNC DEL
128.1
GND CON
118.575 119.95 121.7
HOUSTON TOWER
120.725 125.35 127.3
135.15 288.25 290.2
HOUSTON DEP CON
127.125 269.075



TAKE-OFF MINIMUMS:
All runways standard.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Radar Required
NOTE: Chart not to scale

PALACIOS THREE DEPARTURE

DEPARTURE ROUTE DESCRIPTION

Expect vectors to HELTN INT, maintain 4000'. Expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via PSX R-043 to PSX VORTAC.

FORT STOCKTON TRANSITION (PSX3.FST): From over PSX VORTAC via PSX R-253 and THX R-073 to THX VORTAC, then via THX R-259 and COT R-078 to COT VORTAC, then via COT R-318 and RSG R-136 to RSG VORTAC, then via RSG R-283 and FST R-100 to FST VORTAC.

SAN ANTONIO TRANSITION (PSX3.SAT): From over PSX VORTAC via PSX R-253 and THX R-073 to THX VORTAC, then via THX R-339 and SAT R-158 to SAT VORTAC.

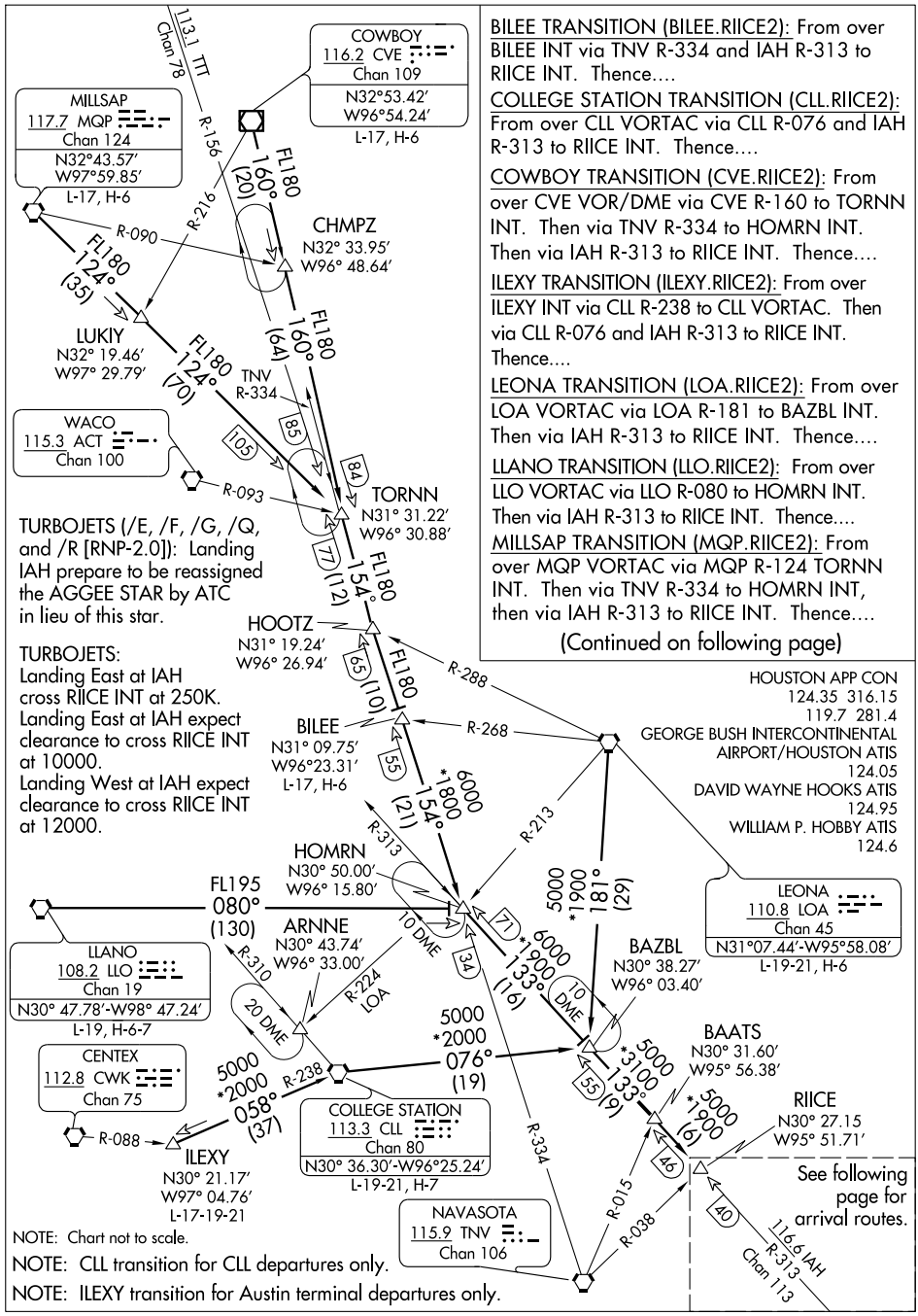
TAKE-OFF OBSTACLES:

Rwy 8L, Tree 2866' from DER, 921' left of centerline, 107' AGL/201' MSL.
Multiple trees beginning 2750' from DER, 106' right of centerline, up to 80' AGL/174' MSL.
Rwy 15L, Multiple trees beginning 2638' from DER, 758' right of centerline, up to 76' AGL/160'MSL.
Rwy 15R, Tower 1431' from DER, 591' left of centerline, 48' AGL/133' MSL.
Antenna on glideslope 1469' from DER, 621' left of centerline, 49' AGL/133' MSL.
Rwy 26R, Pole 950' from DER, 660' right of centerline, 40' AGL/129' MSL.
Rwy 33R, Tree 2868' from DER, 1027' right of centerline, 73' AGL/172' MSL.

SC-5, 08 APR 2010 to 06 MAY 2010

RIICE TWO ARRIVAL Transition Routes

HOUSTON, TEXAS



BILEE TRANSITION (BILEE.RIICE2): From over BILEE INT via TNV R-334 and IAH R-313 to RIICE INT. Thence....

COLLEGE STATION TRANSITION (CLL.RIICE2): From over CLL VORTAC via CLL R-076 and IAH R-313 to RIICE INT. Thence....

COWBOY TRANSITION (CVE.RIICE2): From over CVE VOR/DME via CVE R-160 to TORNN INT. Then via TNV R-334 to HOMRN INT. Then via IAH R-313 to RIICE INT. Thence....

ILEXY TRANSITION (ILEXY.RIICE2): From over ILEXY INT via CLL R-238 to CLL VORTAC. Then via CLL R-076 and IAH R-313 to RIICE INT. Thence....

LEONA TRANSITION (LOA.RIICE2): From over LOA VORTAC via LOA R-181 to BAZBL INT. Then via IAH R-313 to RIICE INT. Thence....

LLANO TRANSITION (LLO.RIICE2): From over LLO VORTAC via LLO R-080 to HOMRN INT. Then via IAH R-313 to RIICE INT. Thence....

MILLSAP TRANSITION (MQP.RIICE2): From over MQP VORTAC via MQP R-124 TORNN INT. Then via TNV R-334 to HOMRN INT, then via IAH R-313 to RIICE INT. Thence....

(Continued on following page)

NOTE: Chart not to scale.

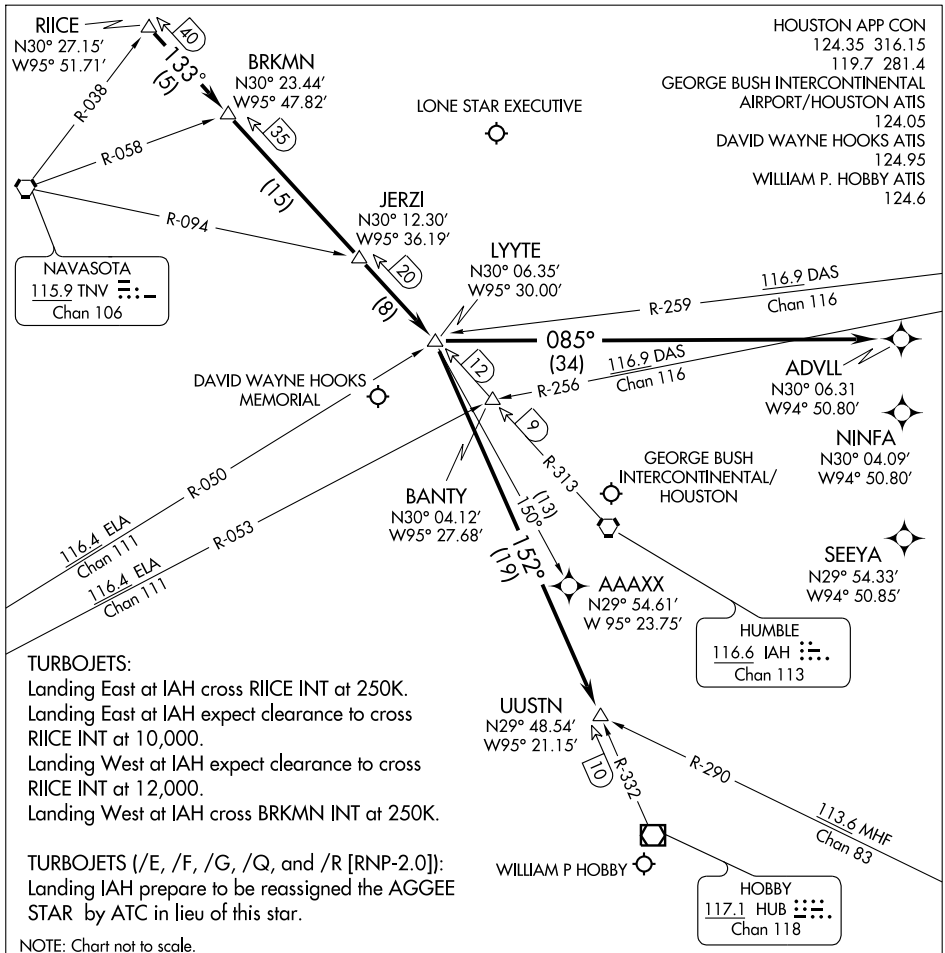
NOTE: CLL transition for CLL departures only.

NOTE: ILEXY transition for Austin terminal departures only.

SC-5, 08 APR 2010 to 06 MAY 2010

RIICE TWO ARRIVAL Arrival Routes

HOUSTON, TEXAS



TURBOJETS:
Landing East at IAH cross RIICE INT at 250K.
Landing East at IAH expect clearance to cross RIICE INT at 10,000.
Landing West at IAH expect clearance to cross RIICE INT at 12,000.
Landing West at IAH cross BRKMN INT at 250K.

TURBOJETS (/E, /F, /G, /Q, and /R [RNP-2.0]):
Landing IAH prepare to be reassigned the AGGEE STAR by ATC in lieu of this star.

NOTE: Chart not to scale.

GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):
....From over RIICE INT via IAH R-313 to LYYTE INT. Landing Runway 26L/26R or 27; fly heading 085° for vectors to final approach course. For /E, /F, /G, /Q and /R (RNP-2.0), equipped aircraft from LYYTE INT direct ADVLL WP, expect vectors to final approach course prior to ADVLL WP; if not received by ADVLL WP, fly present heading.

WILLIAM P. HOBBY (HOU) (ATC ASSIGNED):
....From over RIICE INT via IAH R-313 to LYYTE INT, then via HUB R-332 to UUSTN INT, expect vectors to final approach course at or prior to UUSTN INT.

DAVID WAYNE HOOKS MEMORIAL (DWH) and LONE STAR EXCUTIVE (CXO):
....From over RIICE INT via IAH R-313 to LYYTE INT, expect vectors to final approach course at or prior to LYYTE INT.

ALL OTHER RUNWAYS: Expect vectors to final approach course at or prior to LYYTE INT.

SC-5, 08 APR 2010 to 06 MAY 2010

WAAS Ch 97599 W15A	APP CRS 147°	Rwy Idg 9999 / TDZE 97 / Apt Elev 97

RNAV (GPS) RWY 15R

HOUSTON/GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH)

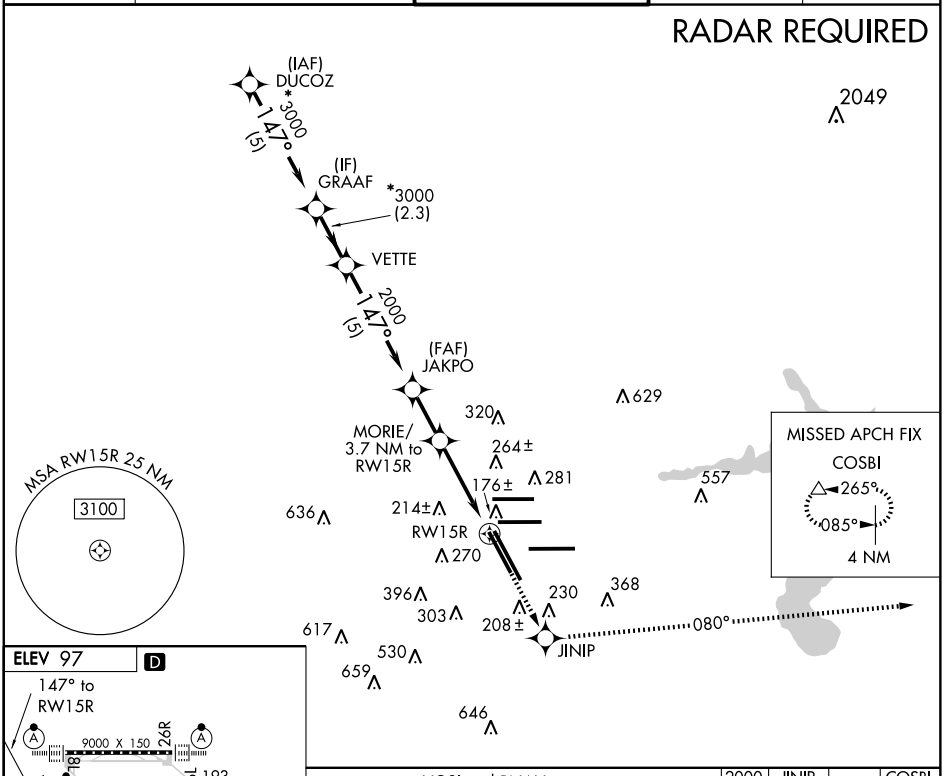
DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). For inoperative MALSR, increase LPV visibility to RVR 4000 all Cats, LNAV/VNAV Cat E visibility to RVR 6000, and LNAV Cat E visibility to 1¾.

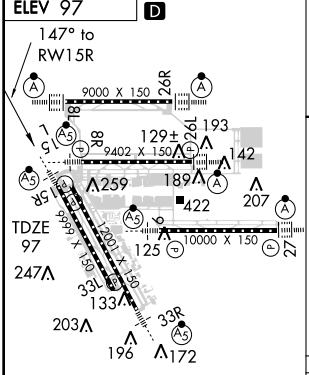
MALSR

MISSED APPROACH: Climb to 2000 direct JINIP and left turn via 080° track to COSBI and hold.

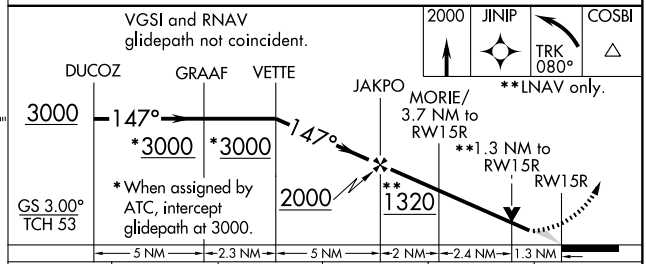
ATIS	HOUSTON APP CON	HOUSTON TOWER	GND CON	CLNC DEL
124.05	120.05 379.1 EAST 124.35 316.15 WEST	120.725 125.35 127.3 135.15 288.25 290.2	118.575 119.95 121.7	128.1

RADAR REQUIRED





TDZ/CL Rwys 8R, 15R, 26L, 27 and 33L
HIRL Rwys 8R-26L, 8L-26R, 9-27
15L-33R and 15R-33L



CATEGORY	A	B	C	D	E
LPV DA	347/24 250 (300-½)				
LNAV/VNAV DA	463/40 366 (400-¾)				
LNAV MDA	580/24 483 (500-½)	580/40 483 (500-¾)	580/50 483 (500-1)	580/60 483 (500-1¼)	

SC-5, 08 APR 2010 to 06 MAY 2010

HOUSTON, TEXAS AL-5461 (FAA)

WAAS	APP CRS	Rwy 33R		Rwy 33L	
CH 57902	327°	Rwy Idg	12001	Rwy Idg	9999
W33A		TDZE	89	TDZE	91
		Apt Elev	97	Apt Elev	97

HOUSTON/ GEORGE BUSH

RNAV (GPS) RWY 33R

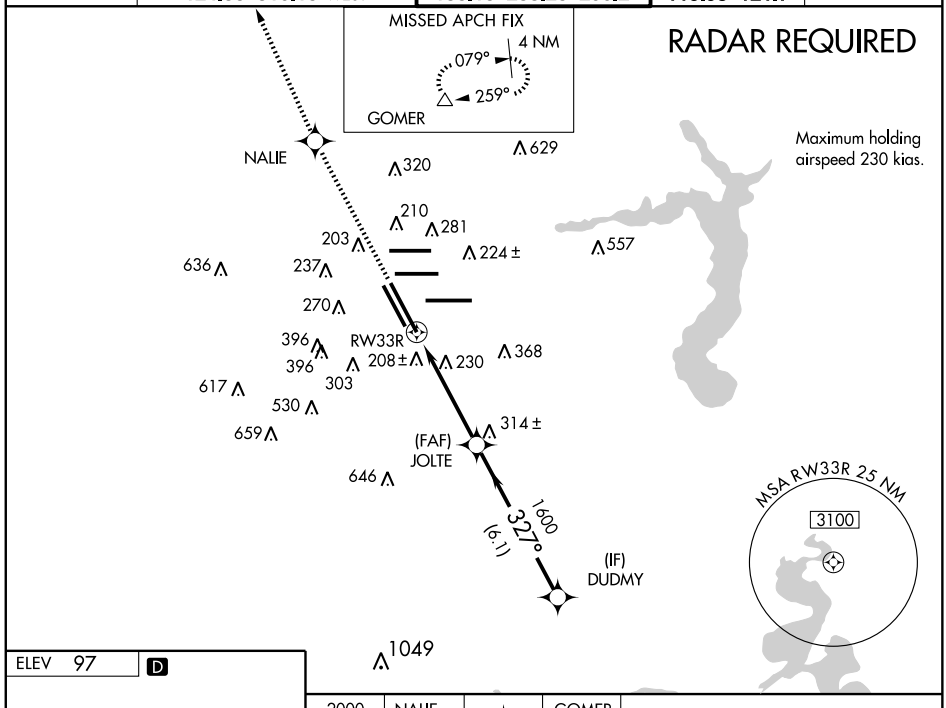
INTERCONTINENTAL/HOUSTON (IAH)

DME/DME RNP-0.3 NA. For uncompensated BARO-VNAV systems LNAV/VNAV NA below -15°C (5°F) or above 48°C (119°F). For inoperative MALSR increase LPV all Cats visibility to RVR 6000, LNAV/VNAV Cat E visibility to 1½, and LNAV Cat E visibility to 1¾.

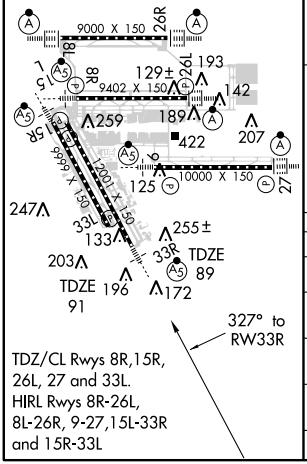
MALSR

MISSED APPROACH: Climb to 2000 direct NALIE and 331° track to GOMER and hold.

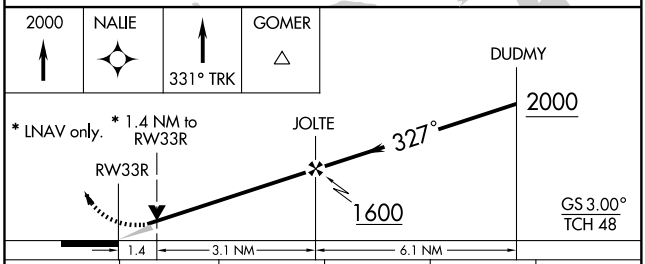
ATIS	HOUSTON APP CON	HOUSTON TOWER	GND CON	CLNC DEL
124.05	120.05 379.1 EAST 124.35 316.15 WEST	120.725 125.35 127.3 135.15 288.25 290.2	118.575 119.95 121.7	128.1



ELEV 97 D



TDZ/CL Rwys 8R,15R, 26L, 27 and 33L. HIRL Rwys 8R-26L, 8L-26R, 9-27,15L-33R and 15R-33L



CATEGORY	A	B	C	D	E
LPV DA	451/40 362 (400-¾)				
LNAV/ VNAV DA	520/50 431 (500-1)				
LNAV MDA	580/24 491 (500-½)		580/40 491 (500-¾)	580/50 491 (500-1)	580/60 491 (500-1¼)
SIDESTEP 33L*	580-1 489 (500-1)		580-1½ 489 (500-1½)	580-2 489 (500-2)	
CIRCLING	NA				

SC-5, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	9000
085°	TDZE	96
	Apt Elev	97

RNAV (GPS) Z RWY 8L

HOUSTON/GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH)

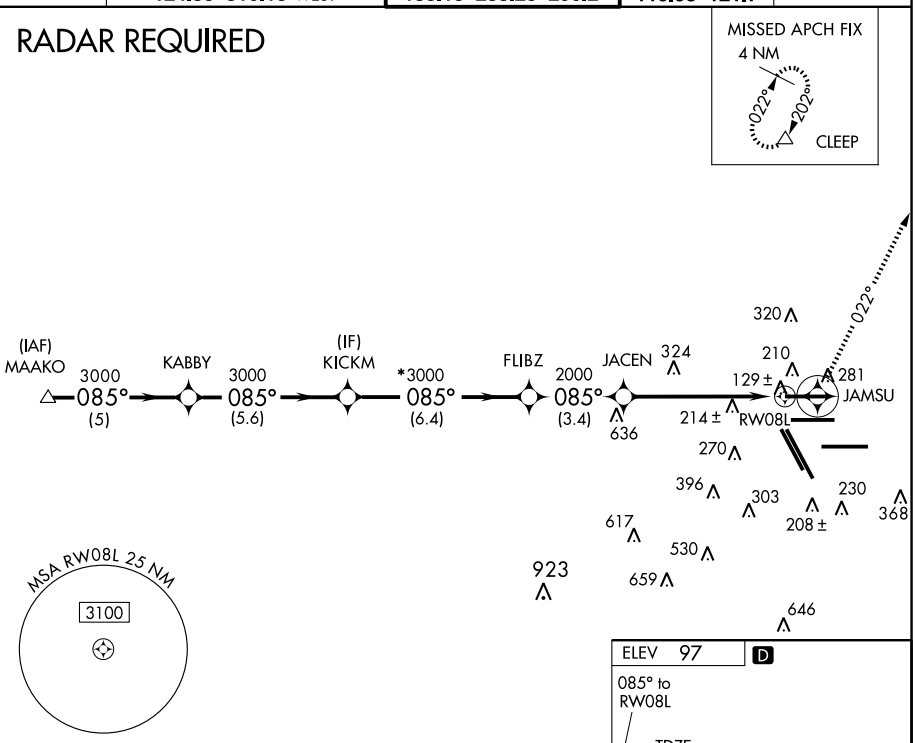
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. For inoperative ALSF, increase LNAV/VNAV Cat E visibility to RVR 6000 and LNAV Cat E to 1¾.

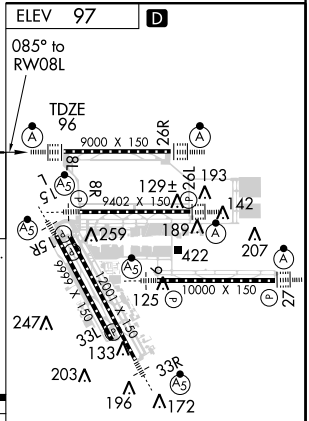
ALSF-2

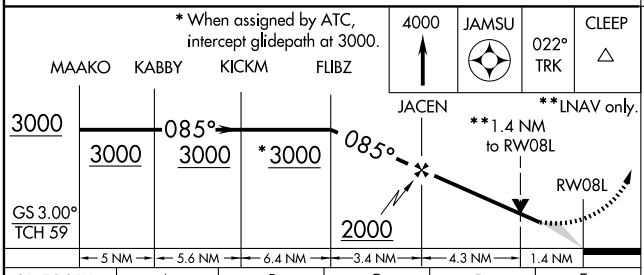
MISSED APPROACH: Climb to 4000 direct JAMSU and via 022° track to CLEEP and hold.

ATIS	HOUSTON APP CON	HOUSTON TOWER	GND CON	CLNC DEL
124.05	120.05 379.1 EAST 124.35 316.15 WEST	120.725 125.35 127.3 135.15 288.25 290.2	118.575 119.95 121.7	128.1

RADAR REQUIRED







CATEGORY	A	B	C	D	E
LNAV/VNAV DA	434/40 338 (400-¾)				
LNAV MDA	580/24 484 (500-½)		580/40 484 (500-¾)	580/50 484 (500-1)	580/60 484 (500-1¼)

TDZ/CL Rwys 8R,15R, 26L, 27 and 33L
HIRL Rwys 8R-26L, 8L-26R, 9-27, 15L-33R and 15R-33L

SC-5, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	9402
085°	TDZE	97
	Apt Elev	97

RNAV (GPS) Z RWY 8R

HOUSTON/GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP -0.3 NA. For inoperative MALSR, increase LNAV/VNAV Cat E visibility to 1½ miles, LNAV Cat D visibility to RVR 6000, and Cat E visibility to 1½ miles.

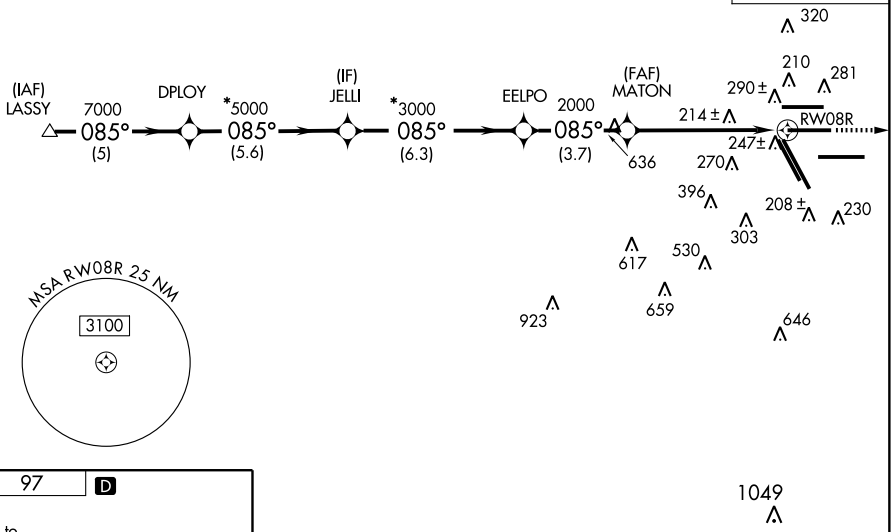
MALSR

MISSED APPROACH: Climb to 3000 direct MKAYE and hold.

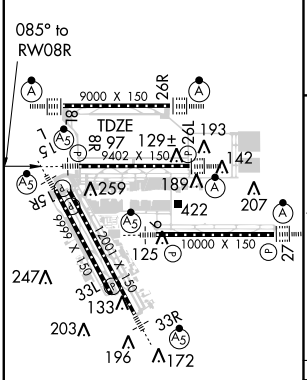
ATIS	HOUSTON APP CON	HOUSTON TOWER	GND CON	CLNC DEL
124.05	120.05 379.1 EAST 124.35 316.15 WEST	120.725 125.35 127.3 135.15 288.25 290.2	118.575 119.95 121.7	128.1

RADAR REQUIRED

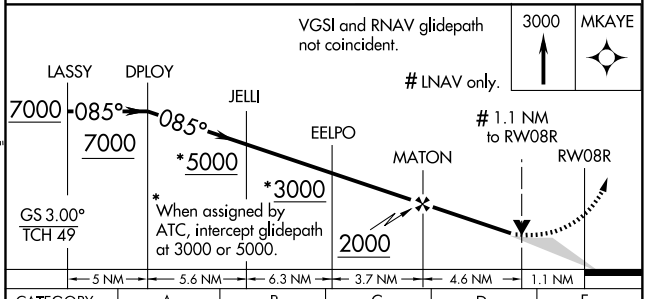
MISSED APCH FIX
4 NM
085°
265°
MKAYE



ELEV 97 D



TDZ/CL Rwys 8R,15R, 26L, 27 and 33L
HIRL Rwys 8R-26L, 8L-26R, 9-27, 15L-33R and 15R-33L



CATEGORY	A	B	C	D	E
LNAV/VNAV DA	544/50 447 (500-1)				
LNAV MDA	520/24 423 (500-½)		520/40 423 (500-¾)	520/50 423 (500-1)	

SC-5, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	10000
085°	TDZE	92
	Apt Elev	97

RNAV (GPS) Z RWY 9

HOUSTON/GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH)

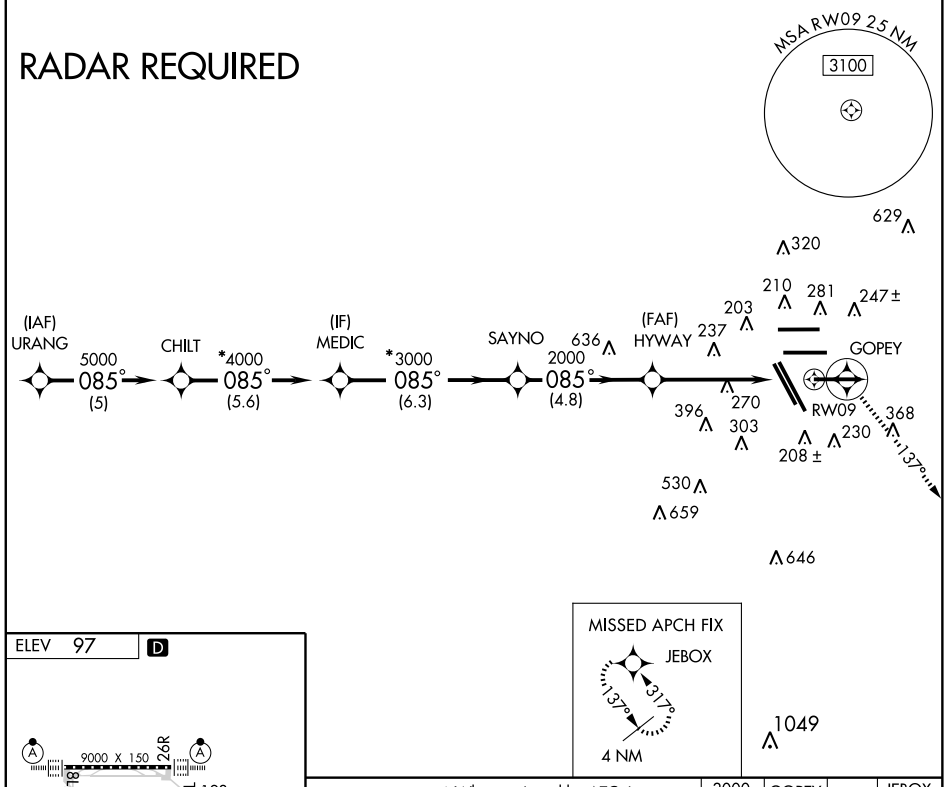
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. For inoperative MALSR increase LNAV/VNAV Cat E visibility to 1½ and LNAV Cat E visibility to 2.

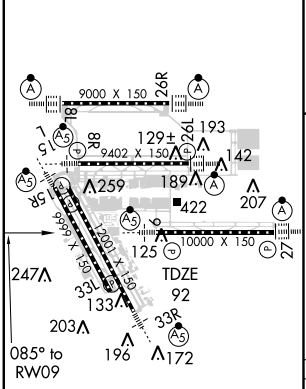
MALSR

MISSED APPROACH: Climb to 3000 direct GOPEY and via 137° track to JEBOX and hold.

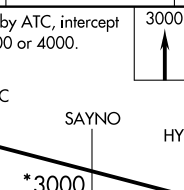
ATIS	HOUSTON APP CON	HOUSTON TOWER	GND CON	CLNC DEL
124.05	120.05 379.1 EAST 124.35 316.15 WEST	120.725 125.35 127.3 135.15 288.25 290.2	118.575 119.95 121.7	128.1

RADAR REQUIRED





TDZ/CL Rwys 8R,15R, 26L, 27 and 33L. HIRL Rwys 8R-26L, 8L-26R, 9-27, 15L-33R and 15R-33L



* When assigned by ATC, intercept glidepath at 3000 or 4000.

3000	GOPEY	TRK 137°	JEBOX

CATEGORY	A	B	C	D	E
LNAV/VNAV DA	547/50 455 (500-1)				
LNAV MDA	680/24 588 (600-½)		680/50 588 (600-1)	680/60 588 (600-1¼)	680-1½ 588 (600-1½)

SC-5, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	9402
265°	TDZE	97
	Apt Elev	97

RNAV (GPS) Z RWY 26L

HOUSTON/GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH)

For uncompensated Baro-VNAV sytems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. For inoperative ALSF, increase LNAV/VNAV Cat E visibility to 1¾ miles and LNAV Cat E visibility to 2 miles.

ALSF-2

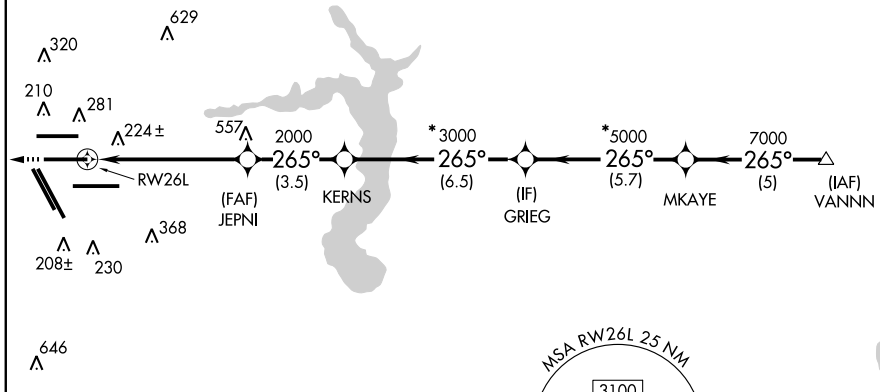
MISSED APPROACH: Climb to 3000 direct LUCEP and hold.

ATIS	HOUSTON APP CON	HOUSTON TOWER	GND CON	CLNC DEL
124.05	120.05 379.1 EAST 124.35 316.15 WEST	120.725 125.35 127.3 135.15 288.25 290.2	118.575 119.95 121.7	128.1

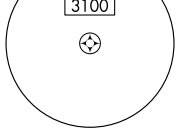
995

RADAR REQUIRED

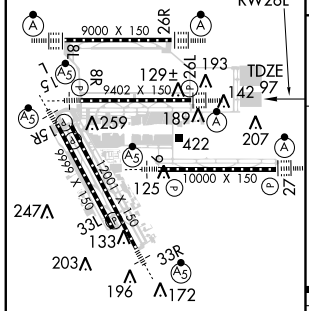
MISSED APCH FIX
LUCEP
085°
265°
4 NM



646



ELEV 97

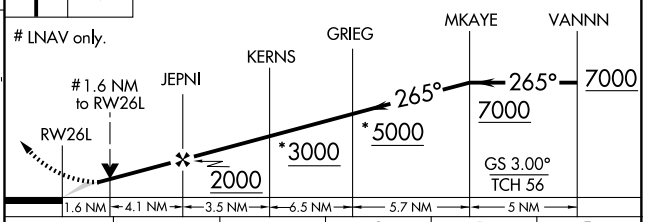


TDZ/CL Rwys 8R,15R, 26L, 27 and 33L
HIRL Rwys 8R-26L, 8L-26R,9-27, 15L-33R and 15R-33L

3000 LUCEP

*When assigned by ATC, intercept glidepath at 3000 or 5000.

VGSI and RNAV glidepath not coincident.



CATEGORY	A	B	C	D	E
LNAV/VNAV DA	580/60 483 (500-1¼)				
LNAV MDA	680/24 583 (600-½)		680/50 583 (600-1)	680/60 583 (600-1¼)	680-1½ 583 (600-1½)

APP CRS	Rwy Idg	9000
265°	TDZE	97
	Apt Elev	97

RNAV (GPS) Z RWY 26R

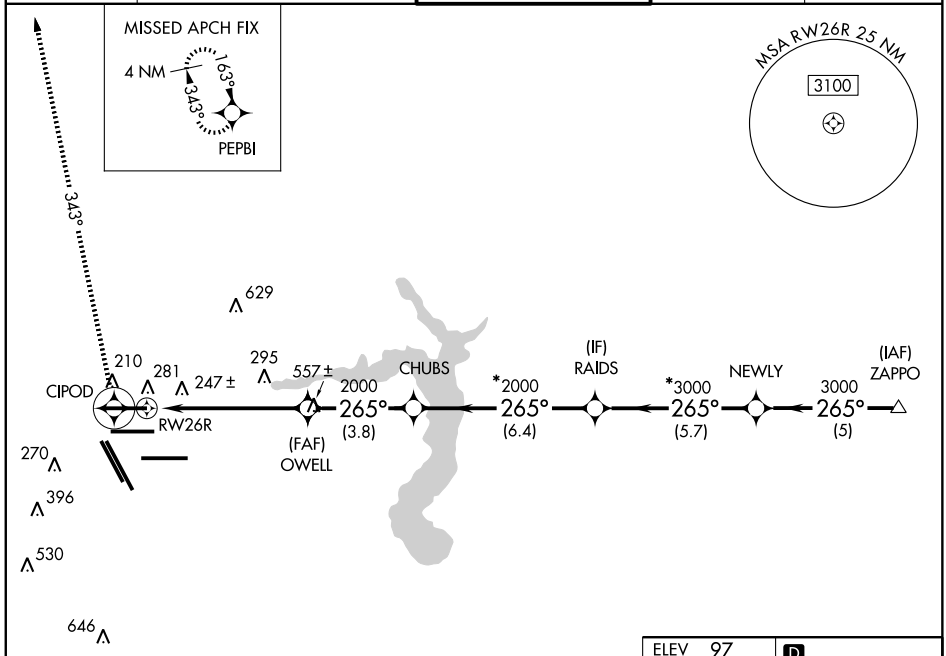
HOUSTON/GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH)

For inoperative ALSF, increase LNAV/VNAV Cat E and LNAV Cat E visibility to 1¾ miles. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA.

ALSF-2

MISSED APPROACH: Climb to 3000 direct CIPOD and via 343° track to PEPBI and hold.

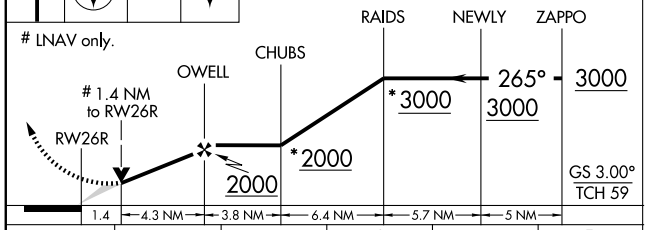
ATIS	HOUSTON APP CON	HOUSTON TOWER	GND CON	CLNC DEL
124.05	120.05 379.1 EAST 124.35 316.15 WEST	120.725 125.35 127.3 135.15 288.25 290.2	118.575 119.95 121.7	128.1



RADAR REQUIRED

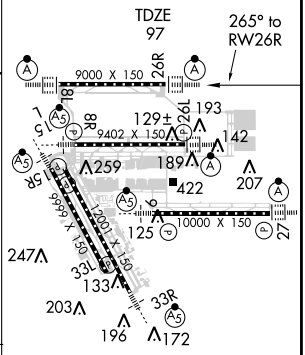
3000	CIPOD	343° TRK	PEPBI

* When assigned by ATC, intercept glidepath at 2000 or 3000.



CATEGORY	A	B	C	D	E
LNAV/VNAV DA	598/60 501 (600-1¼)				
LNAV MDA	600/24 503 (600-½)		600/50 503 (600-1)		600/60 503 (600-1¼)

ELEV 97 D



TDZ/CL Rwys 8R,15R, 26L, 27 and 33L
HIRL Rwys 8R-26L, 8L-26R,9-27, 15L-33R and 15R-33L

APP CRS	Rwy Idg	10000
265°	TDZE	88
	Apt Elev	97

RNAV (GPS) Z RWY 27

HOUSTON/GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH)

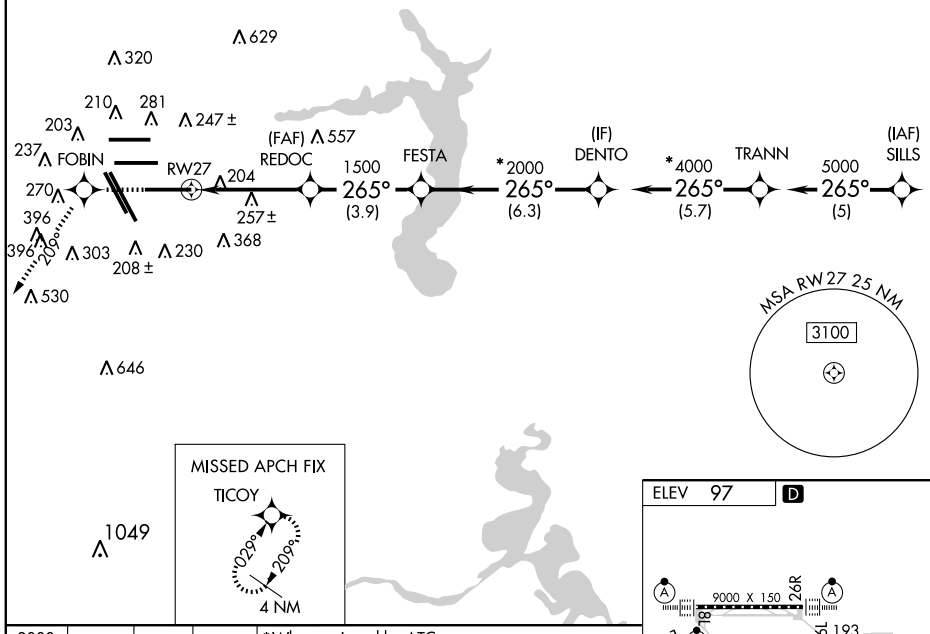
For inoperative ALSF, increase LNAV/VNAV and LNAV Cat E visibility to 1½. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA.

ALSF-2

MISSED APPROACH: Climb to 3000 direct FOBIN and via 209° track to TICOY and hold.

ATIS	HOUSTON APP CON	HOUSTON TOWER	GND CON	CLNC DEL
124.05	120.05 379.1 EAST 124.35 316.15 WEST	120.725 125.35 127.3 135.15 288.25 290.2	118.575 119.95 121.7	128.1

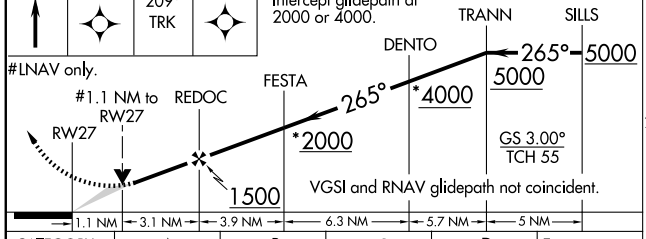
RADAR REQUIRED



3000	FOBIN	209° TRK	TICOY

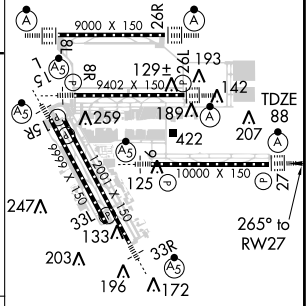
*When assigned by ATC, intercept glidepath at 2000 or 4000.

#LNAV only.



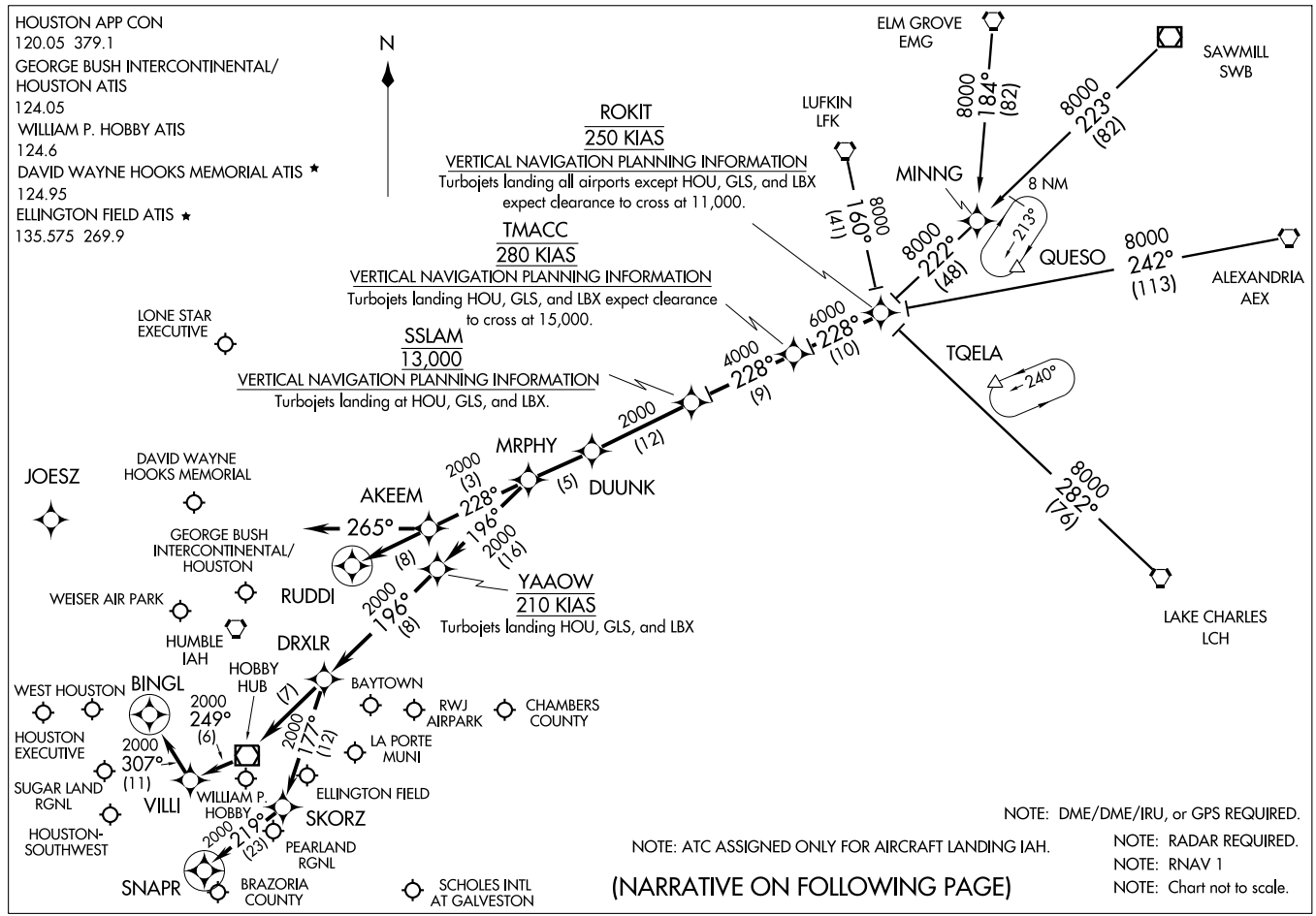
CATEGORY	A	B	C	D	E
LNAV/VNAV DA	540/50 452 (500-1)				
LNAV MDA	520/24 432 (500-½)		520/40 432 (500-¾)	520/50 432 (500-1)	

ELEV 97 D



TDZ/CL Rwys 8R,15R, 26L, 27 and 33L
HIRL Rwys 8R-26L, 8L-26R, 9-27, 15L-33R and 15R-33L

SC-5, 08 APR 2010 to 06 MAY 2010



(ROKIT.ROKIT1) 09127

ROKIT ONE ARRIVAL (RNAV)

ST-5461(FAA)

HOUSTON, TEXAS

ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.ROKIT1): For non-GPS equiped aircraft: LCH, AEX, LFK, and DAS must be operational.
ELM GROVE TRANSITION (EMG.ROKIT1): For non-GPS equiped aircraft: LFK, EMG, LCH, and DAS must be operational.
LAKE CHARLES TRANSITION (LCH.ROKIT1): For non-GPS equiped aircraft: BPT, LCH, DAS, and IAH must be operational.
LUFKIN TRANSITION (LFK.ROKIT1): For non-GPS equiped aircraft: IAH and DAS must be operational.
SAWMILL TRANSITION (SWB.ROKIT1): For non-GPS equiped aircraft: LFK and DAS must be operational.

From ROKIT via 228° track to TMACC, thence as depicted to MRPHY. Thence . . . .

FOR DAVID WAYNE HOOKS MEMORIAL (DWH) AND LONE STAR EXECUTIVE (CXO):
. . . . From MRPHY via 228° track to AKEEM, thence as depicted to RUDDI. Expect vectors to final approach course prior to RUDDI.

FOR WILLIAM P. HOBBY (HOU):
RUNWAY 4 . . . . From MRPHY via 196° track to YAAOW, thence as depicted to SNAPR. Expect vectors to final approach course prior to SNAPR, if not received by SNAPR fly present heading.

RUNWAY 12R . . . . From MRPHY via 196° track to YAAOW, thence as depicted to BINGL. Expect vectors to final approach course prior to BINGL, if not received by BINGL fly present heading.

ALL OTHER RUNWAYS . . . . From MRPHY via 196° track to YAAOW, thence as depicted to DRXLR. Expect vectors to final approach course prior to DRXLR.

FOR GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):
RUNWAYS 8 L/R and 9 . . . . From MRPHY via 228° track to AKEEM, then via 265° heading. Expect radar vectors.

ALL OTHER RUNWAYS . . . . From MRPHY via 228° track to AKEEM, thence as depicted to RUDDI. Expect vectors to final appraoch course prior to RUDDI.

FOR OTHER SATELLITE AIRPORTS:
. . . . From MRPHY via 196° track to YAAOW, thence as depicted to DRXLR. Expect vectors to final approach course prior to DRXLR.

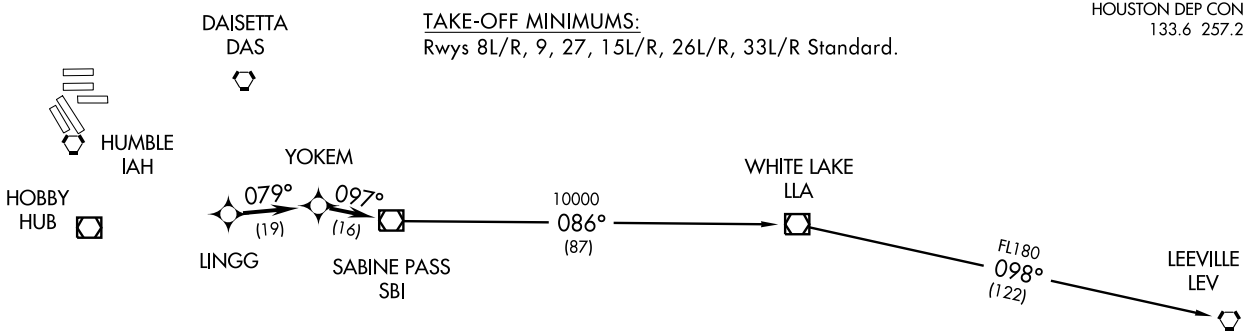
SC-5, 08 APR 2010 to 06 MAY 2010

NOTE: Chart not to scale.

Note: RADAR Required.
Note: RNAV 1.
Note: DME/DME/IRU or GPS Required.
Note: For non-GPS equipped aircraft, BPT and LCH must be operational.

ATIS
124.05
CLNC DEL
128.1
GND CON
118.575 119.95 121.7
HOUSTON TOWER
120.725 125.35 127.3
135.15 288.25 290.2
HOUSTON DEP CON
133.6 257.2

TAKE-OFF MINIMUMS:
Rwys 8L/R, 9, 27, 15L/R, 26L/R, 33L/R Standard.



TAKE-OFF OBSTACLES:
Rwy 8L, Tree 2866′ from DER, 921′ left of centerline, 107′ AGL/201′ MSL. Multiple trees beginning 2750′ from DER, 106′ right of centerline, up to 80′ AGL/174′ MSL.
Rwy 15L, Multiple trees beginning 2638′ from DER, 758′ right of centerline, up to 76′ AGL/160′ MSL.
Rwy 15R, Tower, 1431′ from DER, 591′ left of centerline, 48′ AGL/133′ MSL. Antenna on glideslope 1469′ from DER, 621′ left of centerline, 49′ AGL/133′ MSL.
Rwy 26R, Pole 950′ from DER, 660′ right of centerline, 40′ AGL/129′ MSL.
Rwy 33R, Tree 2868′ from DER, 1027′, right of centerline, 73′ AGL/172′ MSL.

DEPARTURE ROUTE DESCRIPTION

Expect vectors to LINGG, maintain 4000, then via depicted route to SBI VOR/DME, thence. . . .

. . . .via (transition). Expect clearance to filed altitude/flight level 10 minutes after departure.

LEEVILLE TRANSITION: (SBI1.LEV)
WHITE LAKE TRANSITION: (SBI1.LLA)

SABINE PASS ONE DEPARTURE (RNAV) (SBI1.SBI) 09071

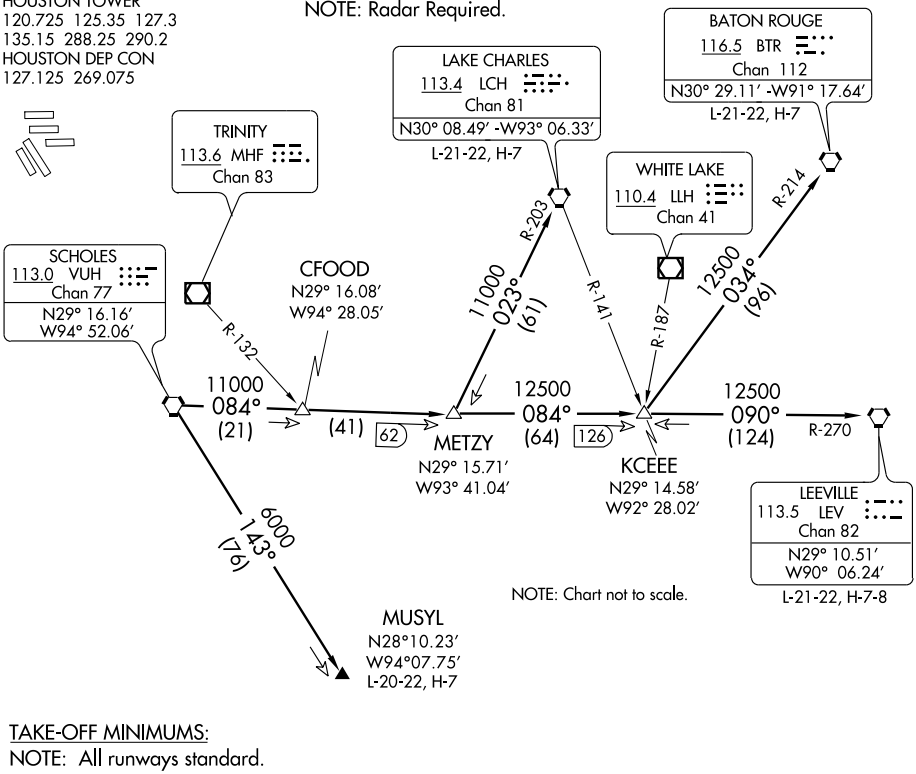
HOUSTON/GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH)
HOUSTON, TEXAS
SL-5461 (FAA)

SCHOLES THREE DEPARTURE

SL-5461 (FAA) HOUSTON, TEXAS

ATIS 124.05
CLNC DEL 128.1
GND CON
118.575 119.95 121.7
HOUSTON TOWER
120.725 125.35 127.3
135.15 288.25 290.2
HOUSTON DEP CON
127.125 269.075

NOTE: LCH, BTR, and LEV transitions are ATC assigned only, do not file.
NOTE: For LCH, BTR, LEV transitions, this procedure requires over water flight not to exceed 35 miles from nearest shoreline.
NOTE: Radar Required.



TAKE-OFF MINIMUMS:
NOTE: All runways standard.

(TAKE-OFF OBSTACLES ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION

Expect vectors to VUH VORTAC, maintain 4000′, expect filed altitude 10 minutes after departure.

BATON ROUGE TRANSITION (VUH3.BTR): From over VUH VORTAC via VUH R-084 to KCEEE INT, then via BTR R-214 to BTR VORTAC.

LAKE CHARLES TRANSITION (VUH3.LCH): From over VUH VORTAC via VUH R-084 to METZY INT, then via LCH R-203 to LCH VORTAC.

LEEVILLE TRANSITION (VUH3.LEV): From over VUH VORTAC via VUH R-084 to KCEEE INT, then via LEV R-270 to LEV VORTAC.

MUSYL TRANSITION (VUH3.MUSYL): From over VUH VORTAC via VUH R-143 to MUSYL.

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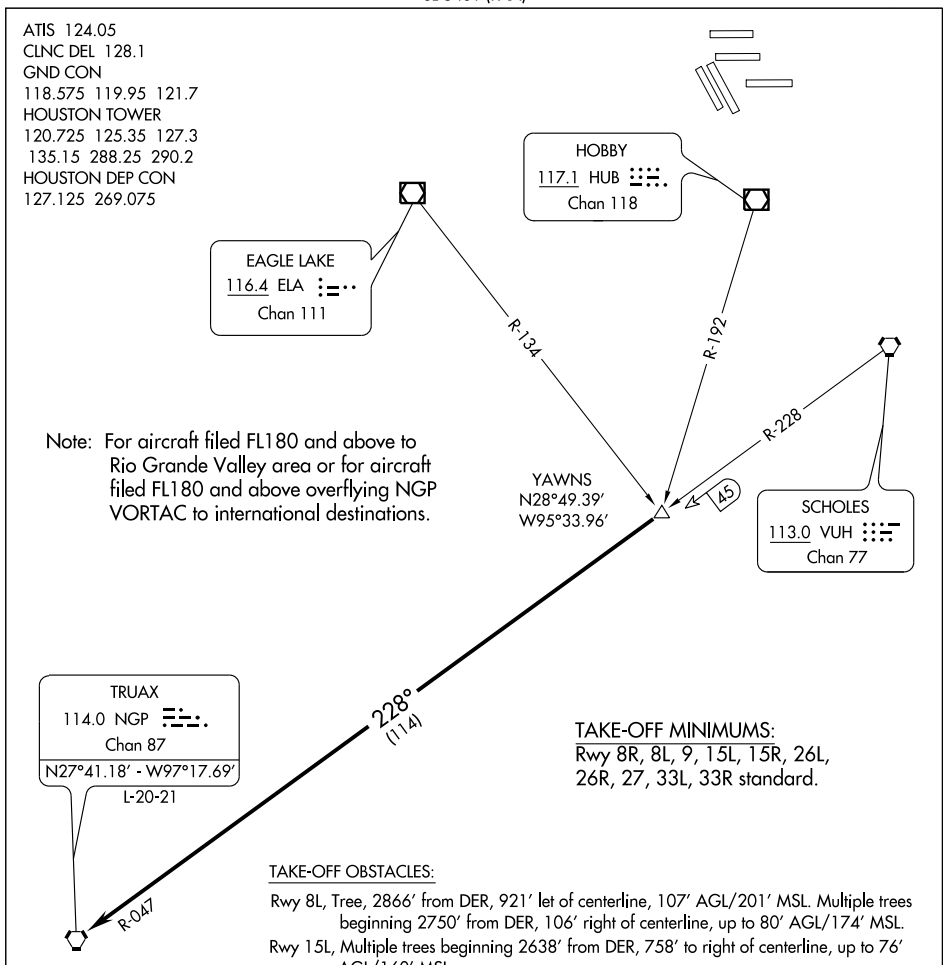
TAKE-OFF OBSTACLES:

Rwy 8L, Tree 2866′ from DER, 921′ left of centerline, 107′ AGL/201′ MSL.
Multiple trees beginning 2750′ from DER, 106′ right of centerline, up to 80′ AGL/174′ MSL.
Rwy 15L, Multiple trees beginning 2638′ from DER, 758′ right of centerline, up to 76′ AGL/160′ MSL.
Rwy 15R, Tower 1431′ from DER, 591′ left of centerline, 48′ AGL/133′ MSL.
Antenna on glideslope 1469′ from DER, 621′ left of centerline, 49′ AGL/133′ MSL.
Rwy 26R, Pole 950′ from DER, 660′ right of centerline, 40′ AGL/129′ MSL.
Rwy 33R, Tree 2868′ from DER, 1027′ right of centerline, 73′ AGL/172′ MSL.

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TRUAX TWO DEPARTURE

SL-5461 (FAA)



TAKE-OFF MINIMUMS:
Rwy 8R, 8L, 9, 15L, 15R, 26L, 26R, 27, 33L, 33R standard.

TAKE-OFF OBSTACLES:

Rwy 8L, Tree, 2866′ from DER, 921′ let of centerline, 107′ AGL/201′ MSL. Multiple trees beginning 2750′ from DER, 106′ right of centerline, up to 80′ AGL/174′ MSL.

Rwy 15L, Multiple trees beginning 2638′ from DER, 758′ to right of centerline, up to 76′ AGL/160′ MSL.

Rwy 15R, Tower 1431′ from DER, 591′ left of centerline, 48′ AGL/133′ MSL. Antenna on glideslope 1469′ from DER, 621′ left of centerline, 49′ AGL/133′ MSL.

Rwy 26R, Pole 950′ from DER, 660′ right of centerline, 40′ AGL/129′ MSL.

Rwy 33R, Tree 2868′ from DER, 1027′ right of centerline, 73′ AGL/172′ MSL.

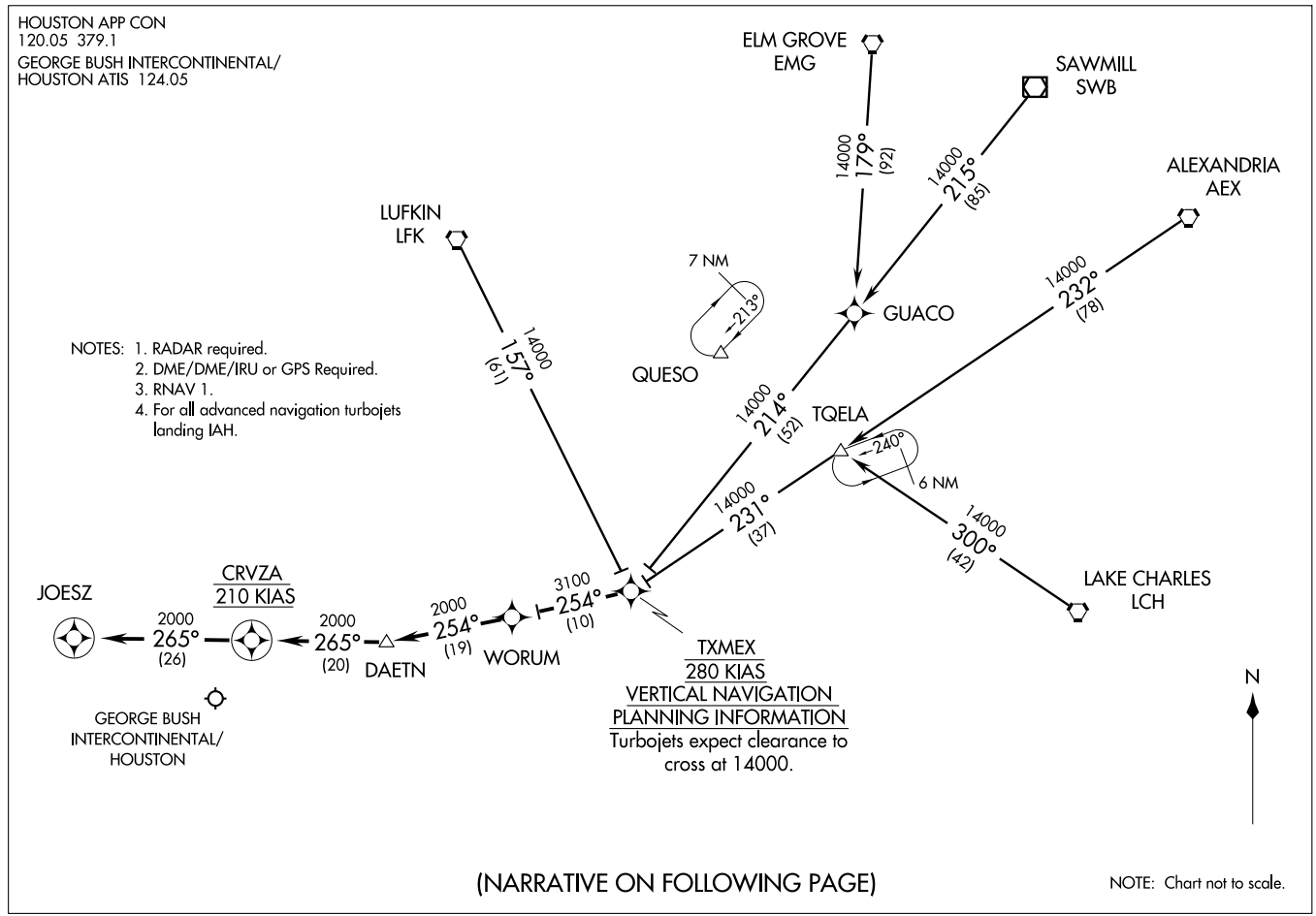
NOTE: Chart not to scale.

NOTE: Radar Required.

DEPARTURE ROUTE DESCRIPTION

Expect vectors to YAWNS INT, maintain 4000′, expect filed altitude 10 minutes after departure. Thence. . . .

. . . . via VUH R-228 and NGP R-047 to NGP VORTAC.


HOUSTON APP CON
120.05 379.1
GEORGE BUSH INTERCONTINENTAL/
HOUSTON ATIS 124.05
ELM GROVE
EMG
SAWMILL
SWB
ALEXANDRIA
AEX
LUFKIN
LFK
14000
179°
(92)
14000
215°
(85)
14000
232°
(78)
7 NM
213°
GUACO
QUESO
14000
157°
(61)
14000
214°
(52)
TQELA
240°
6 NM
14000
231°
(37)
14000
300°
(42)
LAKE CHARLES
LCH
NOTES: 1. RADAR required.
2. DME/DME/IRU or GPS Required.
3. RNAV 1.
4. For all advanced navigation turbojets landing IAH.
JOESZ
CRVZA
210 KIAS
2000
265°
(26)
2000
265°
(20)
DAETN
2000
254°
(19)
WORUM
3100
254°
(10)
TXMEX
280 KIAS
VERTICAL NAVIGATION
PLANNING INFORMATION
Turbojets expect clearance to cross at 14000.
GEORGE BUSH
INTERCONTINENTAL/
HOUSTON
N
(NARRATIVE ON FOLLOWING PAGE)
NOTE: Chart not to scale.

ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.TXMEX1): (For non-GPS equipped aircraft LCH, SWB, AEX, BPT and DAS must be operational.)
ELM GROVE TRANSITION (EMG.TXMEX1): (For non-GPS equipped aircraft SWB, EMG, LFK, DAS and BPT must be operational.)
LAKE CHARLES TRANSITION (LCH.TXMEX1): (For non-GPS equipped aircraft AEX, BPT and DAS must be operational.)
LUFKIN TRANSITION (LFK.TXMEX1): (For non-GPS equipped aircraft TNV, BPT, DAS and LFK must be operational.)
SAWMILL TRANSITION (SWB.TXMEX1): (For non-GPS equipped aircraft AEX, SWB, LCH, LFK, BPT and DAS must be operational.)

From TXMEX via 254° track to WORUM, thence as depicted to CRVZA.

GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):

LANDING RUNWAYS 8L/8R or 9: From CRVZA via 265° track to JOESZ. Expect vectors to final approach course prior to JOESZ, if not received by JOESZ, fly present heading.

FOR ALL OTHER RUNWAYS: Expect vectors to final approach course prior to CRVZA.

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HOUSTON APP CON
134.65 290.5
GEORGE BUSH INTERCONTINENTAL/
HOUSTON ATIS
124.05
DAVID WAYNE HOOKS MEMORIAL ATIS
124.95
LONE STAR EXECUTIVE ATIS
118.325

ARRIVAL DESCRIPTION

HARVEY TRANSITION (HRV.WOLDE2):

KLAMS TRANSITION (KLAMS.WOLDE2):

LEEVILLE TRANSITION (LEV.WOLDE2):

SABINE PASS TRANSITION (SBI.WOLDE2):

SEMMES TRANSITION (SJI.WOLDE2):

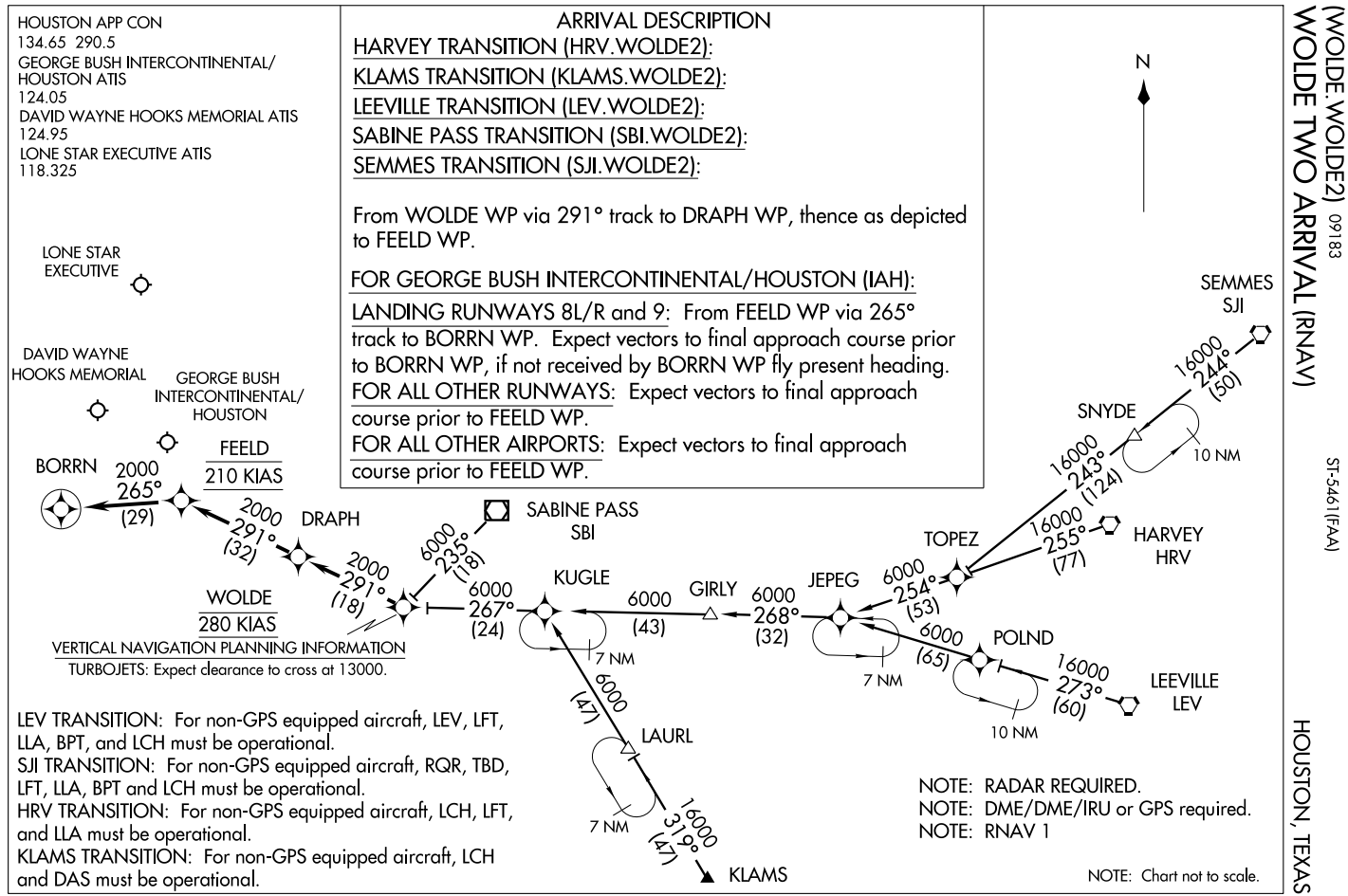
From WOLDE WP via 291° track to DRAPH WP, thence as depicted to FEELD WP.

FOR GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):

LANDING RUNWAYS 8L/R and 9: From FEELD WP via 265° track to BORRN WP. Expect vectors to final approach course prior to BORRN WP, if not received by BORRN WP fly present heading.

FOR ALL OTHER RUNWAYS: Expect vectors to final approach course prior to FEELD WP.

FOR ALL OTHER AIRPORTS: Expect vectors to final approach course prior to FEELD WP.



LEV TRANSITION: For non-GPS equipped aircraft, LEV, LFT, LLA, BPT, and LCH must be operational.

SJI TRANSITION: For non-GPS equipped aircraft, RQR, TBD, LFT, LLA, BPT and LCH must be operational.

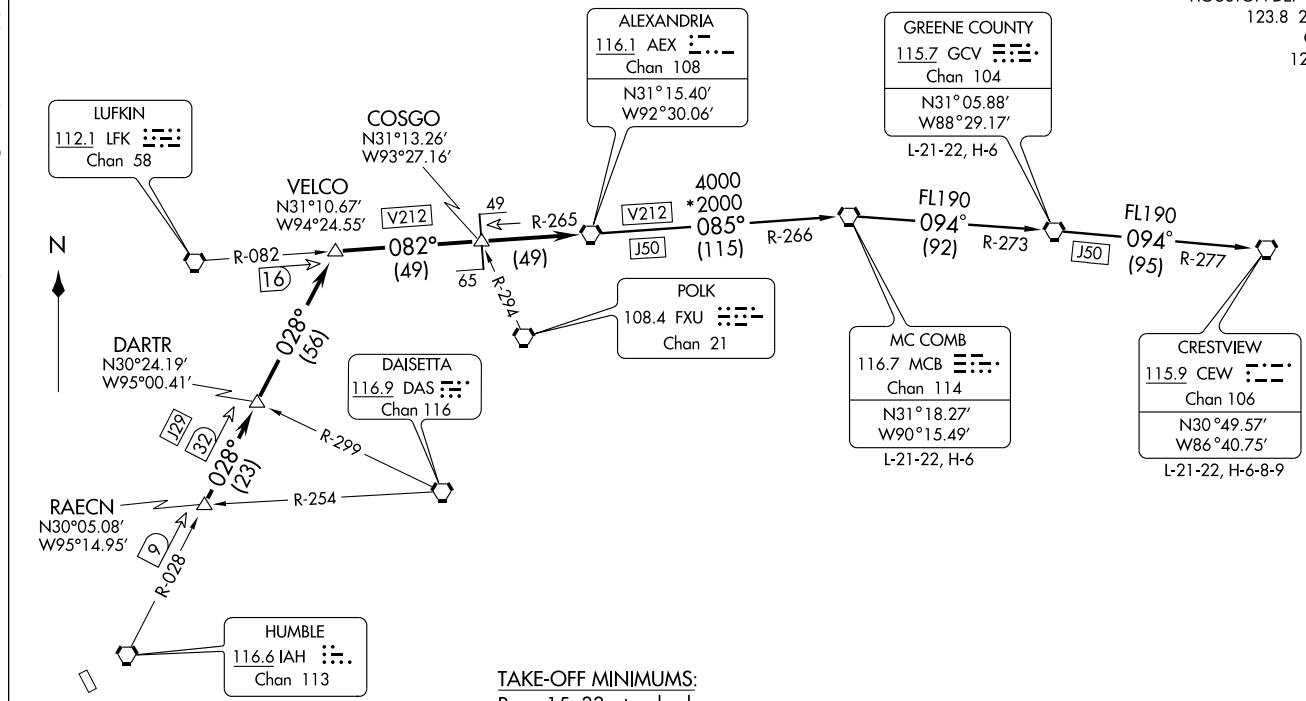
HRV TRANSITION: For non-GPS equipped aircraft, LCH, LFT, and LLA must be operational.

KLAMS TRANSITION: For non-GPS equipped aircraft, LCH and DAS must be operational.

NOTE: RADAR REQUIRED.
NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1

NOTE: Chart not to scale.

CLNC DEL
121.15
HOUSTON DEP CON
123.8 257.7
CTAF
123.05



TAKE-OFF MINIMUMS:
Rwys 15, 33, standard.

TAKE-OFF OBSTACLES:
Rwy 15, Vehicle and road beginning 50′ from DER, 57′ left of centerline, 15′ AGL/138′ MSL.
Vehicle and road 280′ from DER, 317′ right of centerline, 15′ AGL/124′ MSL.
Rwy 33, Building 265′ from DER, 365′ left of centerline, 33′ AGL/143′ MSL.

NOTE: Radar Required.
NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to RAECN INT, maintain 4000', expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-028 to VELCO INT, then right turn via LFK R-082 and AEX R-265 to AEX VORTAC.

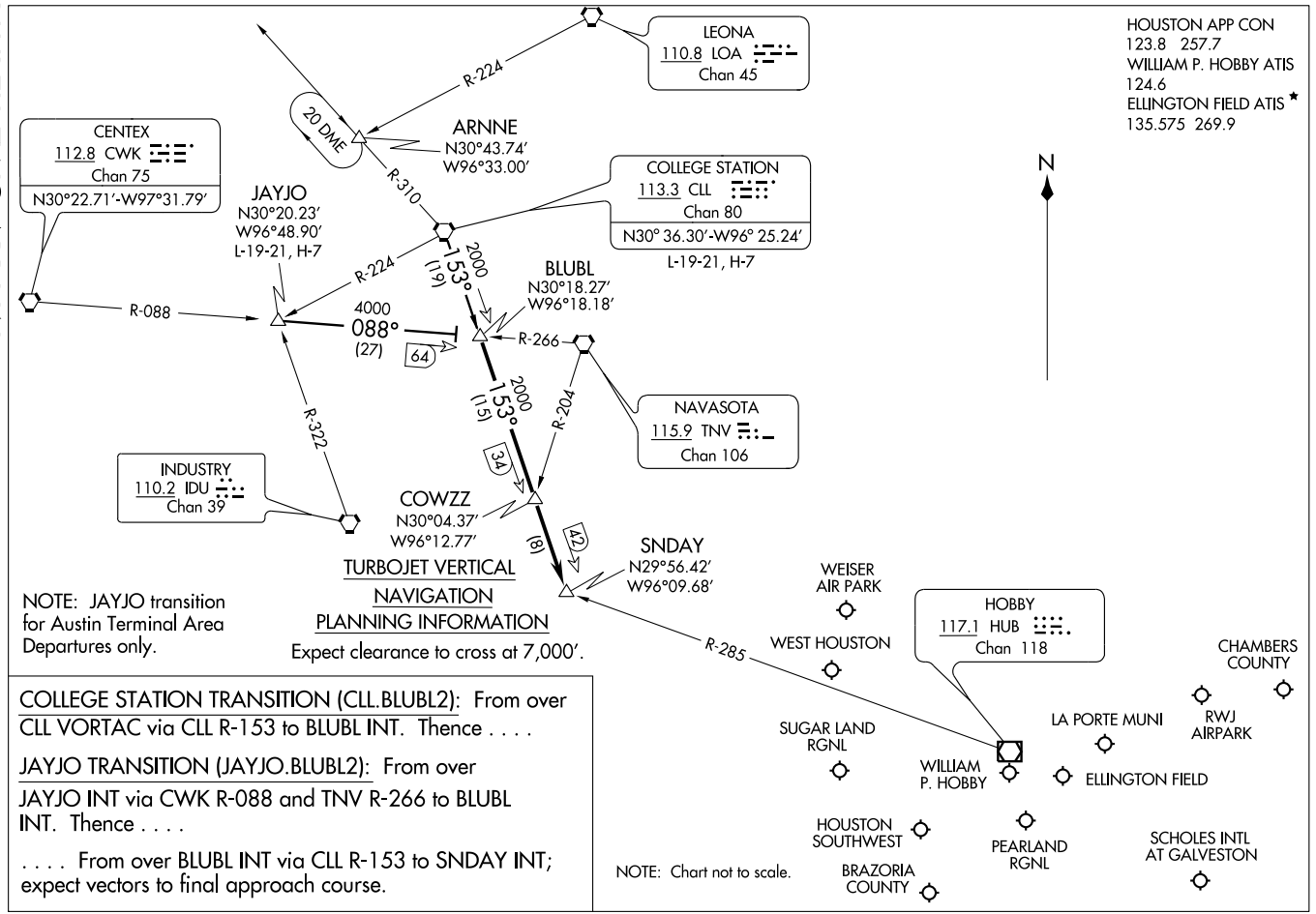
THE FOLLOWING TRANSITIONS ARE ATC ASSIGNED ONLY DO NOT FILE:

CRESTVIEW TRANSITION (AEX4.CEW): (For aircraft being weather rerouted to join a jet route off CEW VORTAC or overflying CEW VORTAC to join a direct route). From over AEX VORTAC via AEX R-085 and MCB R-266 to MCB VORTAC, then via MCB R-094 and GCV R-273 to GCV VORTAC, then via GCV R-094 and CEW R-277 to CEW VORTAC.

GREENE COUNTY TRANSITION (AEX4.GCV): (For aircraft being weather rerouted to join a jet route off GCV VORTAC or overflying GCV VORTAC to join a direct route). From over AEX VORTAC via AEX R-085 and MCB R-266 to MCB VORTAC, then via MCB R-094 and GCV R-273 to GCV VORTAC.

MC COMB TRANSITION (AEX4.MCB): (For aircraft being weather rerouted to join a jet route off MCB VORTAC or overflying MCB VORTAC to join a direct route). From over AEX VORTAC via AEX R-085 and MCB R-266 to MCB VORTAC.

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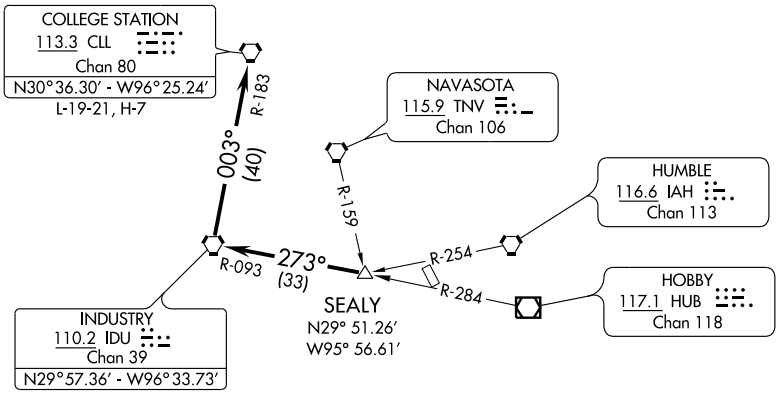
COLLEGE STATION TRANSITION (CLL.BLUBL2): From over CLL VORTAC via CLL R-153 to BLUBL INT. Thence . . . .

JAYJO TRANSITION (JAYJO.BLUBL2): From over JAYJO INT via CWK R-088 and TNV R-266 to BLUBL INT. Thence . . . .

. . . . From over BLUBL INT via CLL R-153 to SNDAY INT; expect vectors to final approach course.

COLLEGE TWO DEPARTURE

CLNC DEL
121.15
HOUSTON DEP CON
123.8 257.7
CTAF
123.05



TAKE-OFF MINIMUMS:
Rwys 15, 33 standard.

TAKE-OFF OBSTACLES:
Rwy 15, Road plus vehicle beginning 50' from DER, 57' left of centerline, 15' AGL/138' MSL. Road plus vehicle 280' from DER, 317' right of centerline, 15' AGL/124' MSL.
Rwy 33, Bldg 265' from DER, 365' left of centerline, 33' AGL/143' MSL.

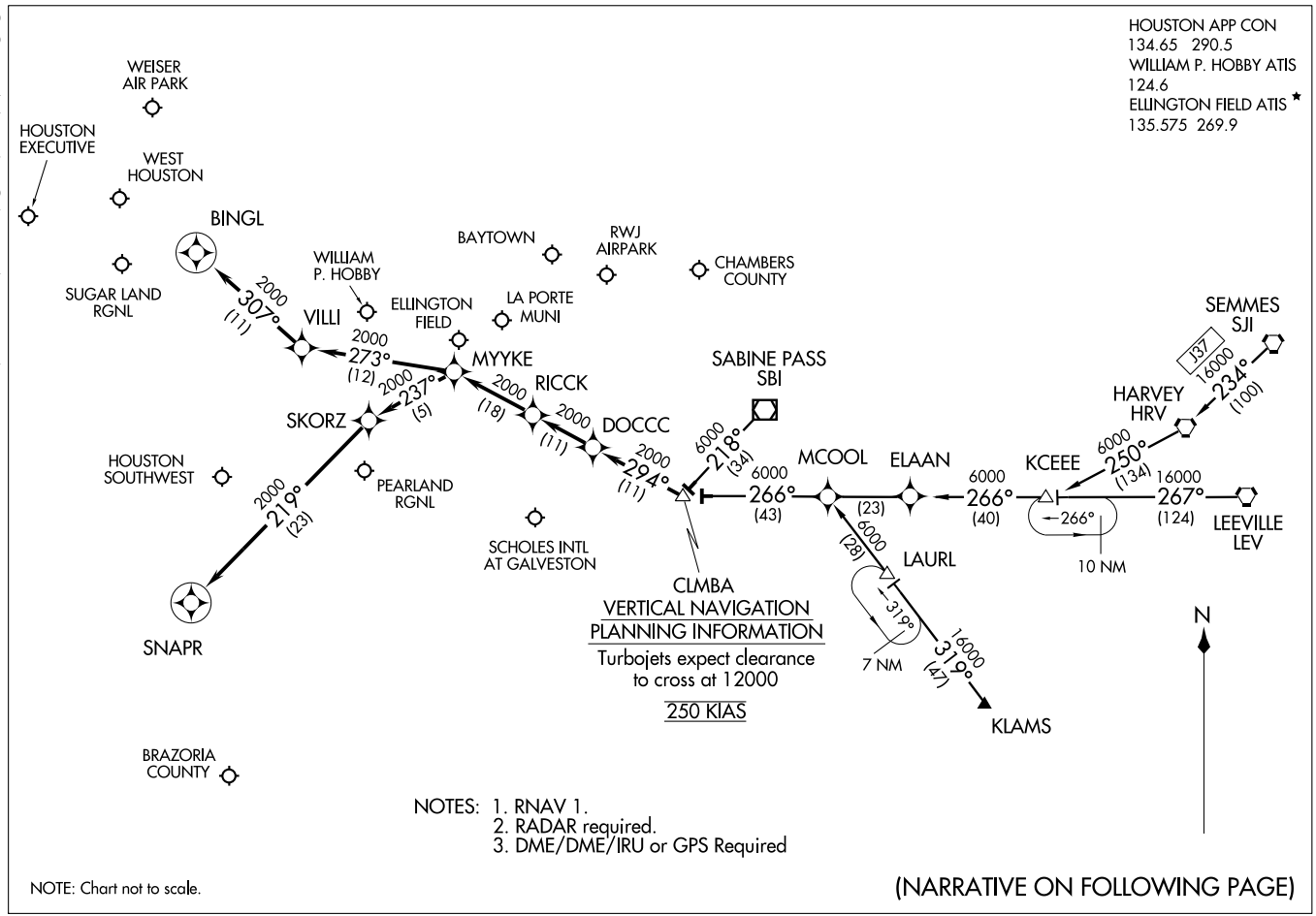
NOTE: Radar Required.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to SEALY INT, maintain 4000, expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IDU R-093 to IDU VORTAC, then right turn via IDU R-003 and CLL R-183 to CLL VORTAC.



COLUMBIA ONE ARRIVAL (RNAV)

(CLMBA.CLMBA1) 09239

ST-198 (FAA)

HOUSTON, TEXAS

ARRIVAL DESCRIPTION

HARVEY TRANSITION (HRV.CLMBA1): (For non-GPS equipped aircraft LEV, HRV, RQR, LLA, LCH, and DAS must be operational.)
KCEEE TRANSITION (KCEEE.CLMBA1): (For non-GPS equipped aircraft LLA, LCH, and DAS must be operational.)
KLAMS TRANSITION (KLAMS.CLMBA1): (For non-GPS equipped aircraft DAS, LCH, MHF, and VUH must be operational.)
LEEVILLE TRANSITION (LEV.CLMBA1): (For non-GPS equipped aircraft LCH, LLA, and DAS must be operational.)
SABINE PASS TRANSITION (SBI.CLMBA1):
SEMMES TRANSITION (SJI.CLMBA1): (For non-GPS equipped aircraft LEV, HRV, RQR, LLA, LCH, and DAS must be operational.)

From CLMBA WP via 294° track to DOCCC, thence as depicted to RICCK . . . .

WILLIAM P. HOBBY/HOUSTON (HOU):

LANDING RUNWAY 4: . . . . From RICCK via 294° track to MYYKE, thence as depicted to SNAPR. Expect vectors to final approach course prior to SNAPR, if not received by SNAPR fly present heading.

LANDING RUNWAY 12R: . . . . From RICCK via 294° track to MYYKE, thence as depicted to BINGL. Expect vectors to final approach course prior to BINGL, if not received by BINGL fly present heading.

FOR ALL OTHER RUNWAYS: From RICCK via 294° track to MYYKE. Expect vectors to final approach course prior to MYYKE.

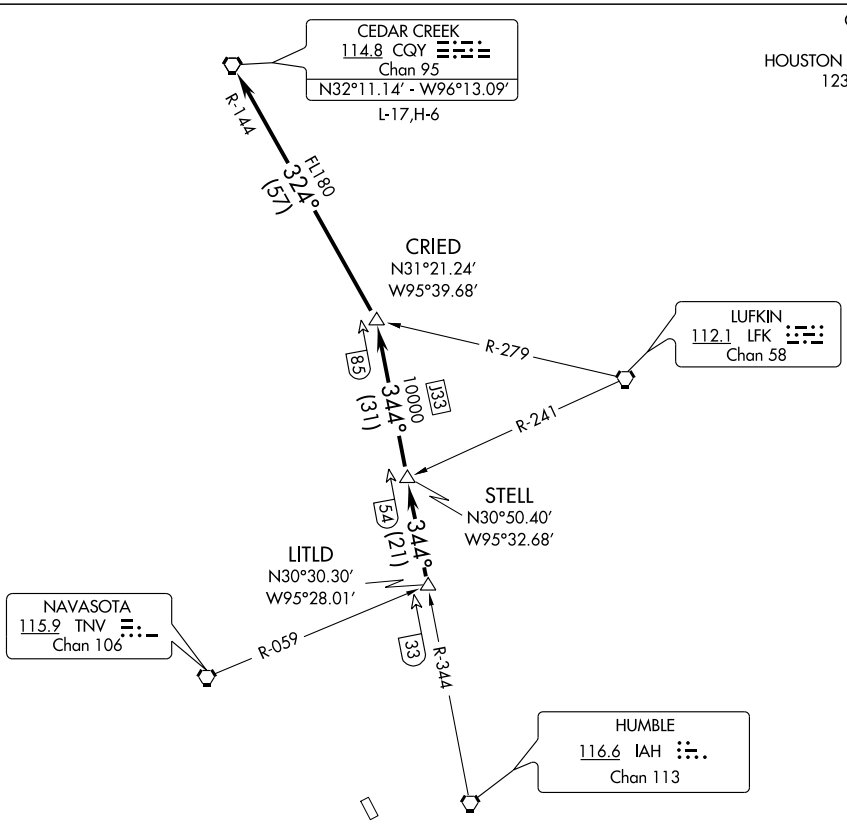
FOR ALL OTHER AIRPORTS: From RICCK via 294° track to MYYKE. Expect vectors to final approach course prior to MYYKE.

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CRIED THREE DEPARTURE

SL-6079 (FAA)

HOUSTON/ WEST HOUSTON (IWS)
HOUSTON, TEXAS



TAKE-OFF MINIMUMS:
Rwy 15, 33, standard.

(NOTES CONTINUED ON FOLLOWING PAGE)

NOTE: Radar Required.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to LITLD INT, maintain 4000. Expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-344 to STELL INT, then via IAH R-344 to CRIED INT, then left turn via CQY R-144 to CQY VORTAC.

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TAKE-OFF OBSTACLES

Rwy 15, Vehicle and road beginning 50′ from DER, 57′ left of centerline, 15′ AGL/138′ MSL.
Vehicle and road 280′ from DER, 317′ right of centerline, 15′ AGL/124′ MSL.
Rwy 33, Building, 265′ from DER, 365′ left of centerline, 33′ AGL/143′ MSL.

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DAISETTA EIGHT ARRIVAL (DAS.DAS8)

HOUSTON APP CON
120.05 379.1
GEORGE BUSH INTERCONTINENTAL/
HOUSTON ATIS 124.05
WILLIAM P. HOBBY ATIS
124.6
ELLINGTON FIELD ATIS *
135.575 269.9

NOTE: For all conventional navigation aircraft landing in the Houston terminal area. For all turboprops/pistons landing IAH. ATC assigned only for all others.

NOTE: For RNAV equipped aircraft landing IAH runways 8L/R and 9 from over DAETN INT direct JOESZ INT, expect vectors to final approach course prior to JOESZ INT, if not received by JOESZ INT fly present heading.

ELM GROVE
111.2 EMG
Chan 49
N32°24.01'-W93°35.71'
L-17, H-6

QUESO
N30°46.86'
W94°06.54'

BROWW
N30°54.22'
W93°52.20'

SAWMILL
113.75 SWB
Chan 84(Y)
N31°58.39' - W92°40.63'
L-22, H-6

LUFKIN
112.1 LFK
Chan 58
N31°09.74'
W94°43.02'
L-19-21, H-6

VIERA
N30°44.51'
W94°02.83'

TQELA
N30°32.39'
W93°46.23'

ALEXANDRIA
116.1 AEX
Chan 108
N31°15.40' -W92°30.06'
L-21-22, H-6

INDUSTRY
110.2 IDU
Chan 39

JOESZ
N30°06.40'
W95°46.72'

INNIS
N30°02.07'
W95°06.83'

REHAB
N29°59.59'
W95°14.25'

COMBS
N30°23.32'
W94°25.84'

DAETN
N30°06.31'
W94°54.07'

YAAOW
N29°53.12'
W95°10.69'

DRXLR
N29°45.59'
W95°13.92'

GEORGE BUSH
INTERCONTINENTAL/
HOUSTON

HUMBLE
116.6 IAH
Chan 113

HOBBY
117.1 HUB
Chan 118

DAISETTA
116.9 DAS
Chan 116
N30°11.38' -W94°38.70'

LAKE CHARLES
113.4 LCH
Chan 81
N30°08.49' -W93°06.33'
L-21-22, H-7

BEAUMONT
114.5 BPT
Chan 92
N29°56.76' -W94°00.97'

VERTICAL NAVIGATION
PLANNING INFORMATION
Turbojets: 280K IAS
Expect clearance
to cross at 13,000'

RADAR REQUIRED

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

WEISER AIRPARK
WEST HOUSTON
HOUSTON EXECUTIVE
SUGAR LAND RGNL
LA PORTE MUNI
CHAMBERS COUNTY
WILLIAM P. HOBBY
BAYTOWN
RWJ AIRPARK
PEARLAND RGNL
ELLINGTON FIELD
HOUSTON-SOUTHWEST
SCHOLES INTL AT GALVESTON
BRAZORIA COUNTY

DAISETTA EIGHT ARRIVAL (DAS.DAS8)

ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.DAS8): From over AEX VORTAC via AEX R-246 to VIERA INT, then via DAS R-038 to DAS VORTAC. Thence . . . .

ELM GROVE TRANSITION (EMG.DAS8): From over EMG VORTAC via EMG R-182 to BROWW INT, then via DAS R-038 to DAS VORTAC. Thence . . . .

LAKE CHARLES TRANSITION (LCH.DAS8): From over LCH VORTAC via LCH R-275 to COMBS INT, then via DAS R-038 to DAS VORTAC. Thence . . . .

LUFKIN TRANSITION (LFK.DAS8): From over LFK VORTAC via LFK R-157 to COMBS INT, then via DAS R-038 to DAS VORTAC Thence . . . .

SAWMILL TRANSITION (SWB.DAS8): From over SWB VOR/DME via SWB R-222 and DAS R-038 to BROWW INT, then via DAS R-038 to DAS VORTAC. Thence . . . .

GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):

. . . . From over DAS VORTAC via DAS R-244 to DAETN INT.

LANDING RUNWAYS 8L/R and 9:

. . . . From DAETN INT fly heading 265° for vectors to final approach course.

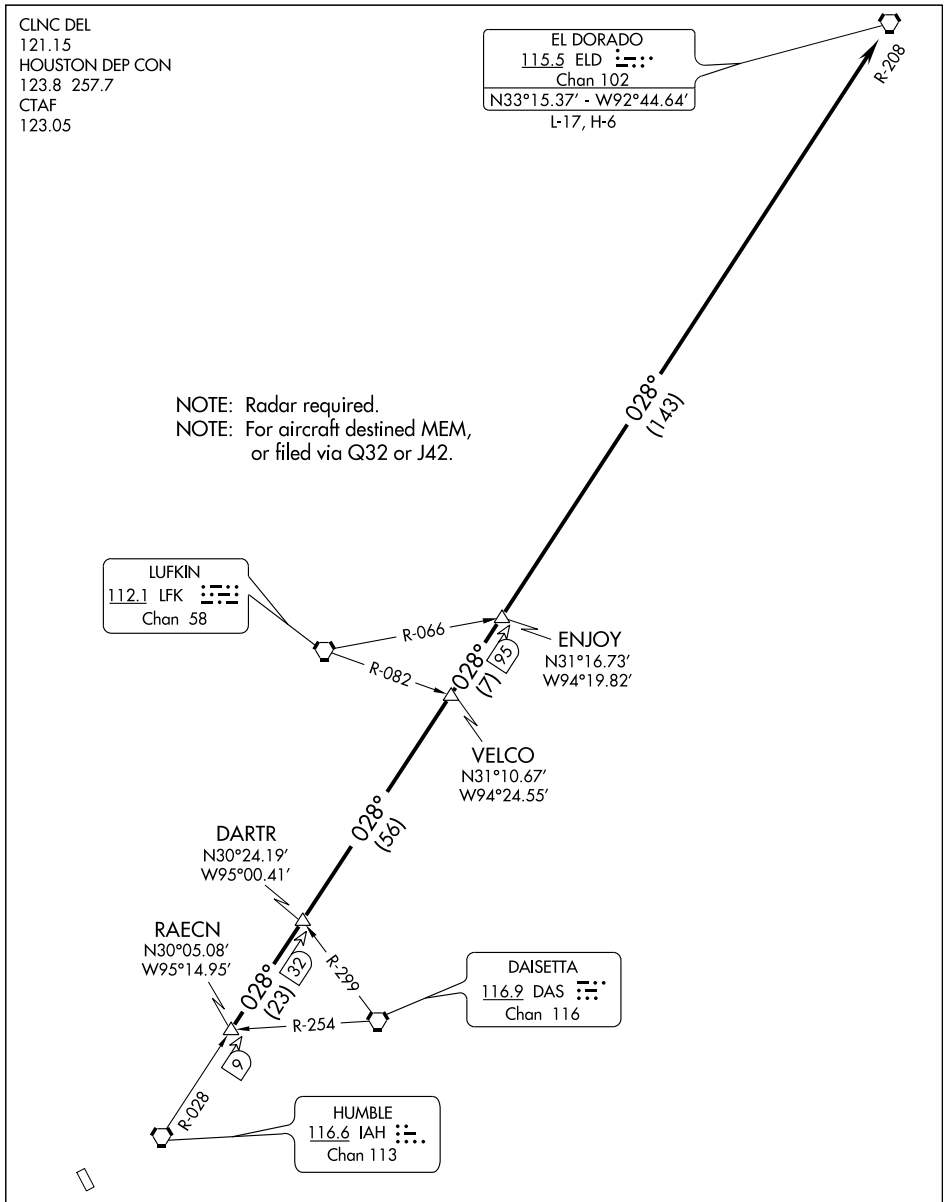
FOR ALL OTHER RUNWAYS: Expect vectors to final approach course at or prior to REHAB INT.

FOR ALL OTHER AIRPORTS:

. . . . From over DAS VORTAC via DAS R-244 to INNIS INT, thence via HUB R-015 to HUB VOR/DME, expect vectors to final approach course at or prior to HUB VOR/DME.

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EL DORADO ONE DEPARTURE SL-6079 (FAA)



NOTE: Chart not to scale.

TAKE-OFF MINIMUMS:
Rwy 15, 33, standard.

(NARRATIVE ON FOLLOWING PAGE)

SC-5, 08 APR 2010 to 06 MAY 2010

T

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to RAECN INT, maintain 4000, expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-028 and the ELD R-208 to ELD VORTAC.

TAKE-OFF OBSTACLES

Rwy 15, Vehicle and road beginning 50′ from DER, 57′ left of centerline, 15′ AGL/ 138′ MSL. Vehicle and road 280′ from DER, 317′ right of centerline, 15′ AGL/ 124′ MSL.
Rwy 33, Bulding 265′ from DER, 365′ left of centerline, 33′ AGL/143′ MSL.

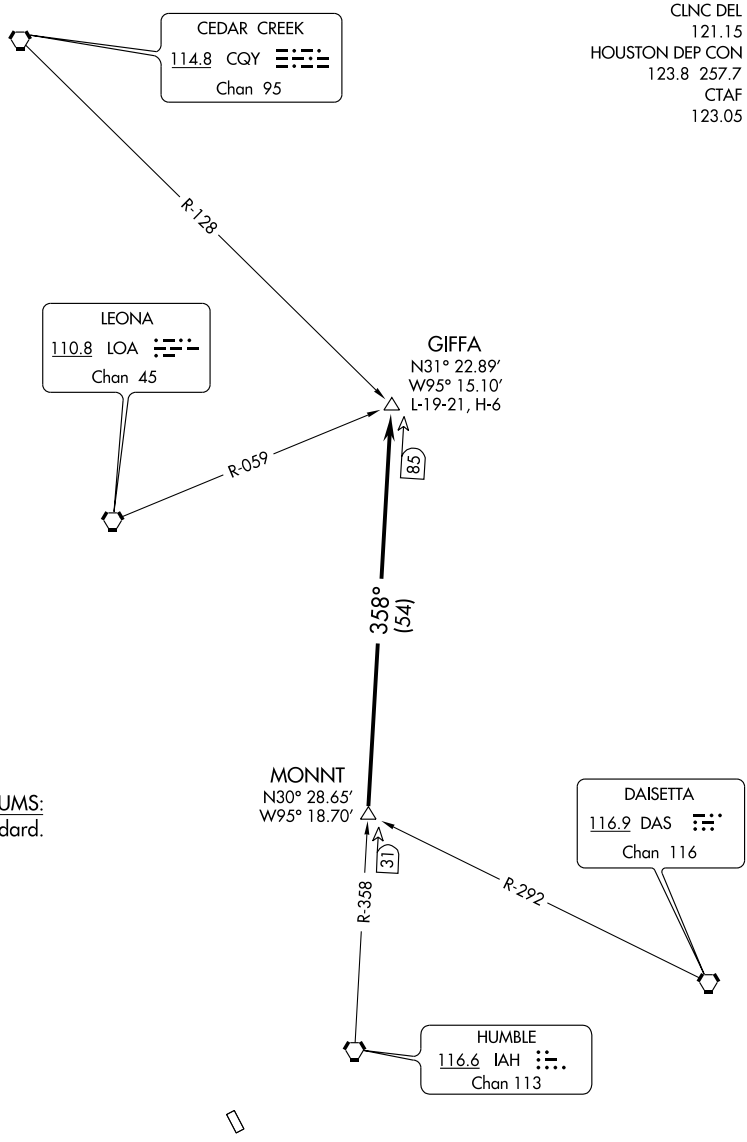
SC-5, 08 APR 2010 to 06 MAY 2010

GIFFA THREE DEPARTURE

SL-6079 (FAA)

HOUSTON/ WEST HOUSTON (IWS)
HOUSTON, TEXAS

CLNC DEL
121.15
HOUSTON DEP CON
123.8 257.7
CTAF
123.05



TAKE-OFF MINIMUMS:
Rwys 15, 33, standard.

NOTE: Radar Required.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SC-5, 08 APR 2010 to 06 MAY 2010

▼

DEPARTURE ROUTE DESCRIPTION

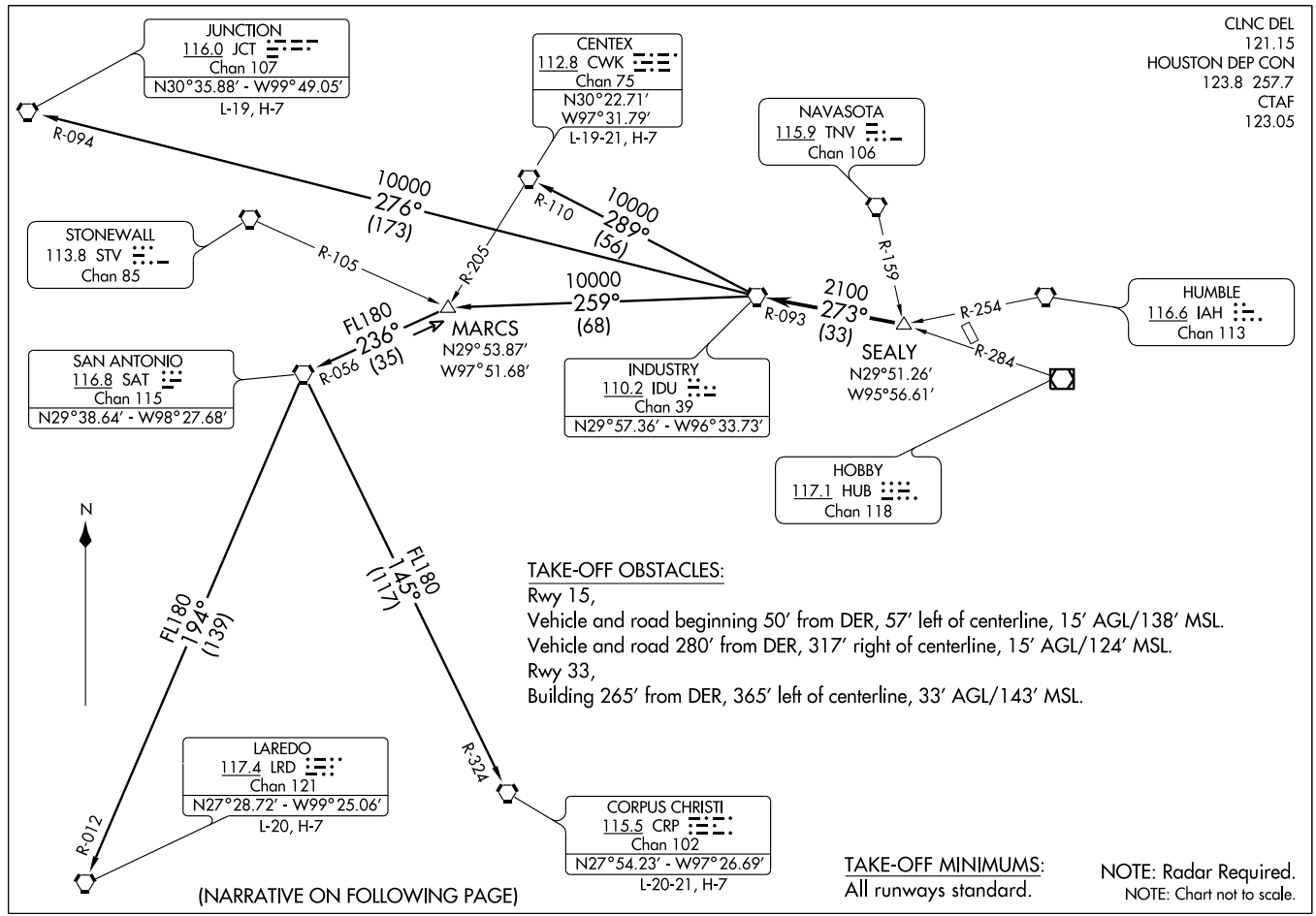
When entering controlled airspace, fly assigned heading for vectors to MONNT INT, maintain 4000, expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-358 to GIFFA INT.

TAKE-OFF OBSTACLES:

Rwy 15, Vehicle and road beginning 50′ from DER, 57′ left of centerline, 15′ AGL/138′ MSL.
Vehicle and road 280′ from DER, 317′ right of centerline, 15′ AGL/124′ MSL.
Rwy 33, Building 265′ from DER, 365′ left of centerline, 33′ AGL/143′ MSL.

SC-5, 08 APR 2010 to 06 MAY 2010



(IDU3.IDU) 08157

INDUSTRY THREE DEPARTURE

SL-6079 (FAA)

HOUSTON/WEST HOUSTON (IWS)

HOUSTON, TEXAS

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to SEALY INT. Maintain 4000'. Expect filed altitude 10 minutes after departure. Thence . . . .

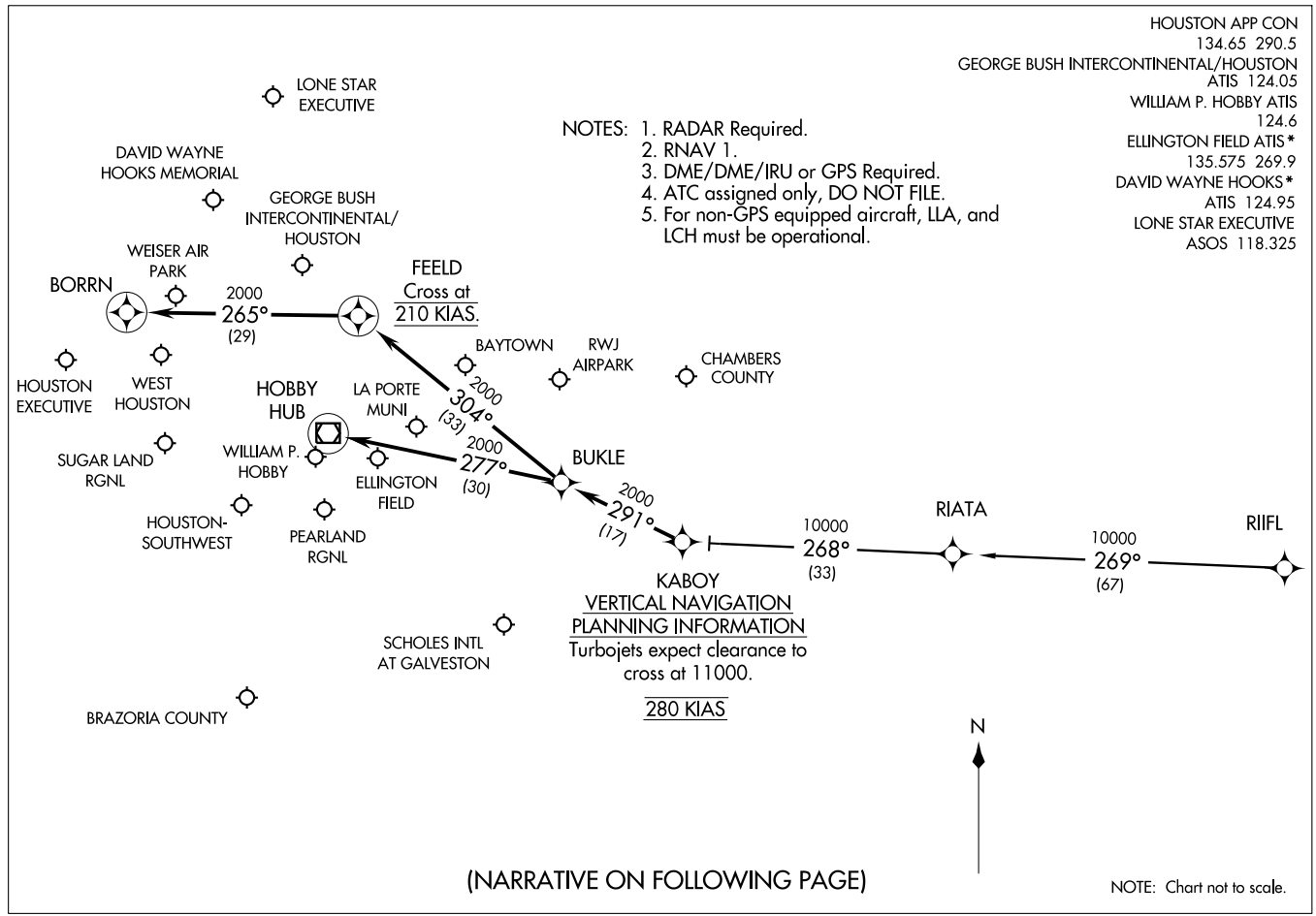
. . . . VIA IDU R-093 to IDU VORTAC.

CENTEX TRANSITION (IDU3.CWK): (ATC assigned only. For aircraft inbound to the DFW Metroplex area that are being rerouted due to bad weather.) From over IDU VORTAC via IDU R-289 and CWK R-110 to CWK VORTAC.

CORPUS CHRISTI TRANSITION (IDU3.CRP): (ATC assigned only.) From over IDU VORTAC via IDU R-259 to MARCS INT, then via SAT R-056 to SAT VORTAC, then via SAT R-145 and CRP R-324 to CRP VORTAC.

JUNCTION TRANSITION (IDU3.JCT): (For aircraft overflying JCT VORTAC via J2, J15, or J86.) From over IDU VORTAC via IDU R-276 and JCT R-094 to JCT VORTAC.

LAREDO TRANSITION (IDU3.LRD): (ATC assigned only.) From over IDU VORTAC via IDU R-259 to MARCS INT, then via SAT R-056 to SAT VORTAC, then via SAT R-194 and LRD R-012 to LRD VORTAC.


HOUSTON APP CON
134.65 290.5
GEORGE BUSH INTERCONTINENTAL/HOUSTON
ATIS 124.05
WILLIAM P. HOBBY ATIS
124.6
ELLINGTON FIELD ATIS*
135.575 269.9
DAVID WAYNE HOOKS*
ATIS 124.95
LONE STAR EXECUTIVE
ASOS 118.325
(KABOY.KABOY1) 09071
KABOY ONE ARRIVAL (RNAV)
ST-5461(FAA)
HOUSTON, TEXAS
NOTES: 1. RADAR Required.
2. RNAV 1.
3. DME/DME/IRU or GPS Required.
4. ATC assigned only, DO NOT FILE.
5. For non-GPS equipped aircraft, LLA, and LCH must be operational.
LONE STAR EXECUTIVE
DAVID WAYNE HOOKS MEMORIAL
GEORGE BUSH INTERCONTINENTAL/ HOUSTON
WEISER AIR PARK
BORRN
2000
265°
(29)
FEELD
Cross at
210 KIAS.
BAYTOWN
RWJ AIRPARK
CHAMBERS COUNTY
HOUSTON EXECUTIVE
WEST HOUSTON
HOBBY HUB
LA PORTE MUNI
2000
304°
(33)
SUGAR LAND RGNL
WILLIAM P. HOBBY
2000
277°
(30)
ELLINGTON FIELD
BUKLE
2000
291°
(17)
HOUSTON-SOUTHWEST
PEARLAND RGNL
10000
268°
(33)
RIATA
10000
269°
(67)
RIIFL
KABOY
VERTICAL NAVIGATION
PLANNING INFORMATION
Turbojets expect clearance to cross at 11000.
280 KIAS
SCHOLES INTL AT GALVESTON
BRAZORIA COUNTY
N
(NARRATIVE ON FOLLOWING PAGE)
NOTE: Chart not to scale.

ARRIVAL DESCRIPTION

RIIFL TRANSITION (RIIFL.KABOY1)

From KABOY via 291° track to BUKLE . . . .

GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):

LANDING RUNWAYS 8L/8R, OR 9: . . . . From BUKLE via 304° track to FEELD, thence as depicted to BORRN. Expect vectors to final approach course prior to BORRN, if not received by BORRN, fly present heading.

ALL OTHER RUNWAYS: . . . . From BUKLE via 304° track to FEELD. Expect vectors to final approach course prior to FEELD.

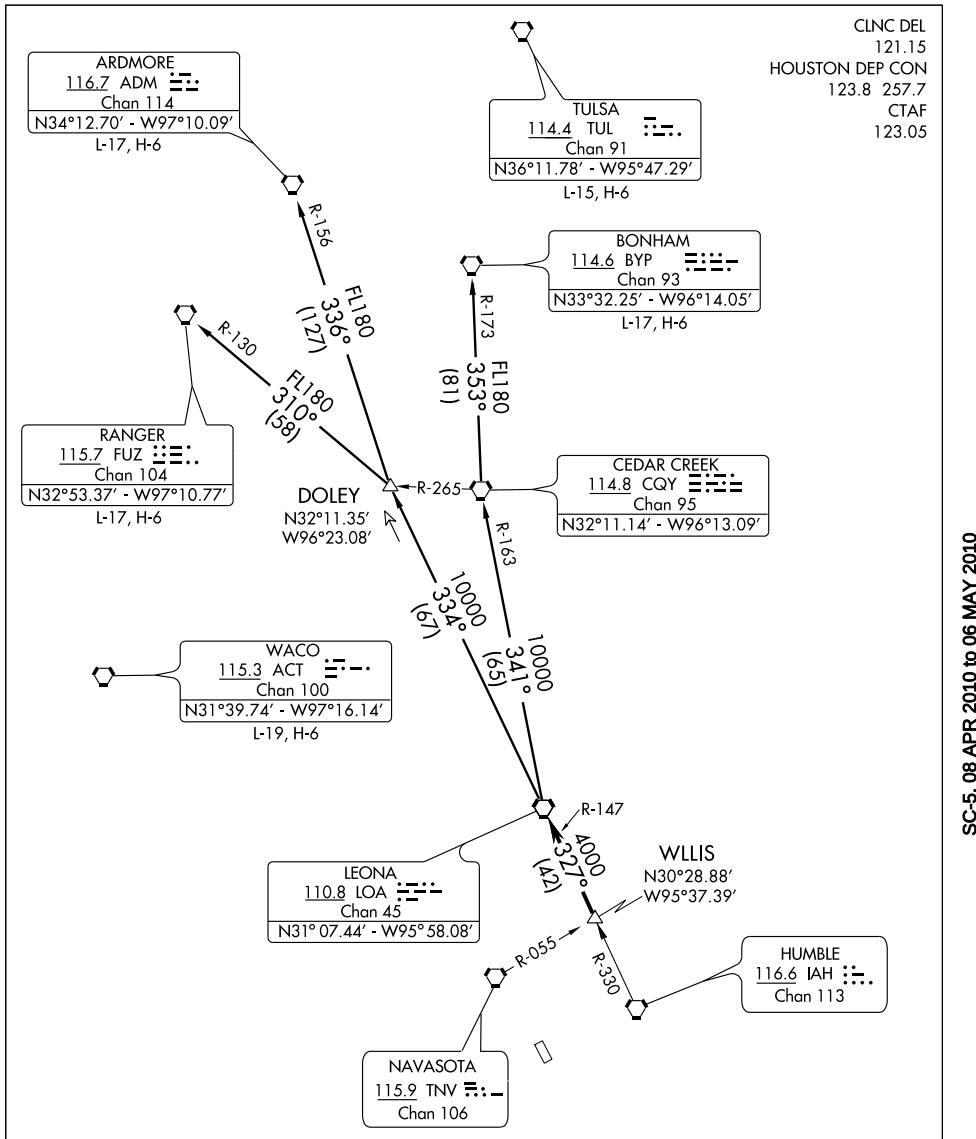
DAVID WAYNE HOOKS MEMORIAL (DWH) AND LONE STAR EXECUTIVE (CXO): . . . . From BUKLE via 304° track to FEELD. Expect vectors to final approach course prior to FEELD.

ALL OTHER AIRPORTS: . . . . From BUKLE via 277° track to HUB VOR/DME. Expect vectors to final approach course prior to HUB VOR/DME.

LEONA SIX DEPARTURE

SL-6079 (FAA)

HOUSTON/ WEST HOUSTON (IWS)
HOUSTON, TEXAS



TAKE-OFF MINIMUMS:
Rwy 15, 33 standard.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Radar required.

SC-5, 08 APR 2010 to 06 MAY 2010

LEONA SIX DEPARTURE

▼

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to WLLIS INT, maintain 4000, expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via LOA R-147 to LOA VORTAC.

ARDMORE TRANSITION (LOA6.ADM): (For aircraft overflying North/Northwest of the DFW terminal area FL240 and above.) From over LOA VORTAC via LOA R-334 to DOLEY INT, then via ADM R-156 to ADM VORTAC.

BONHAM TRANSITION (LOA6.BYP): (For aircraft overflying/landing TUL VORTAC FL240 and above.) From over LOA VORTAC via LOA R-341 and CQY R-163 to CQY VORTAC, then via CQY R-353 and BYP R-173 to BYP VORTAC.

RANGER TRANSITION (LOA6.FUZ): (For aircraft overflying west/northwest of the DFW terminal area FL240 and above.) From over LOA VORTAC via LOA R-334 to DOLEY INT, then via FUZ R-130 to FUZ VORTAC.

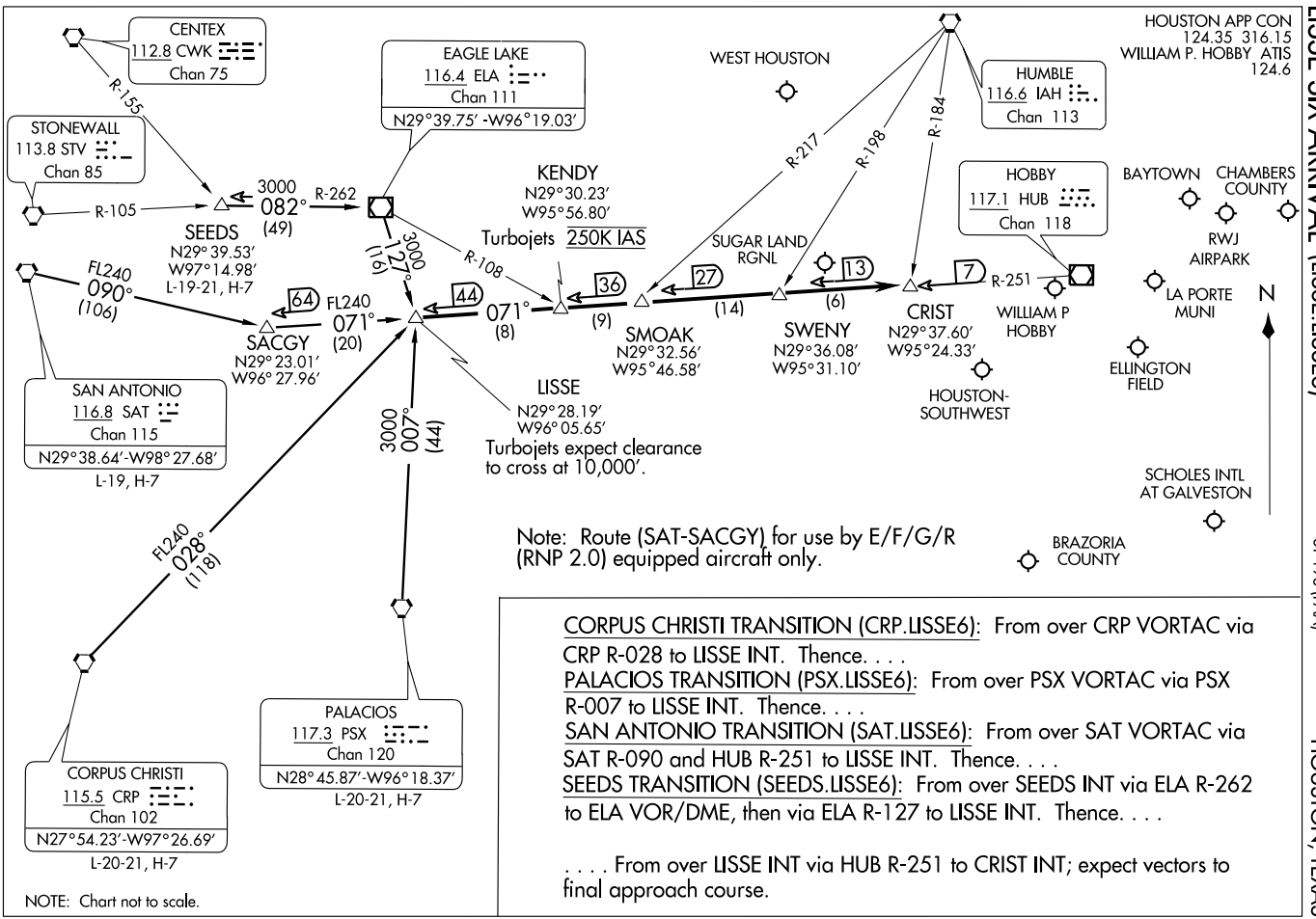
TAKE-OFF OBSTACLES

Rwy 15, Vehicle and road 280′ from DER, 317′ right of centerline, 15′ AGL/124′ MSL.
Vehicle and road beginning 50′ from DER, 57′ left of centerline, 15′ AGL/138′ MSL.
Rwy 33, Building 265′ from DER, 365′ left of centerline, 33′ AGL/143′ MSL.

SC-5, 08 APR 2010 to 06 MAY 2010

LISSE SIX ARRIVAL (LISSE.LISSE6)

HOUSTON, TEXAS



CORPUS CHRISTI TRANSITION (CRP.LISSE6): From over CRP VORTAC via CRP R-028 to LISSE INT. Thence. . . .

PALACIOS TRANSITION (PSX.LISSE6): From over PSX VORTAC via PSX R-007 to LISSE INT. Thence. . . .

SAN ANTONIO TRANSITION (SAT.LISSE6): From over SAT VORTAC via SAT R-090 and HUB R-251 to LISSE INT. Thence. . . .

SEEDS TRANSITION (SEEDS.LISSE6): From over SEEDS INT via ELA R-262 to ELA VOR/DME, then via ELA R-127 to LISSE INT. Thence. . . .

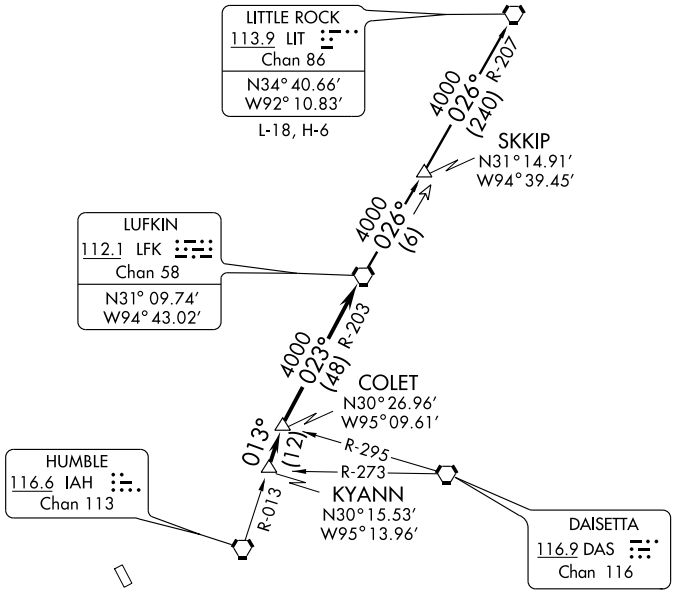
. . . . From over LISSE INT via HUB R-251 to CRIST INT; expect vectors to final approach course.

NOTE: Chart not to scale.

LUFKIN FIVE DEPARTURE

SL-6079 (FAA)

CLNC DEL
121.15
HOUSTON DEP CON
123.8 257.7
CTAF
123.05



TAKE-OFF MINIMUMS:
Rwy 15, 33, standard.

NOTE: Radar Required.
NOTE: For aircraft destined LIT, or overflying LIT or PXV.

TAKE-OFF OBSTACLES:
Rwy 15, Vehicle and road beginning 50′ from DER, 57′ left of centerline, 15′ AGL/138′ MSL. Vehicle and road 280′ from DER, 317′ right of centerline, 15′ AGL/124′ MSL.
Rwy 33, Bldg 265′ from DER, 365′ left of centerline, 33′ AGL/143′ MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to KYANN INT, maintain 4000′, expect filed altitude 10 minutes after departure. Thence . . . .

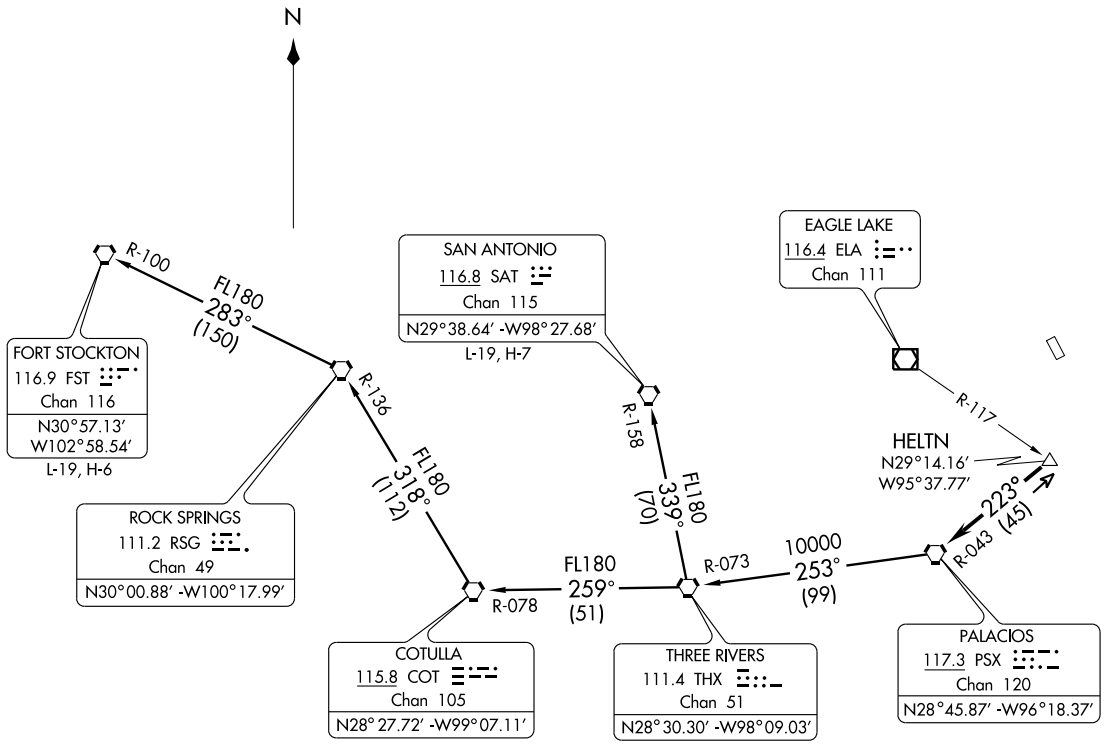
. . . . via IAH R-013 to COLET INT, then right turn via LFK R-203 to LFK VORTAC.

LITTLE ROCK TRANSITION (LFK5.LIT): From over LFK VORTAC via LFK R-026 to SKKIP INT, then via LIT R-207 to LIT VORTAC.

SC-5, 08 APR 2010 to 06 MAY 2010

PALACIOS THREE DEPARTURE (PSX3.PSX) 08157

CLNC DEL
121.15
HOUSTON DEP CON
123.8 257.7
CTAF
123.05



TAKE-OFF MINIMUMS:
Rwys 15, 33, standard.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Radar Required
NOTE: Chart not to scale

PALACIOS THREE DEPARTURE

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to HELTN INT, maintain 4000'. Expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via PSX R-043 to PSX VORTAC.

FORT STOCKTON TRANSITION (PSX3.FST): From over PSX VORTAC via PSX R-253 and THX R-073 to THX VORTAC, then via THX R-259 and COT R-078 to COT VORTAC, then via COT R-318 and RSG R-136 to RSG VORTAC, then via RSG R-283 and FST R-100 to FST VORTAC.

SAN ANTONIO TRANSITION (PSX3.SAT): From over PSX VORTAC via PSX R-253 and THX R-073 to THX VORTAC, then via THX R-339 and SAT R-158 to SAT VORTAC.

TAKE-OFF OBSTACLES:

Rwy 15, Vehicle and road beginning 50' from DER, 57' left of centerline, 15' AGL/138' MSL.
Vehicle and road 280' from DER, 317' right of centerline, 15' AGL/124' MSL.
Rwy 33, Building 265' from DER, 365' left of centerline, 33' AGL/143' MSL.

APP CRS	Rwy Idg	3953
150°	TDZE	111
	Apt Elev	111

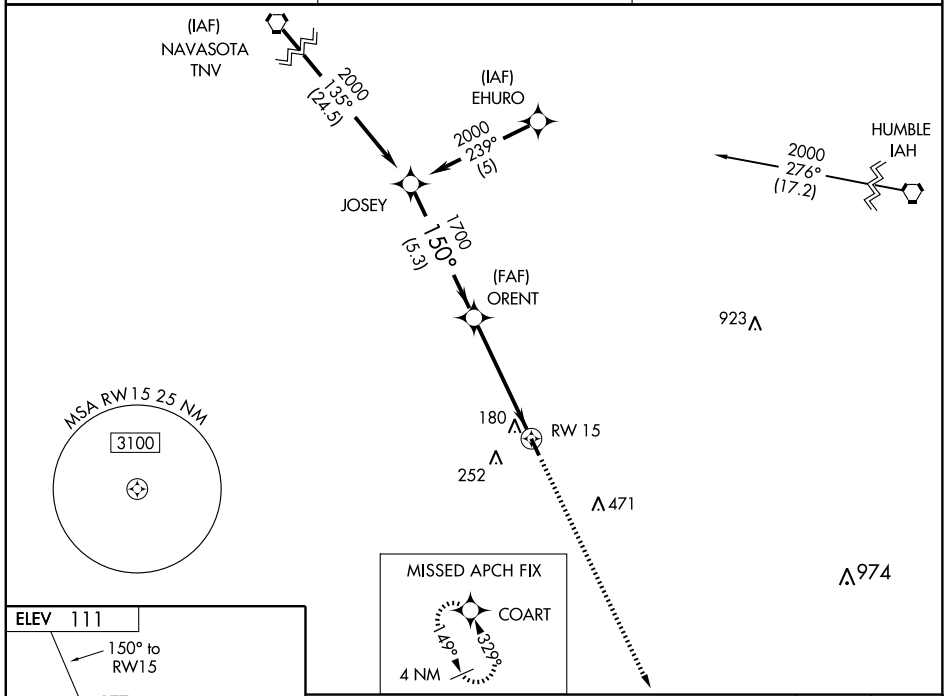
RNAV (GPS) RWY 15

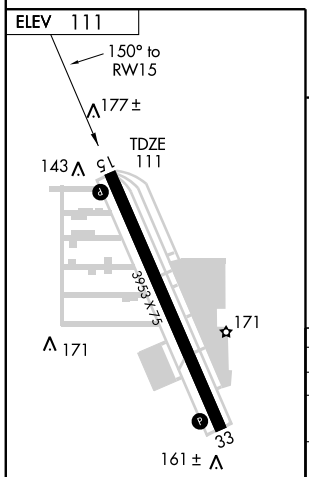
HOUSTON/ WEST HOUSTON (IWS)

BARO-VNAV NA below -15°C (5°F).
GPS or RNP -0.3 required. DME/DME RNP -0.3 NA.
BARO-VNAV NA with George Bush Intercontinental/Houston altimeter setting.
Obtain local altimeter setting on CTAF; when not received, use George Bush Intercontinental/ Houston altimeter setting and increase all MDAs 60 feet and CAT C visibility 1/4 mile.

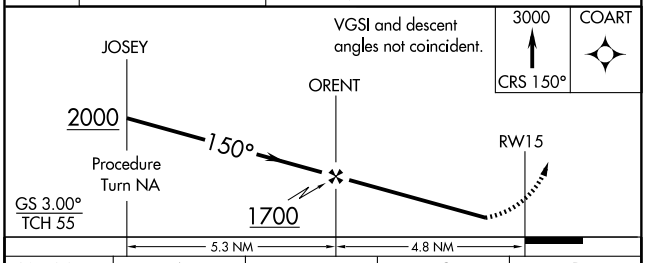
MISSED APPROACH: Climb to 3000 via 150° course to COART and hold.

HOUSTON APP CON	CLNC DEL	UNICOM
123.8 257.7	121.15	123.05 (CTAF) L





REIL Rwys 15 and 33 L
HIRL Rwy 15-33 L



CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/ VNAV DA	400-1 289 (300-1)			NA
LNAV MDA	480-1 369 (400-1)			NA
CIRCLING	480-1 369 (400-1)	580-1 469 (500-1)	580-1½ 469 (500-1½)	NA

SC-5, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	3953
330°	TDZE	111
	Apt Elev	111

RNAV (GPS) Y RWY 33

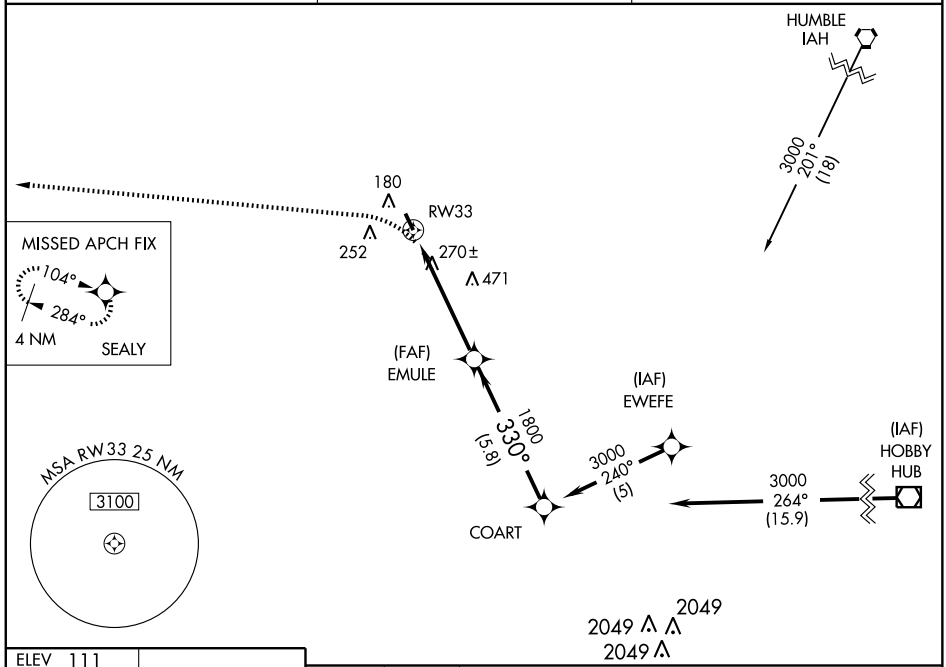
HOUSTON/ WEST HOUSTON (IWS)

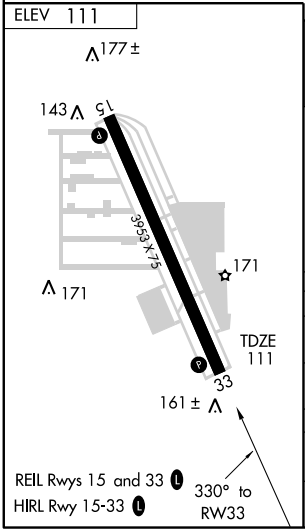
Obtain local altimter setting on CTAF; when not received, use George Bush Intercontinental/Houston altimeter setting. GPS or RNP -0.3 required. DME/DME RNP -0.3 NA.

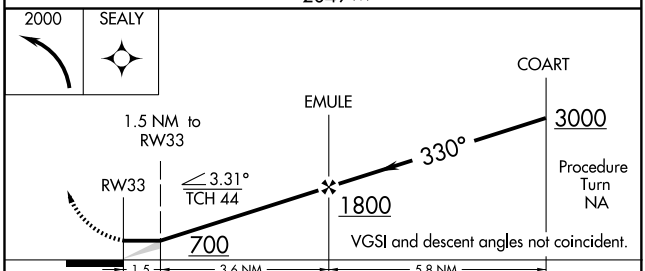
NA

MISSED APPROACH: Climbing left turn to 2000 direct SEALY and hold.

HOUSTON APP CON	CLNC DEL	UNICOM
123.8 257.7	121.15	123.05 (CTAF)







CATEGORY	A	B	C	D
LNAV MDA	580-1 469 (500-1)		580-1¼ 469 (500-1¼)	NA
CIRCLING	580-1 469 (500-1)		620-1½ 509 (600-1½)	NA
GEORGE BUSH INTERCONTINENTAL/HOUSTON ALTIMETER SETTING MINIMUMS				
LNAV MDA	620-1 509 (600-1)		620-1½ 509 (600-1½)	NA
CIRCLING	620-1 509 (600-1)		680-1½ 569 (600-1½)	NA

SC-5, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	3953
330°	TDZE	111
	Apt Elev	111

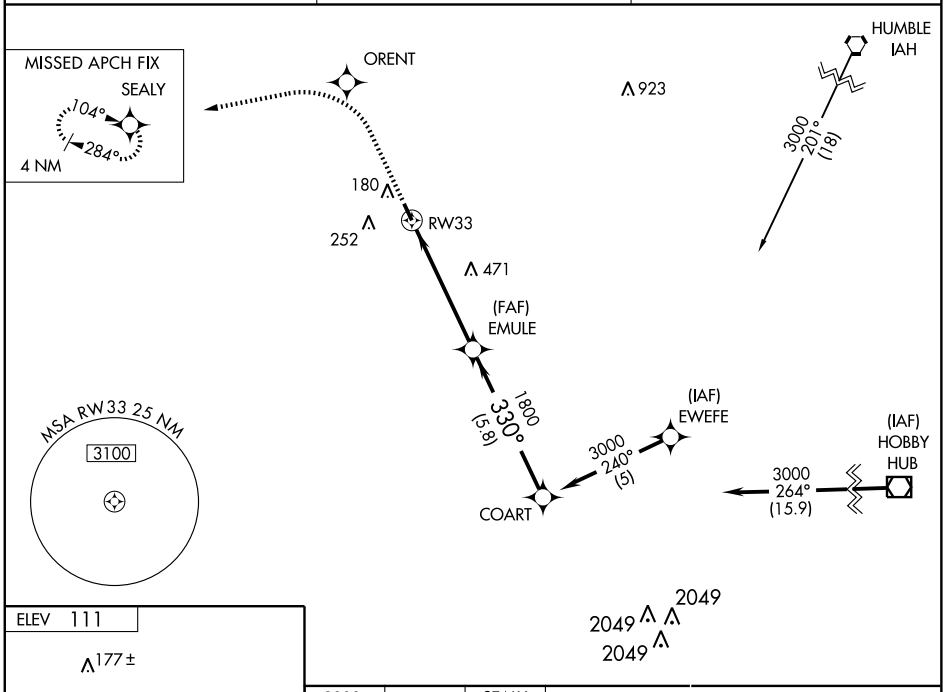
RNAV (GPS) Z RWY 33

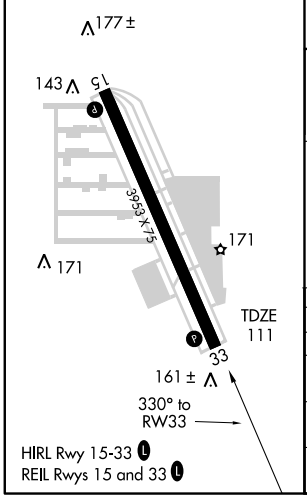
HOUSTON/ WEST HOUSTON (IWS)

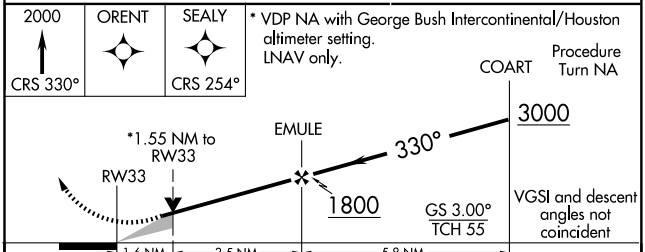
BARO-VNAV NA below -15°C (5°F).
GPS or RNP -0.3 required. DME/DME RNP -0.3 NA.
NA BARO-VNAV NA with George Bush Intercontinental/Houston altimeter setting. Obtain local altimeter setting on CTAF; when not received, use George Bush Intercontinental/Houston altimeter setting and increase all MDAs 60 feet and Cat C visibility 1/4 mile.

MISSED APPROACH: Climb to 2000 via 330° course to ORENT, then via 254° course to SEALY and hold.

HOUSTON APP CON	CLNC DEL	UNICOM
123.8 257.7	121.15	123.05 (CTAF) L

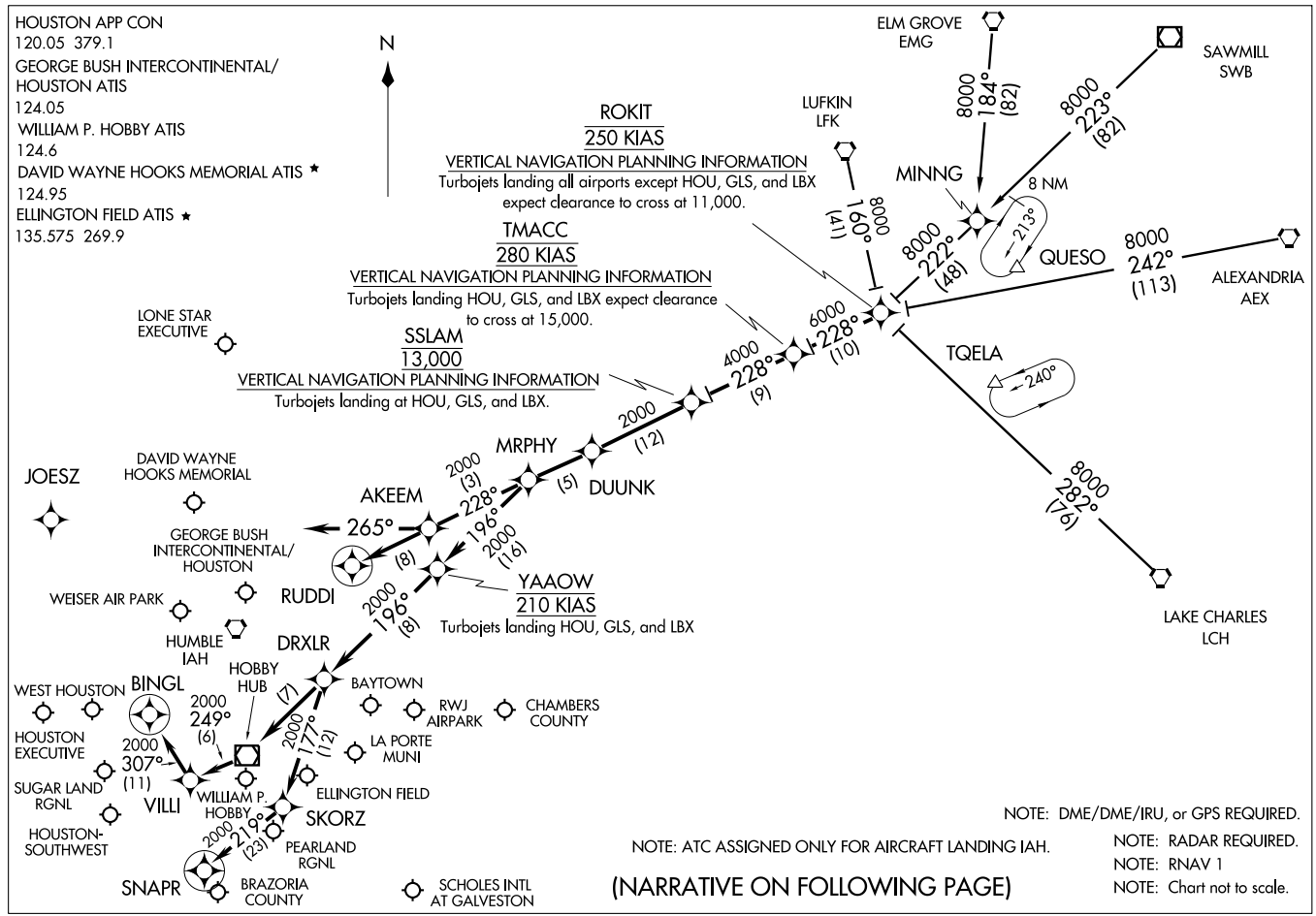






CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/ VNAV DA	400-1 289 (300-1)			NA
LNAV MDA	640-1 529 (600-1)		640-1½ 529 (600-1½)	NA
CIRCLING	640-1 529 (600-1)		640-1½ 529 (600-1½)	NA

SC-5, 08 APR 2010 to 06 MAY 2010



(ROKIT.ROKIT1) 09127

ROKIT ONE ARRIVAL (RNAV)

ST-5461(FAA)

HOUSTON, TEXAS

ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.ROKIT1): For non-GPS equiped aircraft: LCH, AEX, LFK, and DAS must be operational.
ELM GROVE TRANSITION (EMG.ROKIT1): For non-GPS equiped aircraft: LFK, EMG, LCH, and DAS must be operational.
LAKE CHARLES TRANSITION (LCH.ROKIT1): For non-GPS equiped aircraft: BPT, LCH, DAS, and IAH must be operational.
LUFKIN TRANSITION (LFK.ROKIT1): For non-GPS equiped aircraft: IAH and DAS must be operational.
SAWMILL TRANSITION (SWB.ROKIT1): For non-GPS equiped aircraft: LFK and DAS must be operational.

From ROKIT via 228° track to TMACC, thence as depicted to MRPHY. Thence . . . .

FOR DAVID WAYNE HOOKS MEMORIAL (DWH) AND LONE STAR EXECUTIVE (CXO):
. . . . From MRPHY via 228° track to AKEEM, thence as depicted to RUDDI. Expect vectors to final approach course prior to RUDDI.

FOR WILLIAM P. HOBBY (HOU):
RUNWAY 4 . . . . From MRPHY via 196° track to YAAOW, thence as depicted to SNAPR. Expect vectors to final approach course prior to SNAPR, if not received by SNAPR fly present heading.

RUNWAY 12R . . . . From MRPHY via 196° track to YAAOW, thence as depicted to BINGL. Expect vectors to final approach course prior to BINGL, if not received by BINGL fly present heading.

ALL OTHER RUNWAYS . . . . From MRPHY via 196° track to YAAOW, thence as depicted to DRXLR. Expect vectors to final approach course prior to DRXLR.

FOR GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):
RUNWAYS 8 L/R and 9 . . . . From MRPHY via 228° track to AKEEM, then via 265° heading. Expect radar vectors.

ALL OTHER RUNWAYS . . . . From MRPHY via 228° track to AKEEM, thence as depicted to RUDDI. Expect vectors to final appraoch course prior to RUDDI.

FOR OTHER SATELLITE AIRPORTS:
. . . . From MRPHY via 196° track to YAAOW, thence as depicted to DRXLR. Expect vectors to final approach course prior to DRXLR.

SC-5, 08 APR 2010 to 06 MAY 2010

Note: RADAR Required.
Note: RNAV 1.
Note: DME/DME/IRU or GPS Required.
Note: For non-GPS equipped aircraft, BPT and LCH must be operational.

CLNC DEL
121.15
HOUSTON DEP CON
123.8 257.7
CTAF
123.05

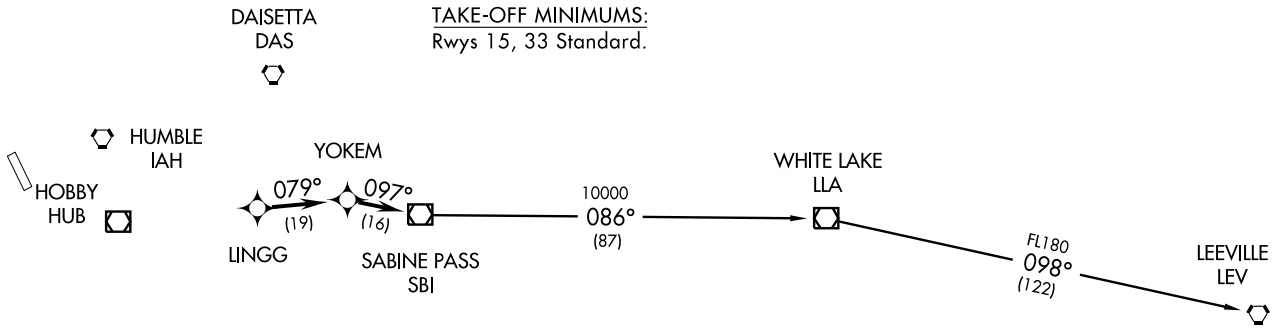
SABINE PASS ONE DEPARTURE (RNAV) (SBI1.SBI)

09071

SL-6079 (FAA)

HOUSTON/WEST HOUSTON (IWS)
HOUSTON, TEXAS

TAKE-OFF MINIMUMS:
Rwys 15, 33 Standard.



DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to LINGG, maintain 4000, then via depicted route to SBI VOR/DME, thence. . . .

. . . .via (transition). Expect clearance to filed altitude/flight level 10 minutes after departure.

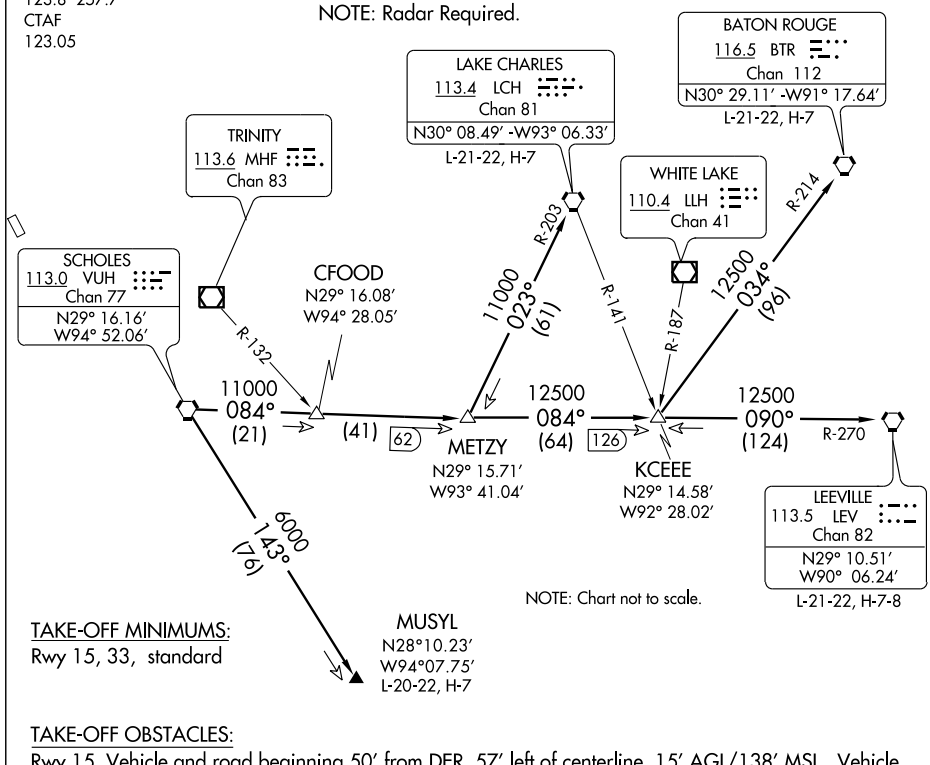
LEEVILLE TRANSITION: (SBI1.LEV)
WHITE LAKE TRANSITION: (SBI1.LLA)

TAKE-OFF OBSTACLES:
Rwy 15, Vehicle and road beginning 50' from DER, 57' left of centerline, 15' AGL/138' MSL. Vehicle and road 280' from DER, 317' right of centerline, 15' AGL/124' MSL.
Rwy 33, Bldg 265' from DER, 365' left of centerline, 33' AGL/143' MSL.

NOTE: Chart not to scale.

CLNC DEL
121.15
HOUSTON DEP CON
123.8 257.7
CTAF
123.05

NOTE: LCH, BTR, and LEV transitions are ATC assigned only, do not file.
NOTE: For LCH, BTR, LEV transitions, this procedure requires over water flight not to exceed 35 miles from nearest shoreline.
NOTE: Radar Required.



NOTE: Chart not to scale.

TAKE-OFF MINIMUMS:
Rwy 15, 33, standard

TAKE-OFF OBSTACLES:
Rwy 15, Vehicle and road beginning 50′ from DER, 57′ left of centerline, 15′ AGL/138′ MSL. Vehicle and road 280′ from DER, 317′ right of centerline, 15′ AGL/124′ MSL.
Rwy 33, Bldg 265′ from DER, 365′ left of centerline, 33′ AGL/143′ MSL.

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to VUH VORTAC, maintain 4000′, expect filed altitude 10 minutes after departure.

BATON ROUGE TRANSITION (VUH3.BTR): From over VUH VORTAC via VUH R-084 to KCEEE INT, then via BTR R-214 to BTR VORTAC.

LAKE CHARLES TRANSITION (VUH3.LCH): From over VUH VORTAC via VUH R-084 to METZY INT, then via LCH R-203 to LCH VORTAC.

LEEVILLE TRANSITION (VUH3.LEV): From over VUH VORTAC via VUH R-084 to KCEEE INT, then via LEV R-270 to LEV VORTAC.

MUSYL TRANSITION (VUH3.MUSYL): From over VUH VORTAC via VUH R-143 to MUSYL.

SC-5, 08 APR 2010 to 06 MAY 2010

VORTAC IAH	APP CRS	Rwy Idg	NA
116.6	239°	TDZE	NA
Chan 113		Apt Elev	111

VOR-D

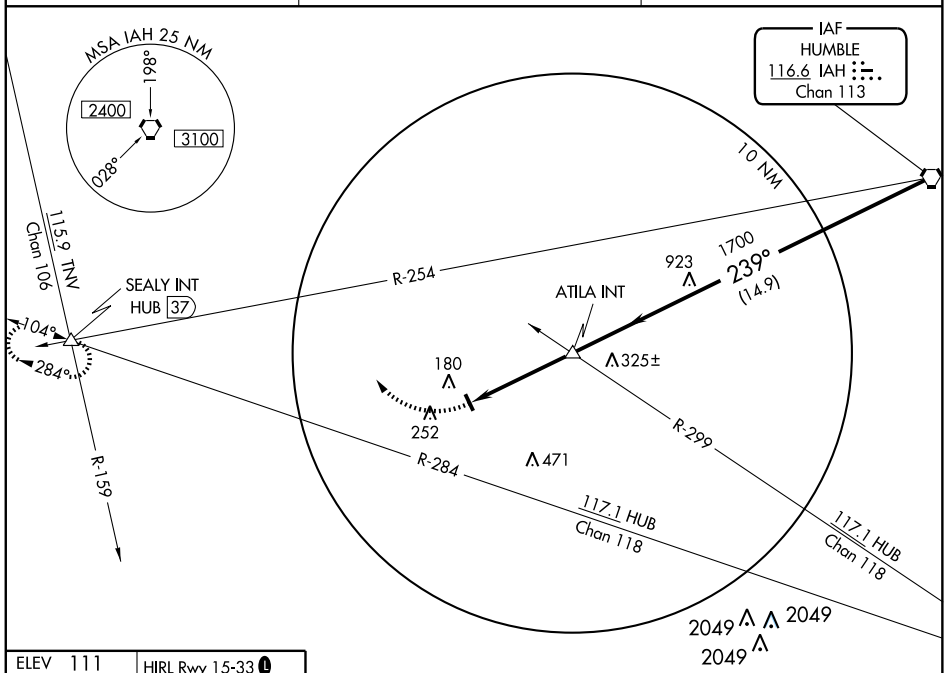
HOUSTON/ WEST HOUSTON (IWS)

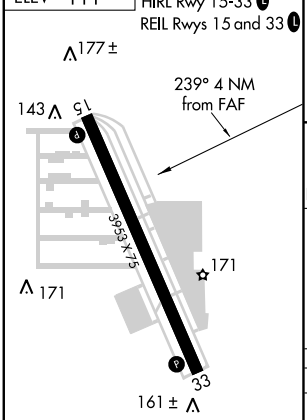
Obtain local altimeter setting on CTAF; when not received, use George Bush Intercontinental/Houston altimeter setting.

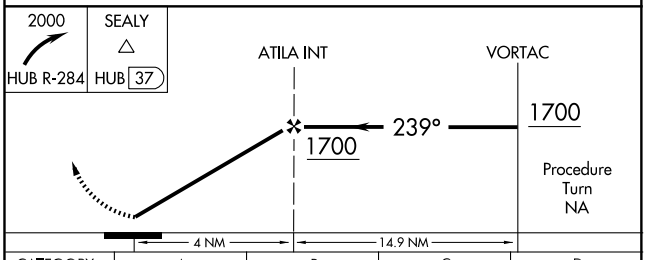
NA

MISSED APPROACH: Climbing right turn to 2000 via HUB VOR/DME R-284 to SEALY INT/HUB 37 DME and hold.

HOUSTON APP CON	CLNC DEL	UNICOM
123.8 257.7	121.15	123.05 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	540-1 429 (500-1)	580-1 469 (500-1)	580-1½ 469 (500-1½)	NA

GEORGE BUSH INTERCONTINENTAL/HOUSTON ALTIMETER SETTING

CIRCLING	600-1 489 (500-1)		600-1½ 489 (500-1½)	NA

FAF to MAP 4 NM

Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20

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HOUSTON, TEXAS

AL-6079 (FAA)

VORTAC IAH	APP CRS	Rwy Idg	3953
116.6	150°	TDZE	111
Chan 113		Apt Elev	111

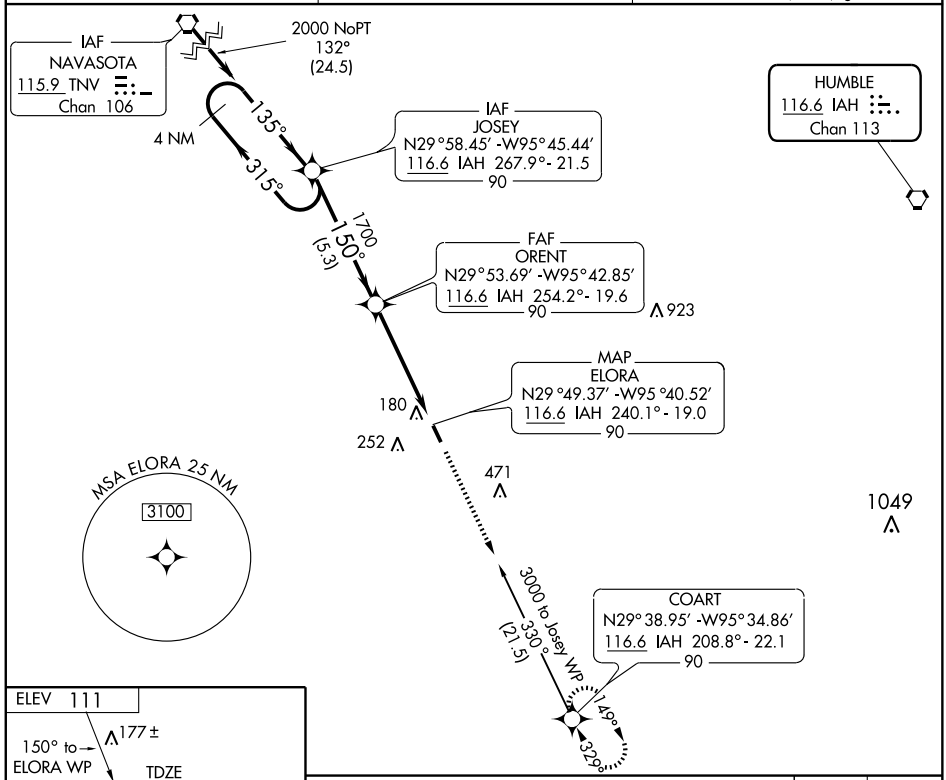
VOR/DME RNAV RWY 15

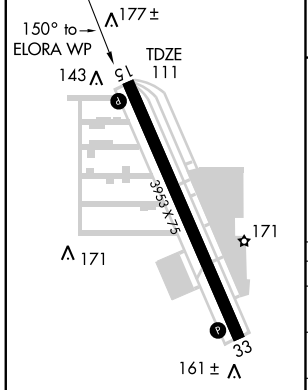
HOUSTON/ WEST HOUSTON (IWS)

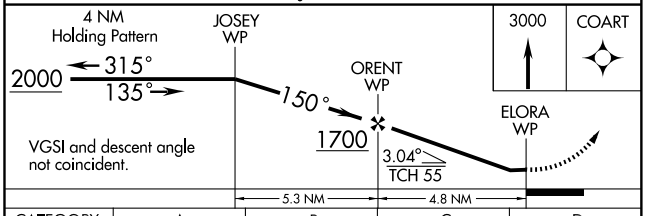
Obtain local altimeter setting on CTAF; when not received, use George Bush Intercontinental/Houston altimeter setting.

MISSED APPROACH: Climb to 3000 direct COART and hold.

HOUSTON APP CON	CLNC DEL	UNICOM
123.8 257.7	121.15	123.05 (CTAF) L







CATEGORY	A	B	C	D
S-15	900-1 789 (800-1)	900-1¼ 789 (800-1¼)	900-2¼ 789 (800-2¼)	NA
CIRCLING	900-1 789 (800-1)	900-1¼ 789 (800-1¼)	900-2¼ 789 (800-2¼)	NA
GEORGE BUSH INTERCONTINENTAL/HOUSTON ALTIMETER SETTING MINIMUMS				
S-15	960-1 849 (900-1)	960-1¼ 849 (900-1¼)	960-2½ 849 (900-2½)	NA
CIRCLING	960-1 849 (900-1)	960-1¼ 849 (900-1¼)	960-2½ 849 (900-2½)	NA

REIL Rwys 15 and 33 L
HIRL Rwy 15-33 L

SC-5, 08 APR 2010 to 06 MAY 2010

VORTAC IAH	APP CRS	Rwy Idg	3953
116.6	330°	TDZE	111
Chan 113		Apt Elev	111

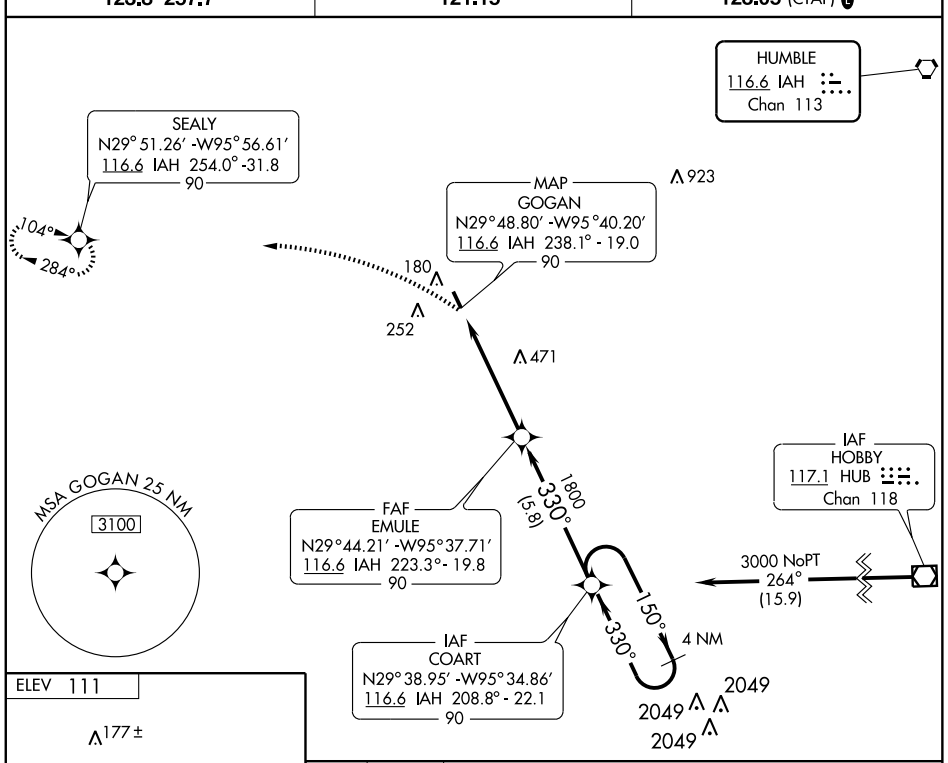
VOR/DME RNAV RWY 33

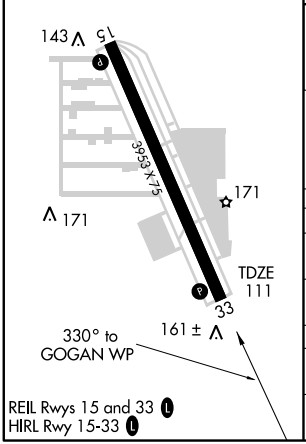
HOUSTON/ WEST HOUSTON (IWS)

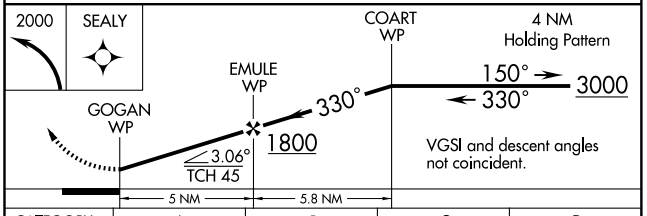
Obtain local altimeter setting on CTAF; when not received, use George Bush Intercontinental/Houston altimeter setting.

MISSED APPROACH: Climbing left turn to 2000 direct SEALY and hold

HOUSTON APP CON	CLNC DEL	UNICOM
123.8 257.7	121.15	123.05 (CTAF) L

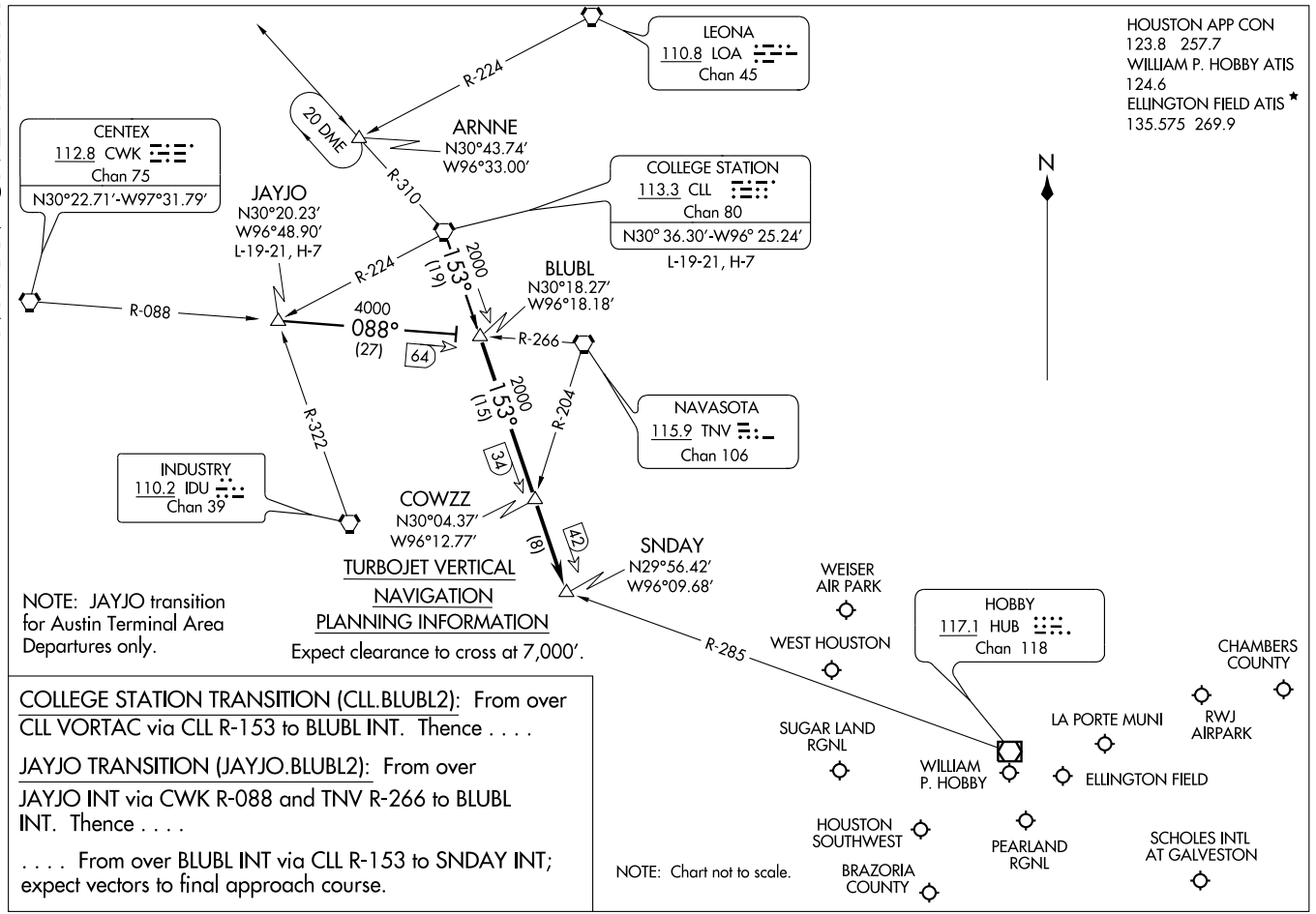






CATEGORY	A	B	C	D
S-33	860-1 749 (800-1)	860-1¼ 749 (800-1¼)	860-2¼ 749 (800-2¼)	NA
CIRCLING	860-1 749 (800-1)	860-1¼ 749 (800-1¼)	860-2¼ 749 (800-2¼)	NA
GEORGE BUSH INTERCONTINENTAL/HOUSTON ALTIMETER SETTING MINIMUMS				
S-33	900-1 789 (800-1)	900-1¼ 789 (800-1¼)	900-2¼ 789 (800-2¼)	NA
CIRCLING	900-1 789 (800-1)	900-1¼ 789 (800-1¼)	900-2¼ 789 (800-2¼)	NA

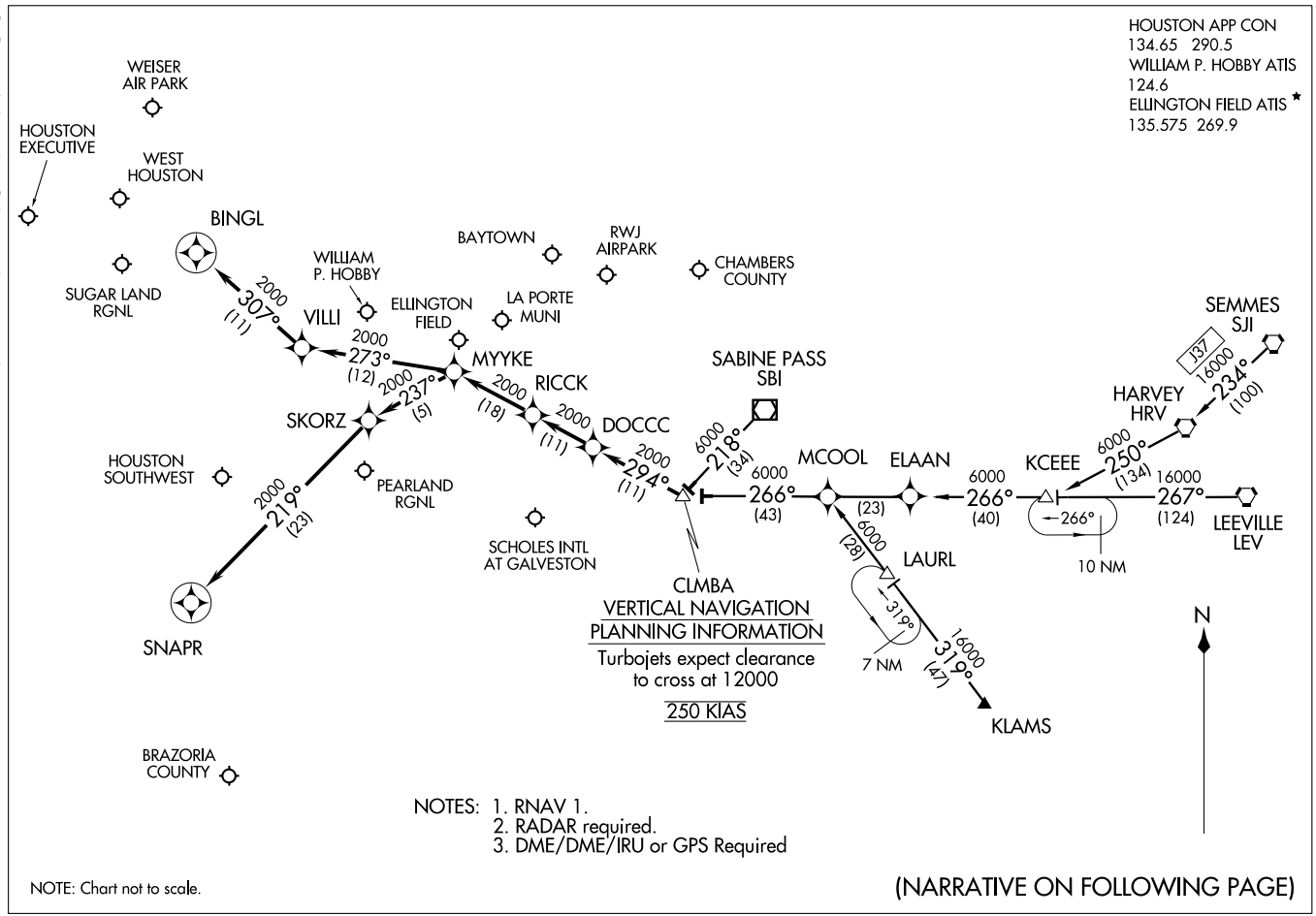
SC-5, 08 APR 2010 to 06 MAY 2010



COLLEGE STATION TRANSITION (CLL.BLUBL2): From over CLL VORTAC via CLL R-153 to BLUBL INT. Thence . . . .

JAYJO TRANSITION (JAYJO.BLUBL2): From over JAYJO INT via CWK R-088 and TNV R-266 to BLUBL INT. Thence . . . .

. . . . From over BLUBL INT via CLL R-153 to SNDAY INT; expect vectors to final approach course.



COLUMBIA ONE ARRIVAL (RNAV)

(CLMBA.CLMBA1) 09239

ST-198 (FAA)

HOUSTON, TEXAS

ARRIVAL DESCRIPTION

HARVEY TRANSITION (HRV.CLMBA1): (For non-GPS equipped aircraft LEV, HRV, RQR, LLA, LCH, and DAS must be operational.)
KCEEE TRANSITION (KCEEE.CLMBA1): (For non-GPS equipped aircraft LLA, LCH, and DAS must be operational.)
KLAMS TRANSITION (KLAMS.CLMBA1): (For non-GPS equipped aircraft DAS, LCH, MHF, and VUH must be operational.)
LEEVILLE TRANSITION (LEV.CLMBA1): (For non-GPS equipped aircraft LCH, LLA, and DAS must be operational.)
SABINE PASS TRANSITION (SBI.CLMBA1):
SEMMES TRANSITION (SJI.CLMBA1): (For non-GPS equipped aircraft LEV, HRV, RQR, LLA, LCH, and DAS must be operational.)

From CLMBA WP via 294° track to DOCCC, thence as depicted to RICCK . . . .

WILLIAM P. HOBBY/HOUSTON (HOU):

LANDING RUNWAY 4: . . . . From RICCK via 294° track to MYYKE, thence as depicted to SNAPR. Expect vectors to final approach course prior to SNAPR, if not received by SNAPR fly present heading.

LANDING RUNWAY 12R: . . . . From RICCK via 294° track to MYYKE, thence as depicted to BINGL. Expect vectors to final approach course prior to BINGL, if not received by BINGL fly present heading.

FOR ALL OTHER RUNWAYS: From RICCK via 294° track to MYYKE. Expect vectors to final approach course prior to MYYKE.

FOR ALL OTHER AIRPORTS: From RICCK via 294° track to MYYKE. Expect vectors to final approach course prior to MYYKE.

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DAISETTA EIGHT ARRIVAL (DAS.DAS8)

HOUSTON APP CON
120.05 379.1
GEORGE BUSH INTERCONTINENTAL/
HOUSTON ATIS 124.05
WILLIAM P. HOBBY ATIS
124.6
ELLINGTON FIELD ATIS *
135.575 269.9

NOTE: For all conventional navigation aircraft landing in the Houston terminal area. For all turboprops/pistons landing IAH. ATC assigned only for all others.

NOTE: For RNAV equipped aircraft landing IAH runways 8L/R and 9 from over DAETN INT direct JOESZ INT, expect vectors to final approach course prior to JOESZ INT, if not received by JOESZ INT fly present heading.

ELM GROVE
111.2 EMG
Chan 49
N32°24.01'-W93°35.71'
L-17, H-6

QUESO
N30°46.86'
W94°06.54'

BROWW
N30°54.22'
W93°52.20'

SAWMILL
113.75 SWB
Chan 84(Y)
N31°58.39' - W92°40.63'
L-22, H-6

LUFKIN
112.1 LFK
Chan 58
N31°09.74'
W94°43.02'
L-19-21, H-6

VIERA
N30°44.51'
W94°02.83'

TQELA
N30°32.39'
W93°46.23'

ALEXANDRIA
116.1 AEX
Chan 108
N31°15.40' -W92°30.06'
L-21-22, H-6

INDUSTRY
110.2 IDU
Chan 39

JOESZ
N30°06.40'
W95°46.72'

INNIS
N30°02.07'
W95°06.83'

REHAB
N29°59.59'
W95°14.25'

COMBS
N30°23.32'
W94°25.84'

DAETN
N30°06.31'
W94°54.07'

YAAOW
N29°53.12'
W95°10.69'

DRXLR
N29°45.59'
W95°13.92'

GEORGE BUSH
INTERCONTINENTAL/
HOUSTON

HUMBLE
116.6 IAH
Chan 113

HOBBY
117.1 HUB
Chan 118

DAISETTA
116.9 DAS
Chan 116
N30°11.38' -W94°38.70'

LAKE CHARLES
113.4 LCH
Chan 81
N30°08.49' -W93°06.33'
L-21-22, H-7

BEAUMONT
114.5 BPT
Chan 92
N29°56.76' -W94°00.97'

VERTICAL NAVIGATION
PLANNING INFORMATION
Turbojets: 280K IAS
Expect clearance
to cross at 13,000'

RADAR REQUIRED

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

WEISER AIRPARK
WEST HOUSTON
HOUSTON EXECUTIVE
SUGAR LAND RGNL
LA PORTE MUNI
CHAMBERS COUNTY
WILLIAM P. HOBBY
BAYTOWN
RWJ AIRPARK
PEARLAND RGNL
ELLINGTON FIELD
HOUSTON-SOUTHWEST
SCHOLES INTL AT GALVESTON
BRAZORIA COUNTY

DAISETTA EIGHT ARRIVAL (DAS.DAS8)

ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.DAS8): From over AEX VORTAC via AEX R-246 to VIERA INT, then via DAS R-038 to DAS VORTAC. Thence . . . .

ELM GROVE TRANSITION (EMG.DAS8): From over EMG VORTAC via EMG R-182 to BROWW INT, then via DAS R-038 to DAS VORTAC. Thence . . . .

LAKE CHARLES TRANSITION (LCH.DAS8): From over LCH VORTAC via LCH R-275 to COMBS INT, then via DAS R-038 to DAS VORTAC. Thence . . . .

LUFKIN TRANSITION (LFK.DAS8): From over LFK VORTAC via LFK R-157 to COMBS INT, then via DAS R-038 to DAS VORTAC Thence . . . .

SAWMILL TRANSITION (SWB.DAS8): From over SWB VOR/DME via SWB R-222 and DAS R-038 to BROWW INT, then via DAS R-038 to DAS VORTAC. Thence . . . .

GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):

. . . . From over DAS VORTAC via DAS R-244 to DAETN INT.

LANDING RUNWAYS 8L/R and 9:

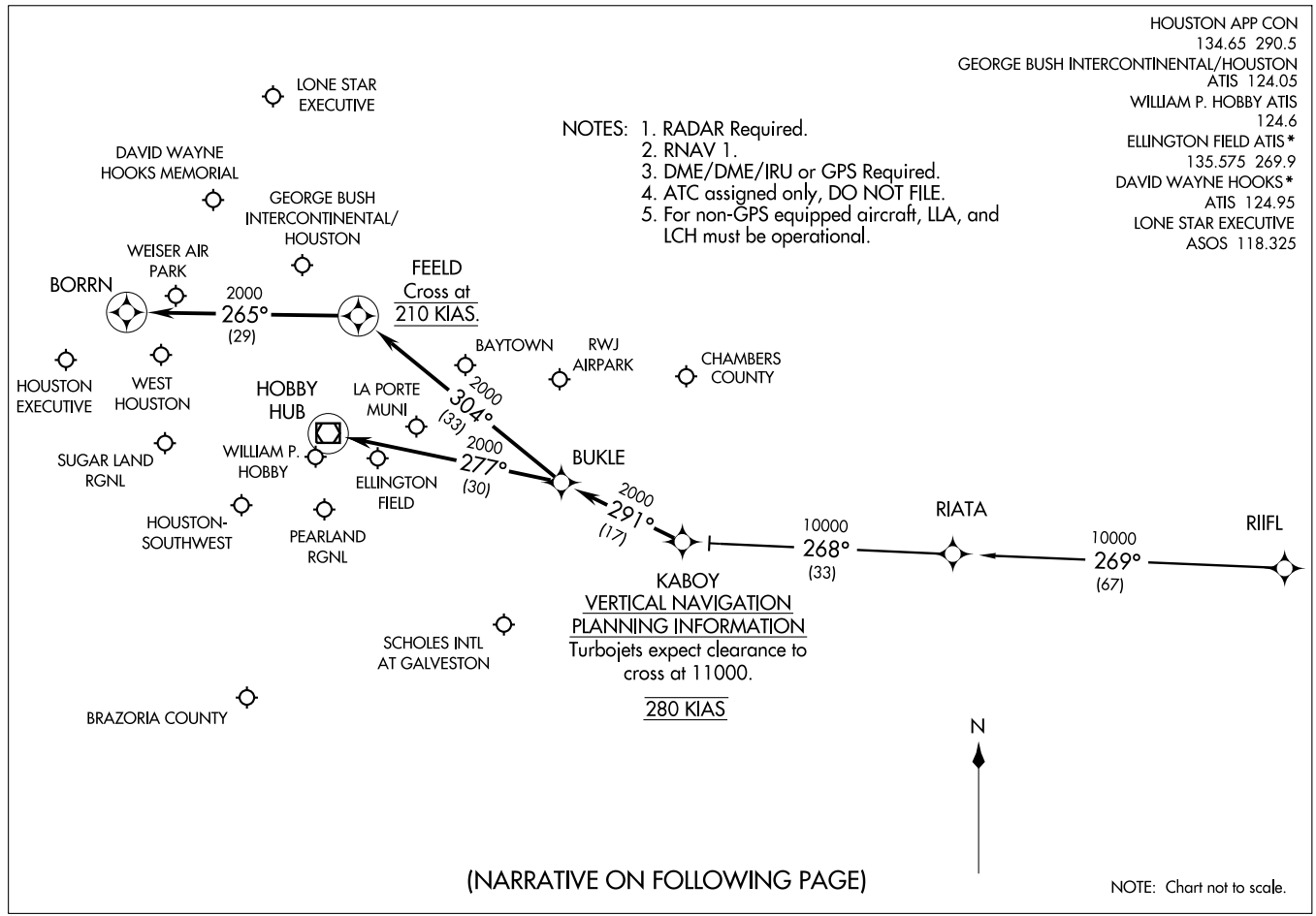
. . . . From DAETN INT fly heading 265° for vectors to final approach course.

FOR ALL OTHER RUNWAYS: Expect vectors to final approach course at or prior to REHAB INT.

FOR ALL OTHER AIRPORTS:

. . . . From over DAS VORTAC via DAS R-244 to INNIS INT, thence via HUB R-015 to HUB VOR/DME, expect vectors to final approach course at or prior to HUB VOR/DME.

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HOUSTON APP CON
134.65 290.5
GEORGE BUSH INTERCONTINENTAL/HOUSTON
ATIS 124.05
WILLIAM P. HOBBY ATIS
124.6
ELLINGTON FIELD ATIS*
135.575 269.9
DAVID WAYNE HOOKS*
ATIS 124.95
LONE STAR EXECUTIVE
ASOS 118.325
(KABOY.KABOY1) 09071
KABOY ONE ARRIVAL (RNAV)
ST-5461(FAA)
HOUSTON, TEXAS
NOTES: 1. RADAR Required.
2. RNAV 1.
3. DME/DME/IRU or GPS Required.
4. ATC assigned only, DO NOT FILE.
5. For non-GPS equipped aircraft, LLA, and LCH must be operational.
LONE STAR EXECUTIVE
DAVID WAYNE HOOKS MEMORIAL
GEORGE BUSH INTERCONTINENTAL/ HOUSTON
WEISER AIR PARK
BORRN
2000
265°
(29)
FEELD
Cross at
210 KIAS.
BAYTOWN
RWJ AIRPARK
CHAMBERS COUNTY
HOUSTON EXECUTIVE
WEST HOUSTON
HOBBY HUB
LA PORTE MUNI
2000
304°
(33)
SUGAR LAND RGNL
WILLIAM P. HOBBY
2000
277°
(30)
ELLINGTON FIELD
BUKLE
2000
291°
(17)
HOUSTON-SOUTHWEST
PEARLAND RGNL
10000
268°
(33)
RIATA
10000
269°
(67)
RIIFL
KABOY
VERTICAL NAVIGATION
PLANNING INFORMATION
Turbojets expect clearance to cross at 11000.
280 KIAS
SCHOLES INTL AT GALVESTON
BRAZORIA COUNTY
N
(NARRATIVE ON FOLLOWING PAGE)
NOTE: Chart not to scale.

ARRIVAL DESCRIPTION

RIIFL TRANSITION (RIIFL.KABOY1)

From KABOY via 291° track to BUKLE . . . .

GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):

LANDING RUNWAYS 8L/8R, OR 9: . . . . From BUKLE via 304° track to FEELD, thence as depicted to BORRN. Expect vectors to final approach course prior to BORRN, if not received by BORRN, fly present heading.

ALL OTHER RUNWAYS: . . . . From BUKLE via 304° track to FEELD. Expect vectors to final approach course prior to FEELD.

DAVID WAYNE HOOKS MEMORIAL (DWH) AND LONE STAR EXECUTIVE (CXO): . . . . From BUKLE via 304° track to FEELD. Expect vectors to final approach course prior to FEELD.

ALL OTHER AIRPORTS: . . . . From BUKLE via 277° track to HUB VOR/DME. Expect vectors to final approach course prior to HUB VOR/DME.

HOUSTON, TEXAS

AL-6460 (FAA)

APP CRS	Rwy Idg	4313
309°	TDZE	43
	Apt Elev	44

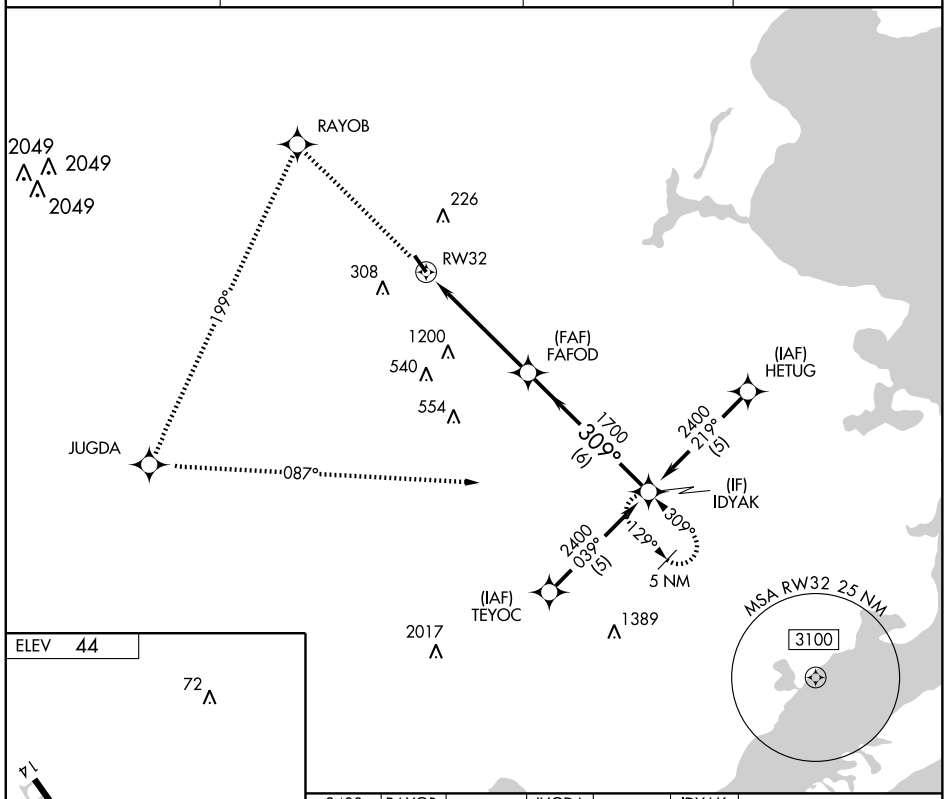
RNAV (GPS) RWY 32

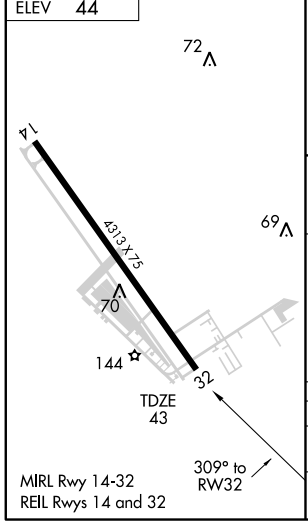
HOUSTON/ PEARLAND RGNL (LVJ)

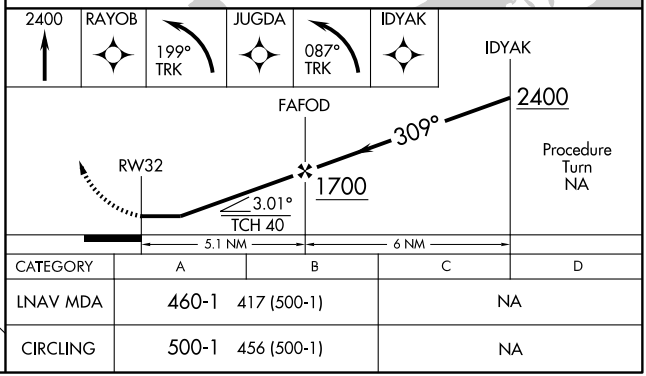
If local altimeter setting not received, use Houston/William P. Hobby altimeter setting and increase all MDAs 20 feet.
Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2400 direct RAYOB and left turn via 199° track to JUGDA and left turn via 087° track to IDYAK and hold.

ASOS	HOUSTON APP CON	CLNC DEL	UNICOM
118.525	134.45 284.0	124.0	122.8 (CTAF)

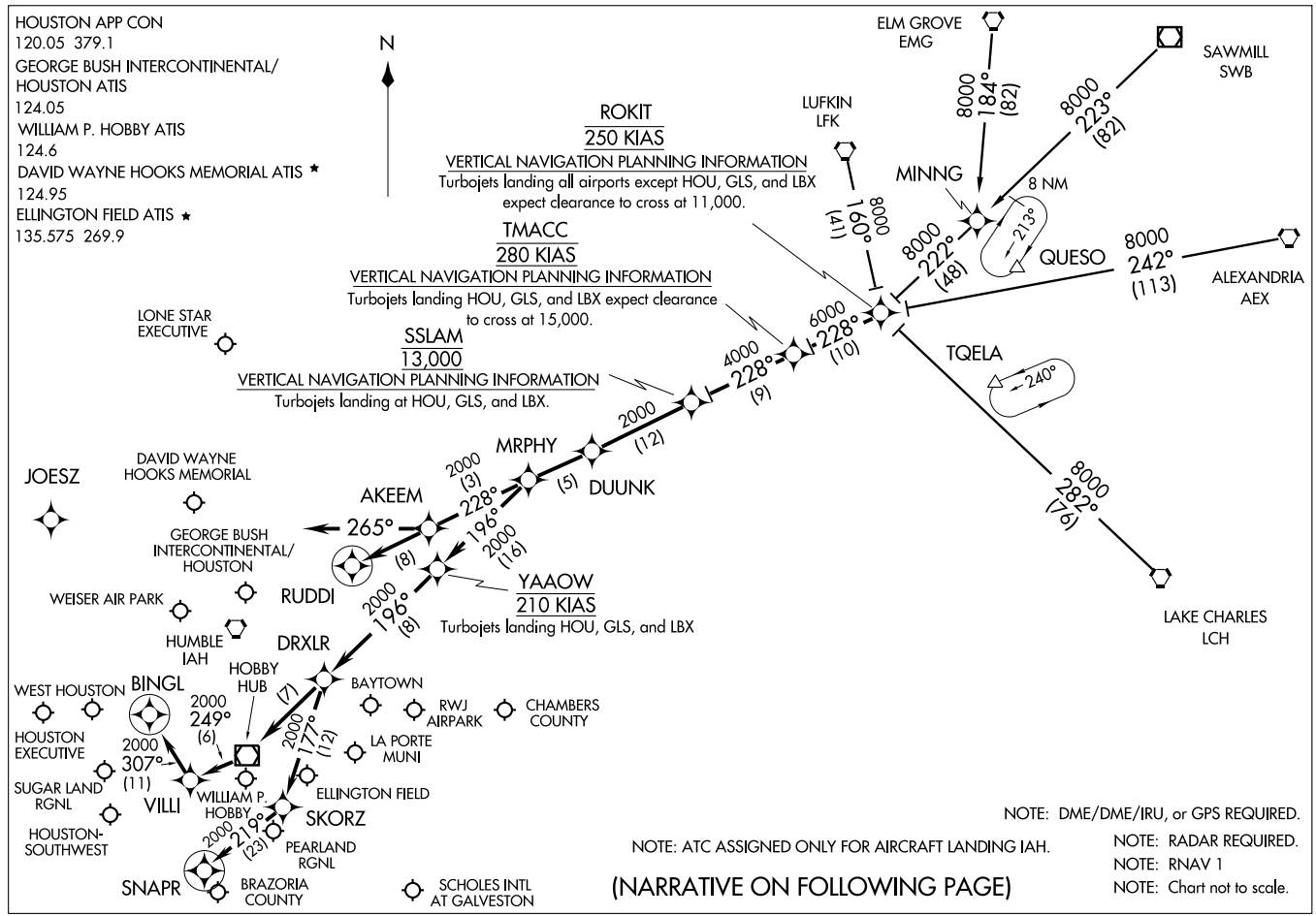






CATEGORY	A	B	C	D
LNAV MDA	460-1	417 (500-1)	NA	
CIRCLING	500-1	456 (500-1)	NA	

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(ROKIT.ROKIT1) 09127

ROKIT ONE ARRIVAL (RNAV)

ST-5461(FAA)

HOUSTON, TEXAS

ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.ROKIT1): For non-GPS equiped aircraft: LCH, AEX, LFK, and DAS must be operational.
ELM GROVE TRANSITION (EMG.ROKIT1): For non-GPS equiped aircraft: LFK, EMG, LCH, and DAS must be operational.
LAKE CHARLES TRANSITION (LCH.ROKIT1): For non-GPS equiped aircraft: BPT, LCH, DAS, and IAH must be operational.
LUFKIN TRANSITION (LFK.ROKIT1): For non-GPS equiped aircraft: IAH and DAS must be operational.
SAWMILL TRANSITION (SWB.ROKIT1): For non-GPS equiped aircraft: LFK and DAS must be operational.

From ROKIT via 228° track to TMACC, thence as depicted to MRPHY. Thence . . . .

FOR DAVID WAYNE HOOKS MEMORIAL (DWH) AND LONE STAR EXECUTIVE (CXO):
. . . . From MRPHY via 228° track to AKEEM, thence as depicted to RUDDI. Expect vectors to final approach course prior to RUDDI.

FOR WILLIAM P. HOBBY (HOU):
RUNWAY 4 . . . . From MRPHY via 196° track to YAAOW, thence as depicted to SNAPR. Expect vectors to final approach course prior to SNAPR, if not received by SNAPR fly present heading.

RUNWAY 12R . . . . From MRPHY via 196° track to YAAOW, thence as depicted to BINGL. Expect vectors to final approach course prior to BINGL, if not received by BINGL fly present heading.

ALL OTHER RUNWAYS . . . . From MRPHY via 196° track to YAAOW, thence as depicted to DRXLR. Expect vectors to final approach course prior to DRXLR.

FOR GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):
RUNWAYS 8 L/R and 9 . . . . From MRPHY via 228° track to AKEEM, then via 265° heading. Expect radar vectors.

ALL OTHER RUNWAYS . . . . From MRPHY via 228° track to AKEEM, thence as depicted to RUDDI. Expect vectors to final appraoch course prior to RUDDI.

FOR OTHER SATELLITE AIRPORTS:
. . . . From MRPHY via 196° track to YAAOW, thence as depicted to DRXLR. Expect vectors to final approach course prior to DRXLR.

SC-5, 08 APR 2010 to 06 MAY 2010

HOUSTON, TEXAS

AL-6460 (FAA)

VOR/DME MHF	APP CRS	Rwy Idg	N/A
113.6	260°	TDZE	N/A
Chan 83		Apt Elev	44

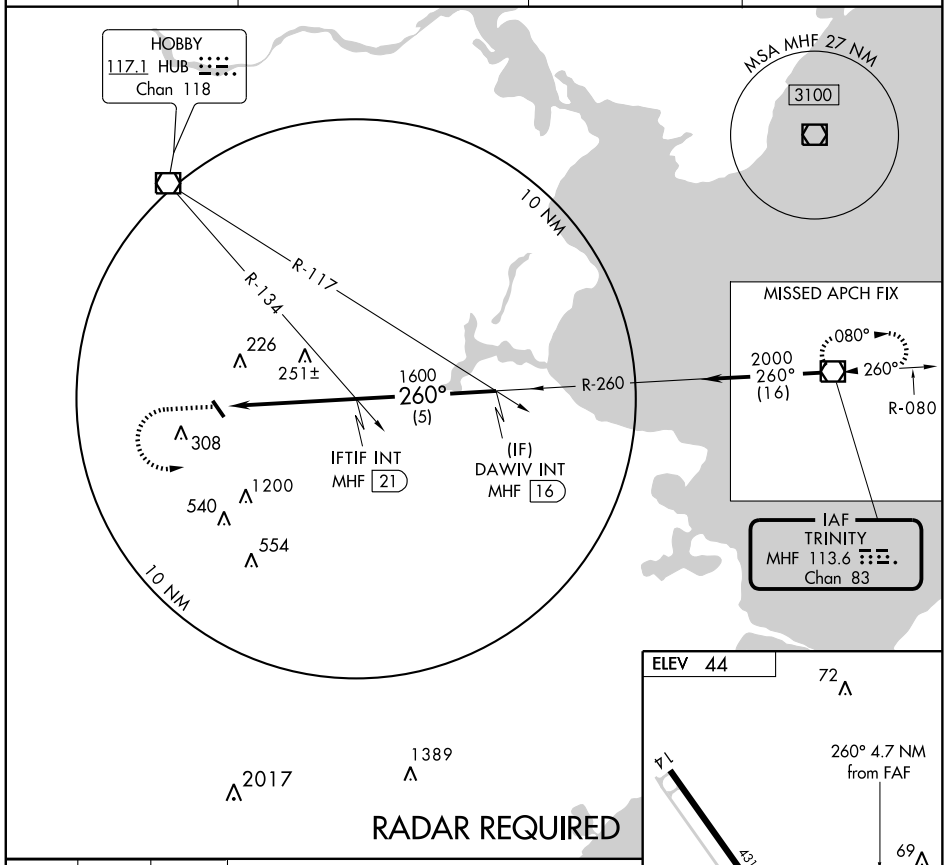
VOR-B

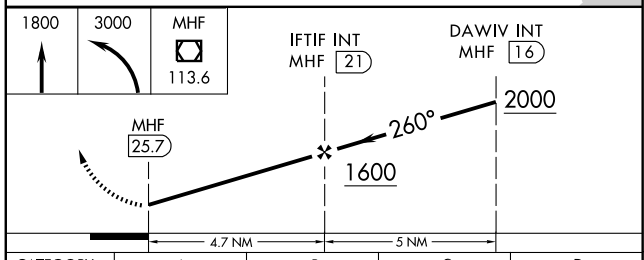
HOUSTON/ PEARLAND RGNL (LVJ)

If local altimeter setting not received, use Houston/William P. Hobby altimeter setting and increase all MDAs 20 feet.

MISSED APPROACH: Climb to 1800 then climbing left turn to 3000 direct MHF VOR/DME and hold.

ASOS	HOUSTON APP CON	CLNC DEL	UNICOM
118.525	134.45 284.0	124.0	122.8 (CTAF)





CATEGORY	A	B	C	D
CIRCLING	520-1 476 (500-1)	520-1¼ 476 (500-1¼)	NA	

FAF to MAP 4.7 NM

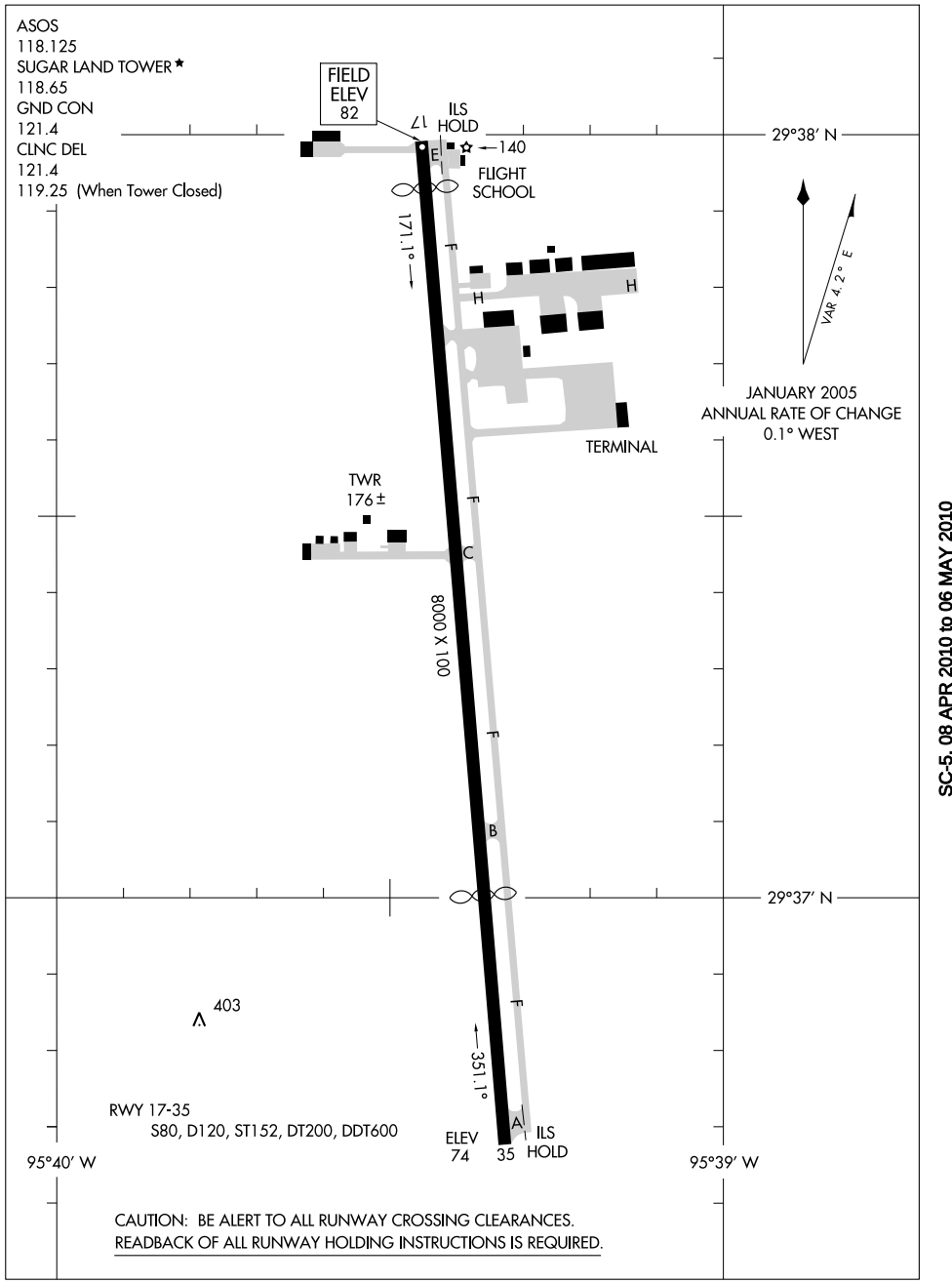
Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

SC-5, 08 APR 2010 to 06 MAY 2010

AIRPORT DIAGRAM

AL-5537 (FAA)

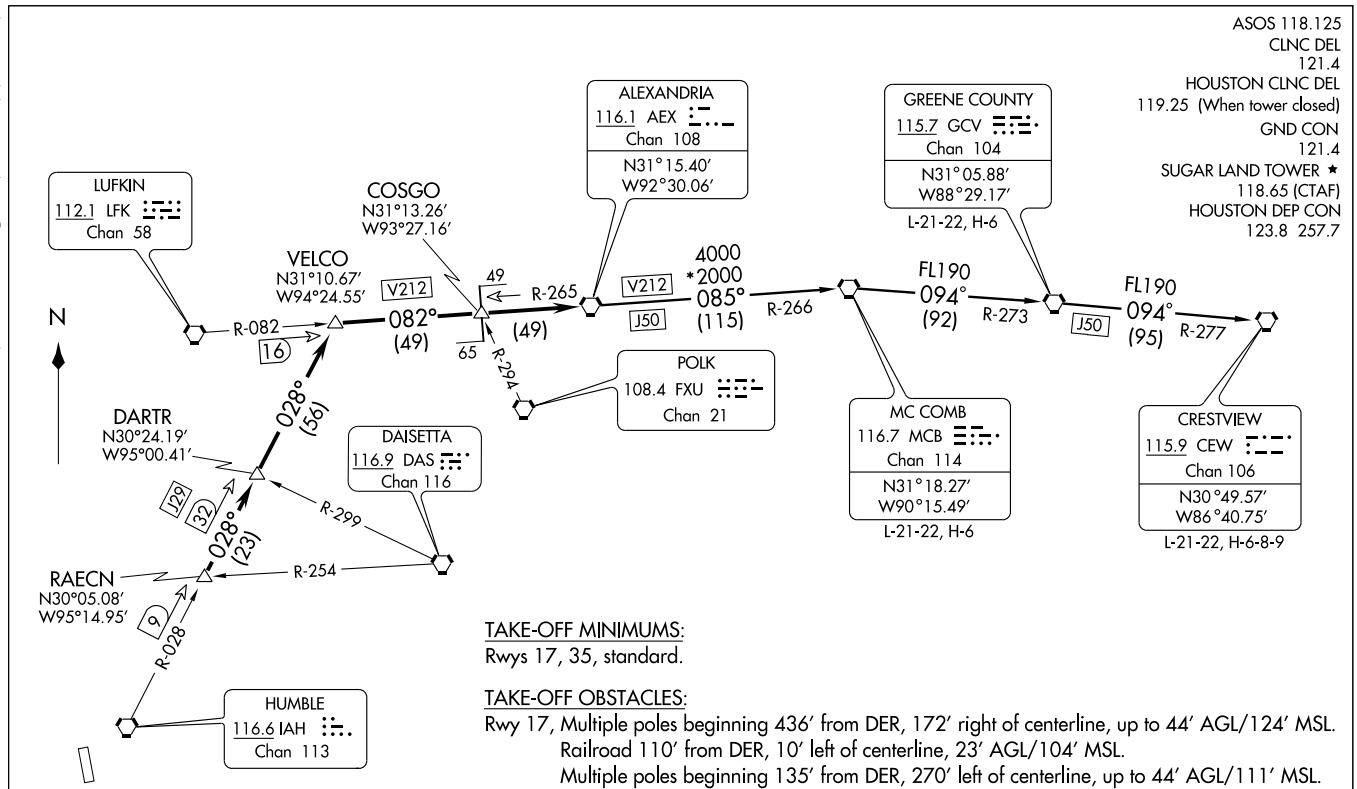
HOUSTON/ SUGAR LAND RGNL (SGR)
HOUSTON, TEXAS



CAUTION: BE ALERT TO ALL RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

SC-5, 08 APR 2010 to 06 MAY 2010

ASOS 118.125
CLNC DEL
121.4
HOUSTON CLNC DEL
119.25 (When tower closed)
GND CON
121.4
SUGAR LAND TOWER ★
118.65 (CTAF)
HOUSTON DEP CON
123.8 257.7



TAKE-OFF MINIMUMS:
Rwys 17, 35, standard.

TAKE-OFF OBSTACLES:
Rwy 17, Multiple poles beginning 436′ from DER, 172′ right of centerline, up to 44′ AGL/124′ MSL.
Railroad 110′ from DER, 10′ left of centerline, 23′ AGL/104′ MSL.
Multiple poles beginning 135′ from DER, 270′ left of centerline, up to 44′ AGL/111′ MSL.
Rwy 35, Vehicle and road 65′ from DER, 2′ right of centerline, 15′ AGL/96′ MSL.
Multiple trees beginning 37′ from DER, 275′ right of centerline, up to 81′ AGL/164′ MSL.
DME antenna 380′ from DER, 253′ right of centerline, 24′ AGL/100′ MSL.
Multiple trees beginning 83′ from DER, 65′ left of centerline, up to 81′ AGL/155′ MSL.

NOTE: Radar Required.
NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to RAECN INT, maintain 4000', expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-028 to VELCO INT, then right turn via LFK R-082 and AEX R-265 to AEX VORTAC.

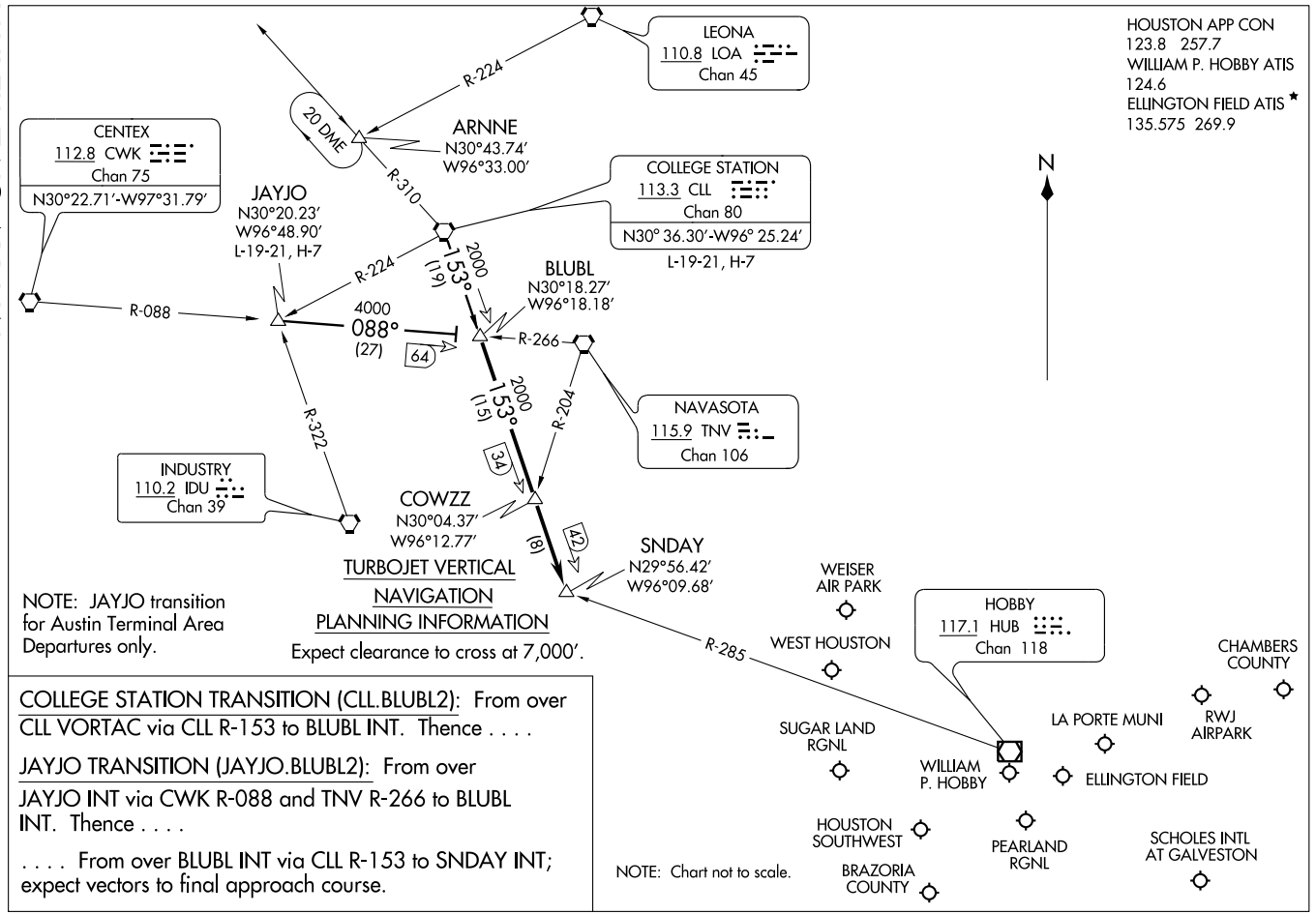
THE FOLLOWING TRANSITIONS ARE ATC ASSIGNED ONLY DO NOT FILE:

CRESTVIEW TRANSITION (AEX4.CEW): (For aircraft being weather rerouted to join a jet route off CEW VORTAC or overflying CEW VORTAC to join a direct route). From over AEX VORTAC via AEX R-085 and MCB R-266 to MCB VORTAC, then via MCB R-094 and GCV R-273 to GCV VORTAC, then via GCV R-094 and CEW R-277 to CEW VORTAC.

GREENE COUNTY TRANSITION (AEX4.GCV): (For aircraft being weather rerouted to join a jet route off GCV VORTAC or overflying GCV VORTAC to join a direct route). From over AEX VORTAC via AEX R-085 and MCB R-266 to MCB VORTAC, then via MCB R-094 and GCV R-273 to GCV VORTAC.

MC COMB TRANSITION (AEX4.MCB): (For aircraft being weather rerouted to join a jet route off MCB VORTAC or overflying MCB VORTAC to join a direct route). From over AEX VORTAC via AEX R-085 and MCB R-266 to MCB VORTAC.

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COLLEGE STATION TRANSITION (CLL.BLUBL2): From over CLL VORTAC via CLL R-153 to BLUBL INT. Thence . . . .

JAYJO TRANSITION (JAYJO.BLUBL2): From over JAYJO INT via CWK R-088 and TNV R-266 to BLUBL INT. Thence . . . .

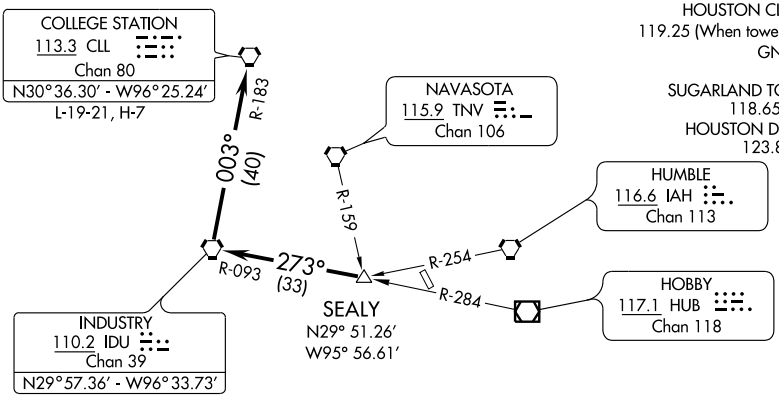
. . . . From over BLUBL INT via CLL R-153 to SNDAY INT; expect vectors to final approach course.

COLLEGE TWO DEPARTURE

SL-5537 (FAA)

HOUSTON/SUGAR LAND RGNL (SGR)
HOUSTON, TEXAS

ASOS
118.125
CLNC DEL
121.4
HOUSTON CLNC DEL
119.25 (When tower closed)
GND CON
121.4
SUGARLAND TOWER ★
118.65 (CTAF)
HOUSTON DEP CON
123.8 257.7



TAKE-OFF MINIMUMS:
Rwys 17, 35 standard.

TAKE-OFF OBSTACLES:
Rwy 17, Multiple poles beginning 436' from DER, 172' right of centerline, up to 44' AGL/124' MSL. Railroad 110' from DER, 10' left of centerline, 23' AGL/104' MSL. Multiple poles beginning 135' from DER, 270' left of centerline, up to 44' AGL/111' MSL.
Rwy 35, Vehicle and road 65' from DER, 2' right of centerline, 15' AGL/96' MSL. Multiple trees beginning 37' from DER, 275' right of centerline, up to 81' AGL/164' MSL. DME antenna 380' from DER, 253' right of centerline, 24' AGL/100' MSL. Multiple trees beginning 83' from DER, 65' left of centerline, up to 81' AGL/155' MSL.

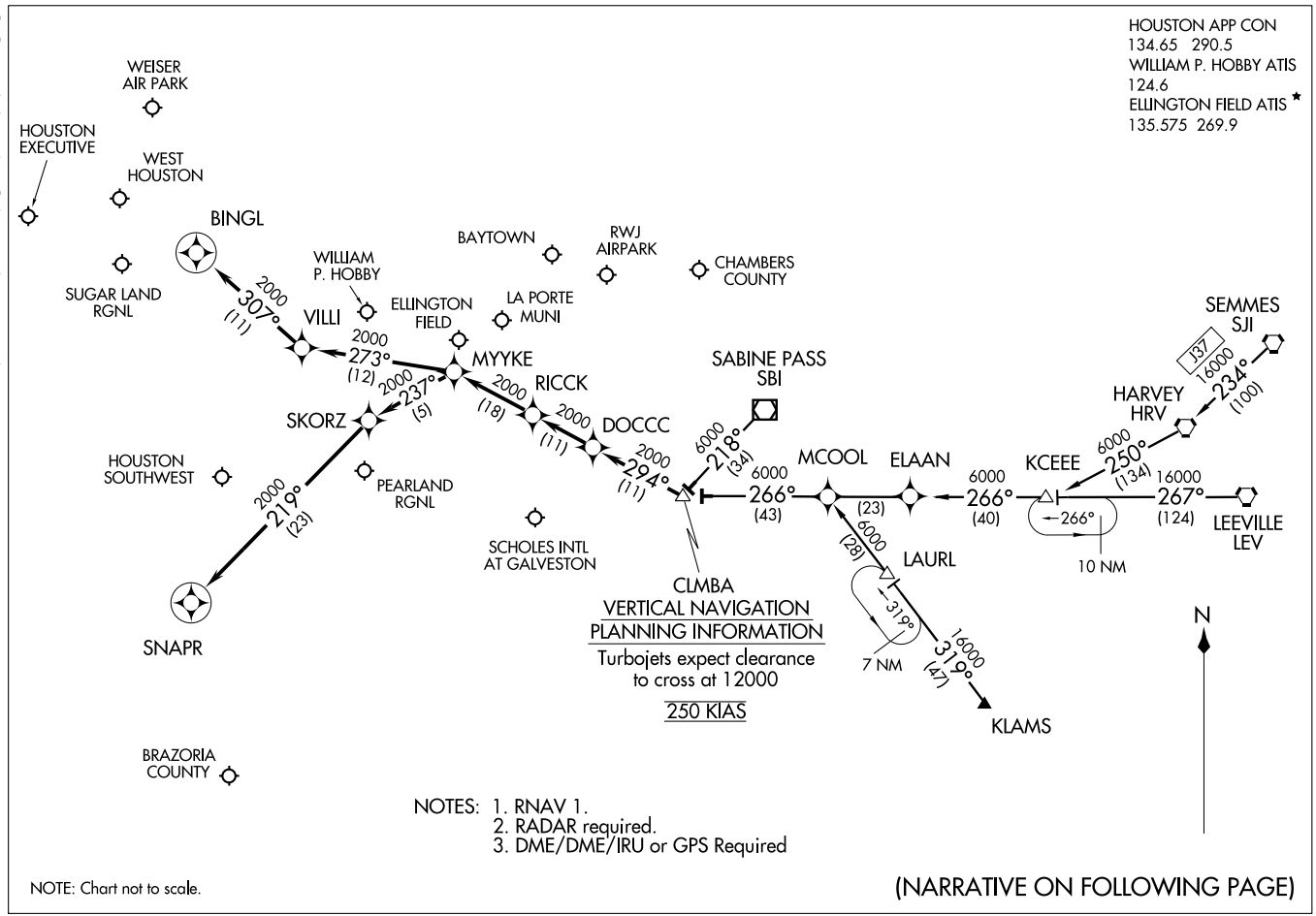
NOTE: Radar Required.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to SEALY INT, maintain 4000, expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IDU R-093 to IDU VORTAC, then right turn via IDU R-003 and CLL R-183 to CLL VORTAC.



COLUMBIA ONE ARRIVAL (RNAV)

(CLMBA.CLMBA1) 09239

ST-198 (FAA)

HOUSTON, TEXAS

ARRIVAL DESCRIPTION

HARVEY TRANSITION (HRV.CLMBA1): (For non-GPS equipped aircraft LEV, HRV, RQR, LLA, LCH, and DAS must be operational.)
KCEEE TRANSITION (KCEEE.CLMBA1): (For non-GPS equipped aircraft LLA, LCH, and DAS must be operational.)
KLAMS TRANSITION (KLAMS.CLMBA1): (For non-GPS equipped aircraft DAS, LCH, MHF, and VUH must be operational.)
LEEVILLE TRANSITION (LEV.CLMBA1): (For non-GPS equipped aircraft LCH, LLA, and DAS must be operational.)
SABINE PASS TRANSITION (SBI.CLMBA1):
SEMMES TRANSITION (SJI.CLMBA1): (For non-GPS equipped aircraft LEV, HRV, RQR, LLA, LCH, and DAS must be operational.)

From CLMBA WP via 294° track to DOCCC, thence as depicted to RICCK . . . .

WILLIAM P. HOBBY/HOUSTON (HOU):

LANDING RUNWAY 4: . . . . From RICCK via 294° track to MYYKE, thence as depicted to SNAPR. Expect vectors to final approach course prior to SNAPR, if not received by SNAPR fly present heading.

LANDING RUNWAY 12R: . . . . From RICCK via 294° track to MYYKE, thence as depicted to BINGL. Expect vectors to final approach course prior to BINGL, if not received by BINGL fly present heading.

FOR ALL OTHER RUNWAYS: From RICCK via 294° track to MYYKE. Expect vectors to final approach course prior to MYYKE.

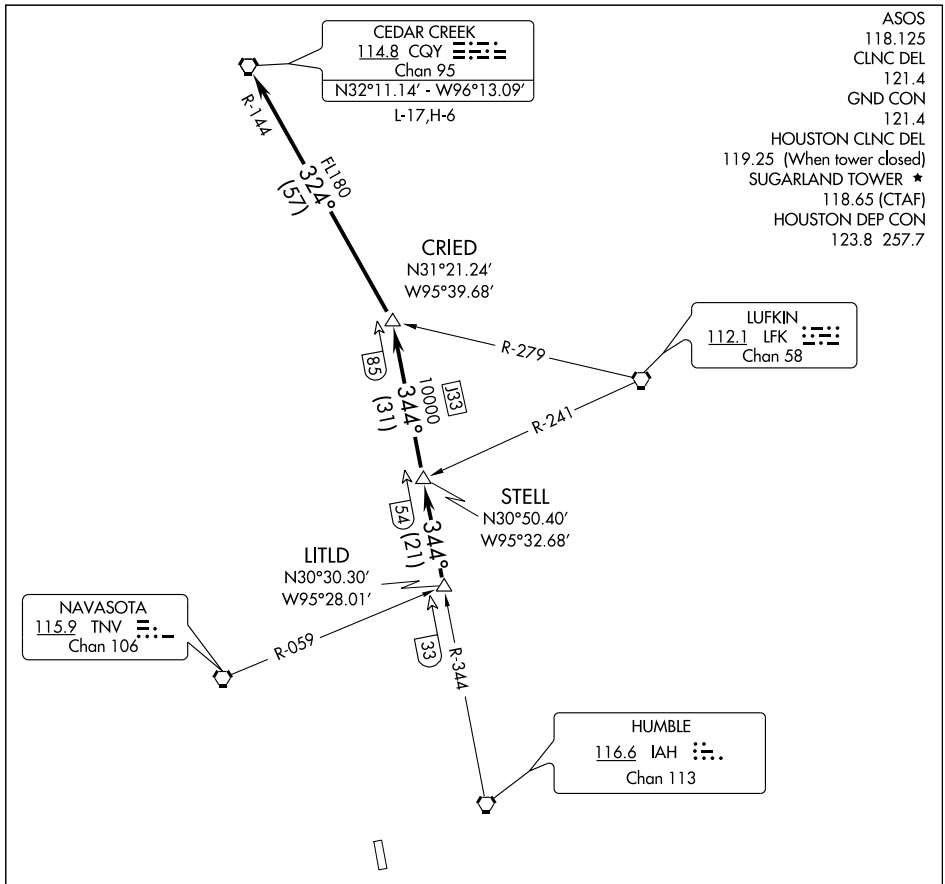
FOR ALL OTHER AIRPORTS: From RICCK via 294° track to MYYKE. Expect vectors to final approach course prior to MYYKE.

SC-5, 08 APR 2010 to 06 MAY 2010

CRIED THREE DEPARTURE

SL-5537 (FAA)

HOUSTON/SUGAR LAND RGNL (SGR)
HOUSTON, TEXAS



TAKE-OFF MINIMUMS:
Rwy 17, 35, standard.

(NOTES CONTINUED ON FOLLOWING PAGE)

NOTE: Radar Required.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to LITLD INT, maintain 4000. Expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-344 to STELL INT, then via IAH R-344 to CRIED INT, then left turn via CQY R-144 to CQY VORTAC.

SC-5, 08 APR 2010 to 06 MAY 2010

TAKE-OFF OBSTACLES:

Rwy 17, Multiple poles beginning 436′ from DER, 172 right of centerline, up to 44′ AGL/124′ MSL. Railroad 110′ from DER, 10′ left of centerline, 23′ AGL/104′ MSL. Multiple poles beginning 135′ from DER, 270′ left of centerline, up to 44′ AGL/111′ MSL.

Rwy 35, Vehicle and road 65′ from DER, 2′ right of centerline, 15′ AGL/96′ MSL. Multiple trees beginning 37′ from DER, 275′ right of centerline, up to 81′ AGL/164′ MSL. DME antenna 380′ from DER, 253′ right of centerline, 24′ AGL/100′ MSL. Multiple trees beginning 83′ from DER, 65′ left of centerline, up to 81′ AGL/155′ MSL.

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DAISETTA EIGHT ARRIVAL (DAS.DAS8)

HOUSTON APP CON
120.05 379.1
GEORGE BUSH INTERCONTINENTAL/
HOUSTON ATIS 124.05
WILLIAM P. HOBBY ATIS
124.6
ELLINGTON FIELD ATIS *
135.575 269.9

NOTE: For all conventional navigation aircraft landing in the Houston terminal area. For all turboprops/pistons landing IAH. ATC assigned only for all others.

NOTE: For RNAV equipped aircraft landing IAH runways 8L/R and 9 from over DAETN INT direct JOESZ INT, expect vectors to final approach course prior to JOESZ INT, if not received by JOESZ INT fly present heading.

ELM GROVE
111.2 EMG
Chan 49
N32°24.01'-W93°35.71'
L-17, H-6

QUESO
N30°46.86'
W94°06.54'

BROWW
N30°54.22'
W93°52.20'

SAWMILL
113.75 SWB
Chan 84(Y)
N31°58.39' - W92°40.63'
L-22, H-6

LUFKIN
112.1 LFK
Chan 58
N31°09.74'
W94°43.02'
L-19-21, H-6

VIERA
N30°44.51'
W94°02.83'

TQELA
N30°32.39'
W93°46.23'

ALEXANDRIA
116.1 AEX
Chan 108
N31°15.40' -W92°30.06'
L-21-22, H-6

INDUSTRY
110.2 IDU
Chan 39

JOESZ
N30°06.40'
W95°46.72'

INNIS
N30°02.07'
W95°06.83'

REHAB
N29°59.59'
W95°14.25'

COMBS
N30°23.32'
W94°25.84'

DAETN
N30°06.31'
W94°54.07'

YAAOW
N29°53.12'
W95°10.69'

DRXLR
N29°45.59'
W95°13.92'

GEORGE BUSH
INTERCONTINENTAL/
HOUSTON

HUMBLE
116.6 IAH
Chan 113

HOBBY
117.1 HUB
Chan 118

DAISETTA
116.9 DAS
Chan 116
N30°11.38' -W94°38.70'

LAKE CHARLES
113.4 LCH
Chan 81
N30°08.49' -W93°06.33'
L-21-22, H-7

BEAUMONT
114.5 BPT
Chan 92
N29°56.76' -W94°00.97'

VERTICAL NAVIGATION
PLANNING INFORMATION
Turbojets: 280K IAS
Expect clearance
to cross at 13,000'

RADAR REQUIRED

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

WEISER AIRPARK
WEST HOUSTON
HOUSTON EXECUTIVE
SUGAR LAND RGNL
LA PORTE MUNI
CHAMBERS COUNTY
WILLIAM P. HOBBY
BAYTOWN
RWJ AIRPARK
PEARLAND RGNL
ELLINGTON FIELD
HOUSTON-SOUTHWEST
SCHOLES INTL AT GALVESTON
BRAZORIA COUNTY

DAISETTA EIGHT ARRIVAL (DAS.DAS8)

ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.DAS8): From over AEX VORTAC via AEX R-246 to VIERA INT, then via DAS R-038 to DAS VORTAC. Thence . . . .

ELM GROVE TRANSITION (EMG.DAS8): From over EMG VORTAC via EMG R-182 to BROWW INT, then via DAS R-038 to DAS VORTAC. Thence . . . .

LAKE CHARLES TRANSITION (LCH.DAS8): From over LCH VORTAC via LCH R-275 to COMBS INT, then via DAS R-038 to DAS VORTAC. Thence . . . .

LUFKIN TRANSITION (LFK.DAS8): From over LFK VORTAC via LFK R-157 to COMBS INT, then via DAS R-038 to DAS VORTAC Thence . . . .

SAWMILL TRANSITION (SWB.DAS8): From over SWB VOR/DME via SWB R-222 and DAS R-038 to BROWW INT, then via DAS R-038 to DAS VORTAC. Thence . . . .

GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):

. . . . From over DAS VORTAC via DAS R-244 to DAETN INT.

LANDING RUNWAYS 8L/R and 9:

. . . . From DAETN INT fly heading 265° for vectors to final approach course.

FOR ALL OTHER RUNWAYS: Expect vectors to final approach course at or prior to REHAB INT.

FOR ALL OTHER AIRPORTS:

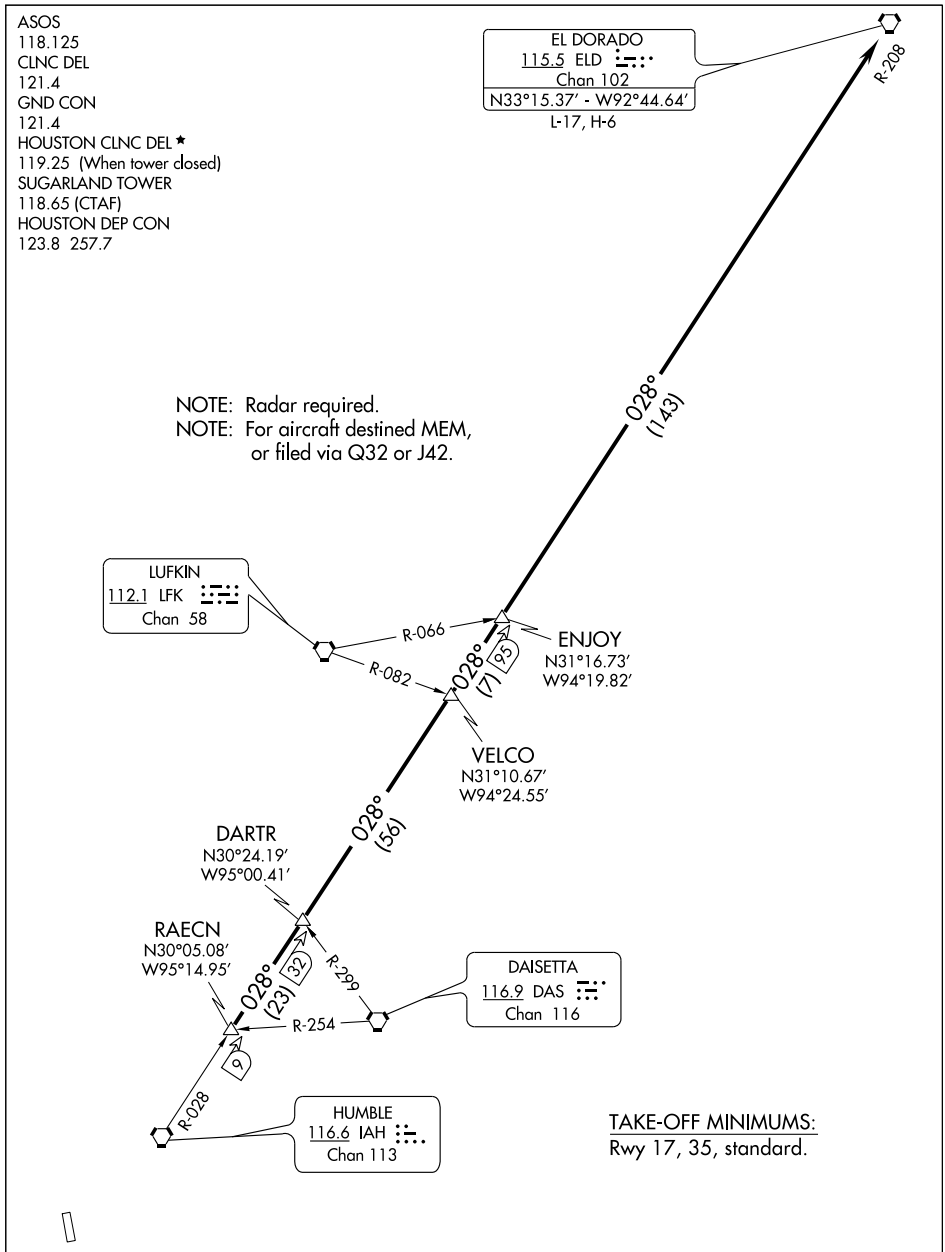
. . . . From over DAS VORTAC via DAS R-244 to INNIS INT, thence via HUB R-015 to HUB VOR/DME, expect vectors to final approach course at or prior to HUB VOR/DME.

SC-5, 08 APR 2010 to 06 MAY 2010

EL DORADO ONE DEPARTURE

SL-5537 (FAA)

HOUSTON/SUGAR LAND RGNL (SGR)
HOUSTON, TEXAS



NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SC-5, 08 APR 2010 to 06 MAY 2010

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to RAECN INT, maintain 4000, expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-028 and the ELD R-208 to ELD VORTAC.

TAKE-OFF OBSTACLES

Rwy 17, Multiple poles beginning 436′ from DER, 172′ right of centerline, up to 44′ AGL/ 124′ MSL. Railroad 110′ from DER, 10′ left of centerline, 23′ AGL/104′ MSL. Multiple poles beginning 135′ from DER, 270′ left of centerline, up to 44′ AGL/111′ MSL.

Rwy 35, Vehicle and road 65′ from DER, 2′ right of centerline, 15′ AGL/96′ MSL. Multiple trees beginning 37′ from DER, 275′ right of centerlline, up to 81′ AGL/ 164′ MSL. DME antenna 380′ from DER, 253′ right of centerline, 24′ AGL/100′ MSL. Multiple trees beginning 83′ from DER, 65′ left of centerline, up to 81′ AGL/155′ MSL.

SC-5, 08 APR 2010 to 06 MAY 2010

GIFFA THREE DEPARTURE

SL-5537 (FAA)

HOUSTON/SUGAR LAND RGNL (SGR)
HOUSTON, TEXAS

ASOS
118.125
CLNC DEL
121.4
HOUSTON CLNC DEL
119.25 (When tower closed)
GND CON
121.4
SUGARLAND TOWER*
118.65 (CTAF)
HOUSTON DEP CON
123.8 257.7

CEDAR CREEK
114.8 CQY
Chan 95

R-128

LEONA
110.8 LOA
Chan 45

GIFFA
N31° 22.89′
W95° 15.10′
L-19-21, H-6

R-059

85

358°
(54)

MONNT
N30° 28.65′
W95° 18.70′

31

R-358

DAISETTA
116.9 DAS
Chan 116

R-292

HUMBLE
116.6 IAH
Chan 113

TAKE-OFF MINIMUMS:
Rwys 17, 35, standard.

NOTE: Radar Required.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SC-5, 08 APR 2010 to 06 MAY 2010

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to MONNT INT, maintain 4000, expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-358 to GIFFA INT.

TAKE-OFF OBSTACLES:

Rwy 17, Multiple poles beginning 436′ from DER, 172′ right of centerline, up to 44′ AGL/124′ MSL. Railroad 110′ from DER, 10′ left of centerline, 23′ AGL/104′ MSL.
Multiple poles beginning 135′ from DER, 270′ left of centerline, up to 44′ AGL/111′ MSL.

Rwy 35, Vehicle and road 65′ from DER, 2′ right of centerline, 15′ AGL/96′ MSL.
Multiple trees beginning 37′ from DER, 275′ right of centerline, up to 81′ AGL/164′ MSL.
DME antenna 380′ from DER, 253′ right of centerline, 24′ AGL/100′ MSL.
Multiple trees beginning 83′ from DER, 65′ left of centerline, up to 81′ AGL/155′ MSL.

LOC I-TXH	APP CRS	Rwy Idg	6016
110.7	350°	TDZE	79
Chan 44		Apt Elev	82

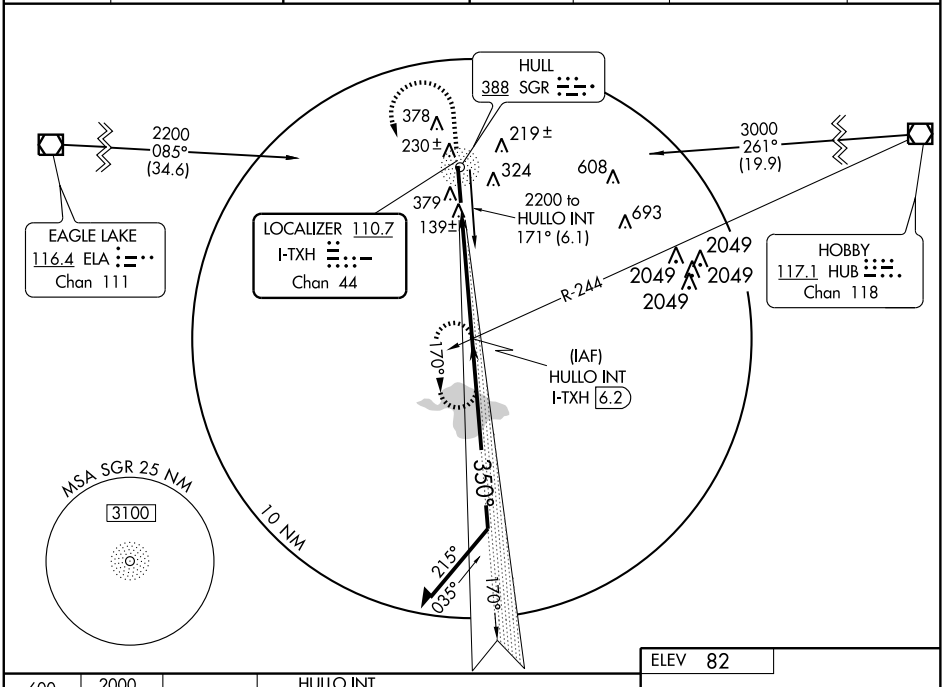
ILS RWY 35

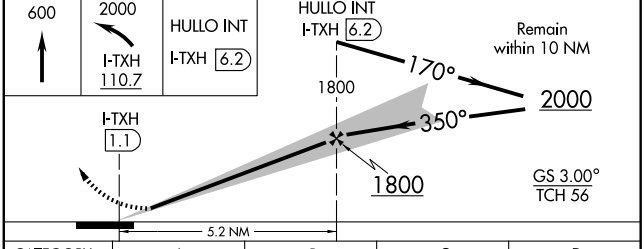
HOUSTON/ SUGAR LAND RGNL (SGR)

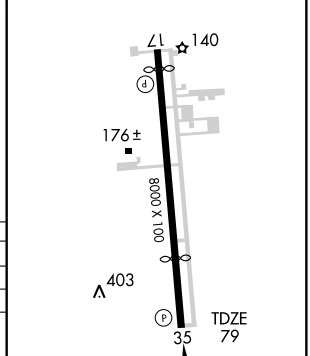
When local altimeter setting not received, use Houston, TX (William P. Hobby) altimeter setting.

MISSED APPROACH: Climb to 600 then climbing left turn to 2000 via I-TXH south course to HULLO Int/I-TXH 6.2 DME and hold.

ASOS	HOUSTON APP CON	SUGAR LAND TOWER ★	GND CON	CLNC DEL	HOUSTON CLNC DEL	UNICOM
118.125	123.8 257.7	118.65 (CTAF) L	121.4	121.4	119.25 (When tower closed)	122.95







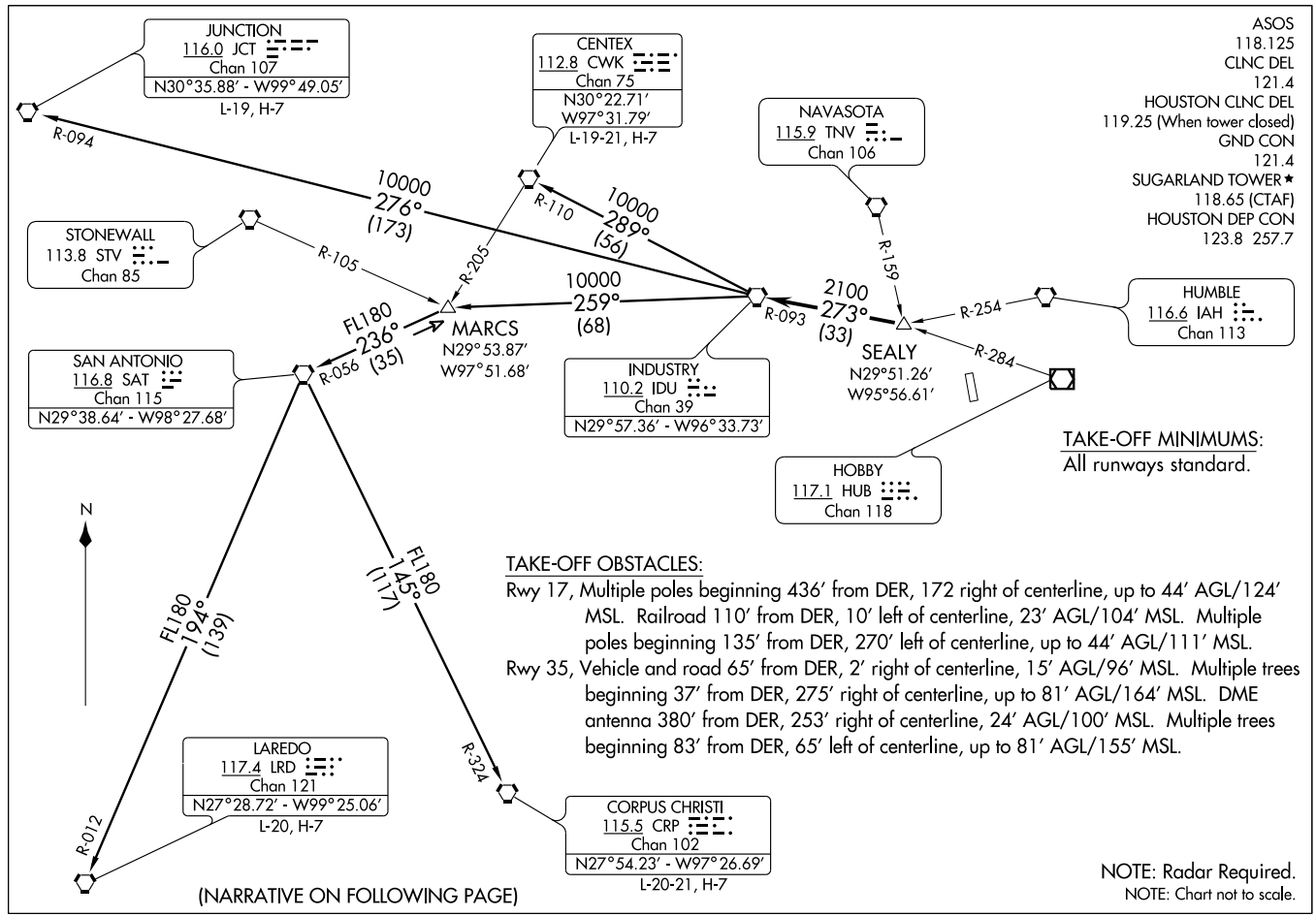
CATEGORY	A	B	C	D
S-ILS 35	279-¾ 200 (200-¾)			
S-LOC 35	400-1 321 (400-1)			
CIRCLING	720-1 638 (700-1)		720-2 638 (700-2)	
HOUSTON, TX (WILLIAM P. HOBBY) ALTIMETER SETTING MINIMUMS				
S-ILS 35	330-¾ 251 (300-¾)			
S-LOC 35	440-1 361 (400-1)			440-1¼ 361 (400-1¼)
CIRCLING	760-1 678 (700-1)		760-2 678 (700-2)	760-2¼ 678 (700-2¼)

REIL Rwys 17 and 35 L
HIRL Rwy 17-35 L

FAF to MAP 5.2 NM

Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

SC-5, 08 APR 2010 to 06 MAY 2010


JUNCTION
116.0 JCT
Chan 107
N30°35.88′ - W99°49.05′
L-19, H-7
CENTEX
112.8 CWK
Chan 75
N30°22.71′
W97°31.79′
L-19-21, H-7
NAVASOTA
115.9 TNV
Chan 106
ASOS
118.125
CLNC DEL
121.4
HOUSTON CLNC DEL
119.25 (When tower closed)
GND CON
121.4
SUGARLAND TOWER★
118.65 (CTAF)
HOUSTON DEP CON
123.8 257.7
R-094
10000
276°
(173)
R-110
10000
289°
(56)
STONEWALL
113.8 STV
Chan 85
R-105
R-205
10000
259°
(68)
R-159
2100
273°
(33)
R-093
HUMBLE
116.6 IAH
Chan 113
R-254
FL180
236°
(35)
MARCS
N29°53.87′
W97°51.68′
SEALY
N29°51.26′
W95°56.61′
R-284
SAN ANTONIO
116.8 SAT
Chan 115
N29°38.64′ - W98°27.68′
R-056
INDUSTRY
110.2 IDU
Chan 39
N29°57.36′ - W96°33.73′
TAKE-OFF MINIMUMS:
All runways standard.
HOBBY
117.1 HUB
Chan 118
N
FL180
194°
(139)
FL180
145°
(117)
TAKE-OFF OBSTACLES:
Rwy 17, Multiple poles beginning 436′ from DER, 172 right of centerline, up to 44′ AGL/124′ MSL. Railroad 110′ from DER, 10′ left of centerline, 23′ AGL/104′ MSL. Multiple poles beginning 135′ from DER, 270′ left of centerline, up to 44′ AGL/111′ MSL.
Rwy 35, Vehicle and road 65′ from DER, 2′ right of centerline, 15′ AGL/96′ MSL. Multiple trees beginning 37′ from DER, 275′ right of centerline, up to 81′ AGL/164′ MSL. DME antenna 380′ from DER, 253′ right of centerline, 24′ AGL/100′ MSL. Multiple trees beginning 83′ from DER, 65′ left of centerline, up to 81′ AGL/155′ MSL.
LAREDO
117.4 LRD
Chan 121
N27°28.72′ - W99°25.06′
L-20, H-7
R-324
CORPUS CHRISTI
115.5 CRP
Chan 102
N27°54.23′ - W97°26.69′
L-20-21, H-7
R-012
NOTE: Radar Required.
NOTE: Chart not to scale.
(NARRATIVE ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to SEALY INT. Maintain 4000'. Expect filed altitude 10 minutes after departure. Thence . . . .

. . . . VIA IDU R-093 to IDU VORTAC.

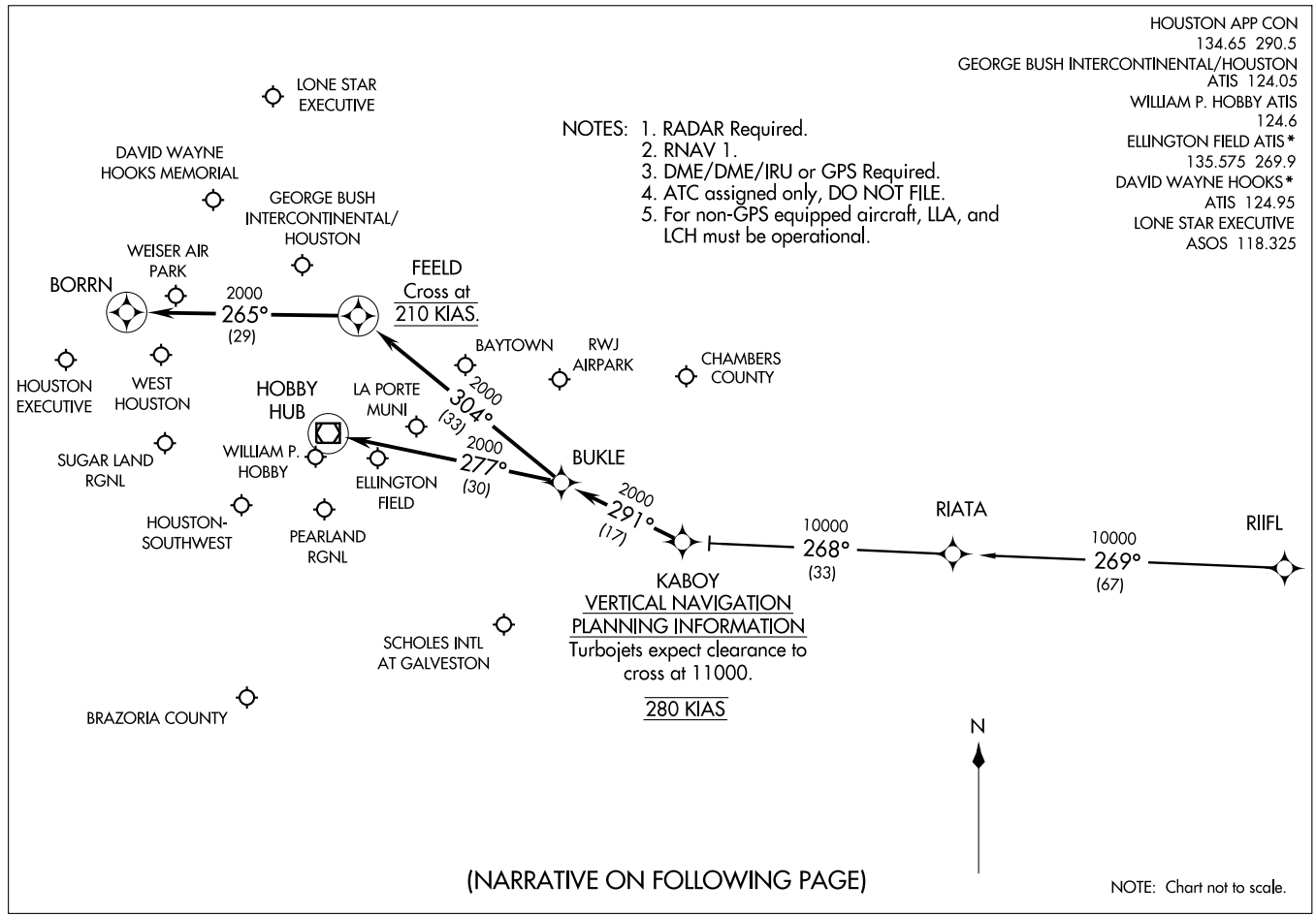
CENTEX TRANSITION (IDU3.CWK): (ATC assigned only. For aircraft inbound to the DFW Metroplex area that are being rerouted due to bad weather.) From over IDU VORTAC via IDU R-289 and CWK R-110 to CWK VORTAC.

CORPUS CHRISTI TRANSITION (IDU3.CRP): (ATC assigned only.) From over IDU VORTAC via IDU R-259 to MARCS INT, then via SAT R-056 to SAT VORTAC, then via SAT R-145 and CRP R-324 to CRP VORTAC.

JUNCTION TRANSITION (IDU3.JCT): (For aircraft overflying JCT VORTAC via J2, J15, or J86.) From over IDU VORTAC via IDU R-276 and JCT R-094 to JCT VORTAC.

LAREDO TRANSITION (IDU3.LRD): (ATC assigned only.) From over IDU VORTAC via IDU R-259 to MARCS INT, then via SAT R-056 to SAT VORTAC, then via SAT R-194 and LRD R-012 to LRD VORTAC.

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HOUSTON APP CON
134.65 290.5
GEORGE BUSH INTERCONTINENTAL/HOUSTON
ATIS 124.05
WILLIAM P. HOBBY ATIS
124.6
ELLINGTON FIELD ATIS*
135.575 269.9
DAVID WAYNE HOOKS*
ATIS 124.95
LONE STAR EXECUTIVE
ASOS 118.325
(KABOY.KABOY1) 09071
KABOY ONE ARRIVAL (RNAV)
ST-5461(FAA)
HOUSTON, TEXAS
NOTES: 1. RADAR Required.
2. RNAV 1.
3. DME/DME/IRU or GPS Required.
4. ATC assigned only, DO NOT FILE.
5. For non-GPS equipped aircraft, LLA, and LCH must be operational.
LONE STAR EXECUTIVE
DAVID WAYNE HOOKS MEMORIAL
GEORGE BUSH INTERCONTINENTAL/ HOUSTON
WEISER AIR PARK
BORRN
2000
265°
(29)
FEELD
Cross at
210 KIAS.
BAYTOWN
RWJ AIRPARK
CHAMBERS COUNTY
HOUSTON EXECUTIVE
WEST HOUSTON
HOBBY HUB
LA PORTE MUNI
2000
304°
(33)
SUGAR LAND RGNL
WILLIAM P. HOBBY
2000
277°
(30)
ELLINGTON FIELD
BUKLE
2000
291°
(17)
HOUSTON-SOUTHWEST
PEARLAND RGNL
10000
268°
(33)
RIATA
10000
269°
(67)
RIIFL
KABOY
VERTICAL NAVIGATION
PLANNING INFORMATION
Turbojets expect clearance to cross at 11000.
280 KIAS
SCHOLES INTL AT GALVESTON
BRAZORIA COUNTY
N
(NARRATIVE ON FOLLOWING PAGE)
NOTE: Chart not to scale.

ARRIVAL DESCRIPTION

RIIFL TRANSITION (RIIFL.KABOY1)

From KABOY via 291° track to BUKLE . . . .

GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):

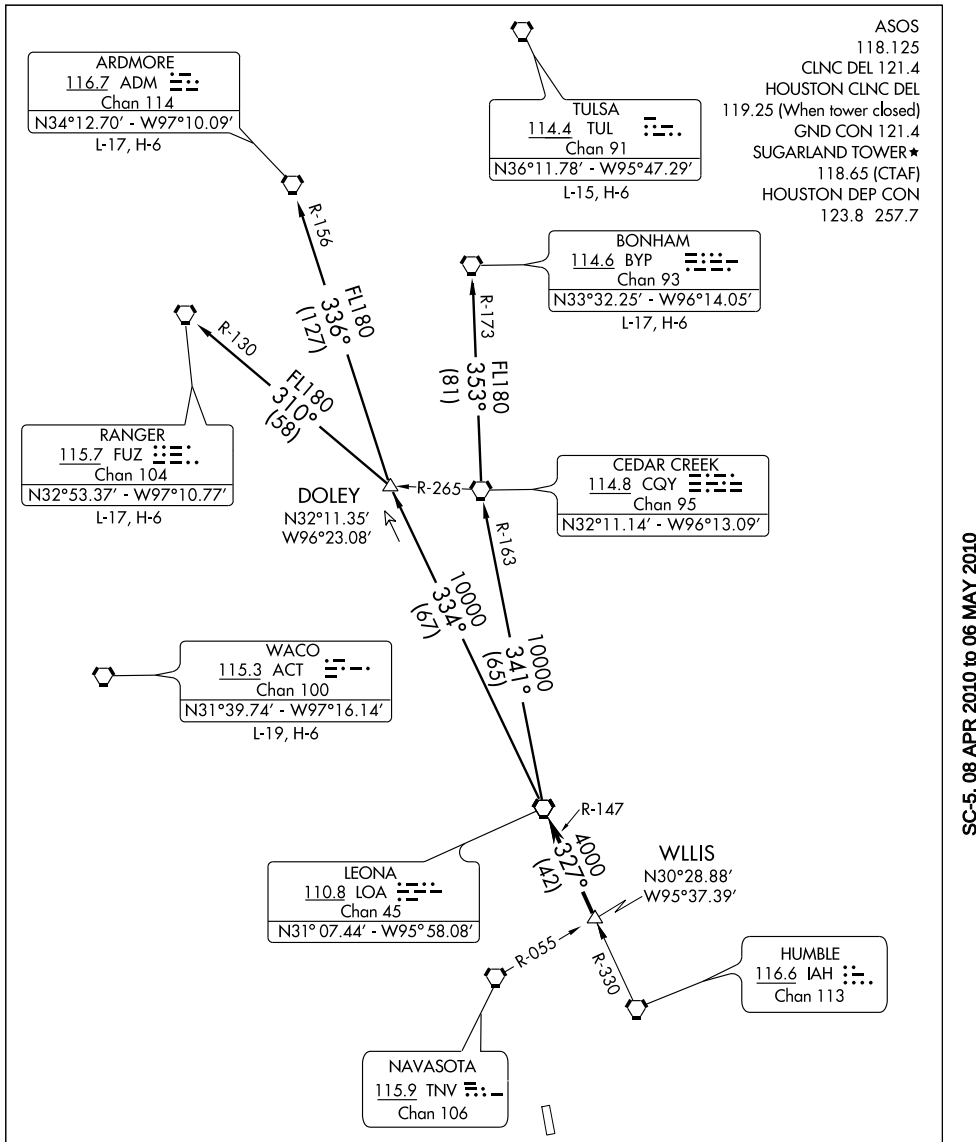
LANDING RUNWAYS 8L/8R, OR 9: . . . . From BUKLE via 304° track to FEELD, thence as depicted to BORRN. Expect vectors to final approach course prior to BORRN, if not received by BORRN, fly present heading.

ALL OTHER RUNWAYS: . . . . From BUKLE via 304° track to FEELD. Expect vectors to final approach course prior to FEELD.

DAVID WAYNE HOOKS MEMORIAL (DWH) AND LONE STAR EXECUTIVE (CXO): . . . . From BUKLE via 304° track to FEELD. Expect vectors to final approach course prior to FEELD.

ALL OTHER AIRPORTS: . . . . From BUKLE via 277° track to HUB VOR/DME. Expect vectors to final approach course prior to HUB VOR/DME.

LEONA SIX DEPARTURE



TAKE-OFF MINIMUMS:
Rwy 17, 35 standard.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Radar required.

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LEONA SIX DEPARTURE

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to WLLIS INT, maintain 4000, expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via LOA R-147 to LOA VORTAC.

ARDMORE TRANSITION (LOA6.ADM): (For aircraft overflying North/Northwest of the DFW terminal area FL240 and above.) From over LOA VORTAC via LOA R-334 to DOLEY INT, then via ADM R-156 to ADM VORTAC.

BONHAM TRANSITION (LOA6.BYP): (For aircraft overflying/landing TUL VORTAC FL240 and above.) From over LOA VORTAC via LOA R-341 and CQY R-163 to CQY VORTAC, then via CQY R-353 and BYP R-173 to BYP VORTAC.

RANGER TRANSITION (LOA6.FUZ): (For aircraft overflying west/northwest of the DFW terminal area FL240 and above.) From over LOA VORTAC via LOA R-334 to DOLEY INT, then via FUZ R-130 to FUZ VORTAC.

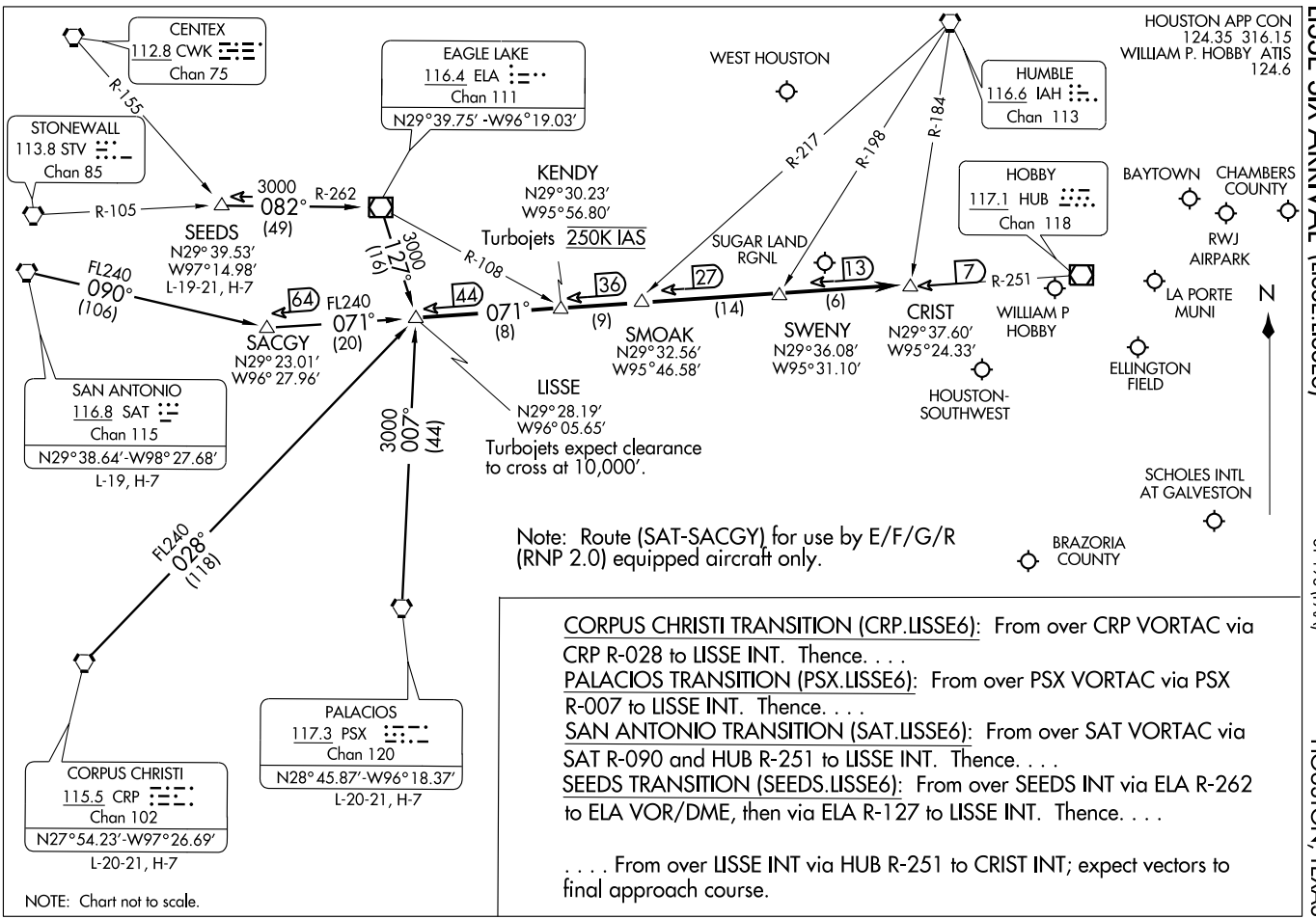
TAKE-OFF OBSTACLES

Rwy 17, Multiple poles 436′ from DER, 172′ right of centerline, up to 44′ AGL/124′ MSL. Railroad 110′ from DER, 10′ left of centerline, 23′ AGL/104′ MSL. Multiple poles beginning 135′ from DER, 270′ left of centerline, up to 44′ AGL/111′ MSL.
Rwy 35, Multiple trees beginning 37′ from DER, 275′ right of centerline, up to 81′ AGL/164′ MSL. Vehicle and road 65′ from DER, 2′ right of centerline, 15′ AGL/96′ MSL. DME antenna 380′ from DER, 253′ right of centerline, 24′ AGL/100′ MSL. Multiple trees beginning 83′ from DER, 65′ left of centerline, up to 81′ AGL/155′ MSL.

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LISSE SIX ARRIVAL (LISSE.LISSE6)

HOUSTON, TEXAS



CORPUS CHRISTI TRANSITION (CRP.LISSE6): From over CRP VORTAC via CRP R-028 to LISSE INT. Thence. . . .

PALACIOS TRANSITION (PSX.LISSE6): From over PSX VORTAC via PSX R-007 to LISSE INT. Thence. . . .

SAN ANTONIO TRANSITION (SAT.LISSE6): From over SAT VORTAC via SAT R-090 and HUB R-251 to LISSE INT. Thence. . . .

SEEDS TRANSITION (SEEDS.LISSE6): From over SEEDS INT via ELA R-262 to ELA VOR/DME, then via ELA R-127 to LISSE INT. Thence. . . .

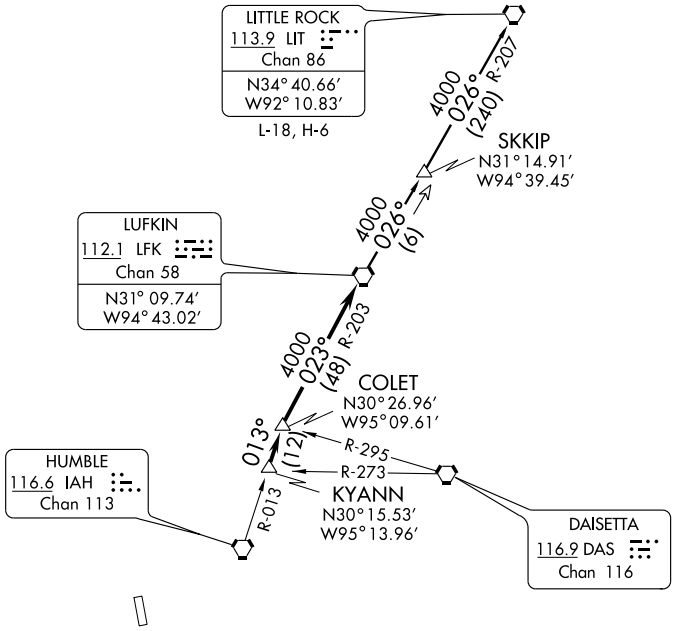
. . . . From over LISSE INT via HUB R-251 to CRIST INT; expect vectors to final approach course.

NOTE: Chart not to scale.

LUFKIN FIVE DEPARTURE

SL-5537 (FAA)

ASOS
118.125
CLNC DEL
121.4
HOUSTON CLNC DEL
119.25 (When tower closed)
GND CON
121.4
SUGAR LAND TOWER ★
118.65 (CTAF)
HOUSTON DEP CON
123.8 257.7



TAKE-OFF MINIMUMS:

Rwy 17, 35, standard.

NOTE: Radar Required.

NOTE: For aircraft destined LIT, or overflying LIT or PXV.

TAKE-OFF OBSTACLES:

Rwy 17, Multiple poles beginning 436′ from DER, 172′ right of centerline, up to 44′ AGL/124′ MSL. Railroad 110′ from DER, 10′ left of centerline, 23′ AGL/104′ MSL. Multiple poles beginning 135′ from DER, 270′ left of centerline, up to 44′ AGL/111′ MSL.

Rwy 35, Vehicle and road 65′ from DER, 2′ right of centerline, 15′ AGL/96′ MSL. Multiple trees beginning 37′ from DER, 275′ right of centerline, up to 81′ AGL/164′ MSL. DME antenna 380′ from DER, 253′ right of centerline, 24′ AGL/100′ MSL. Multiple trees beginning 83′ from DER, 65′ left of centerline, up to 81′ AGL/155′ MSL.

NOTE: Chart not to scale.

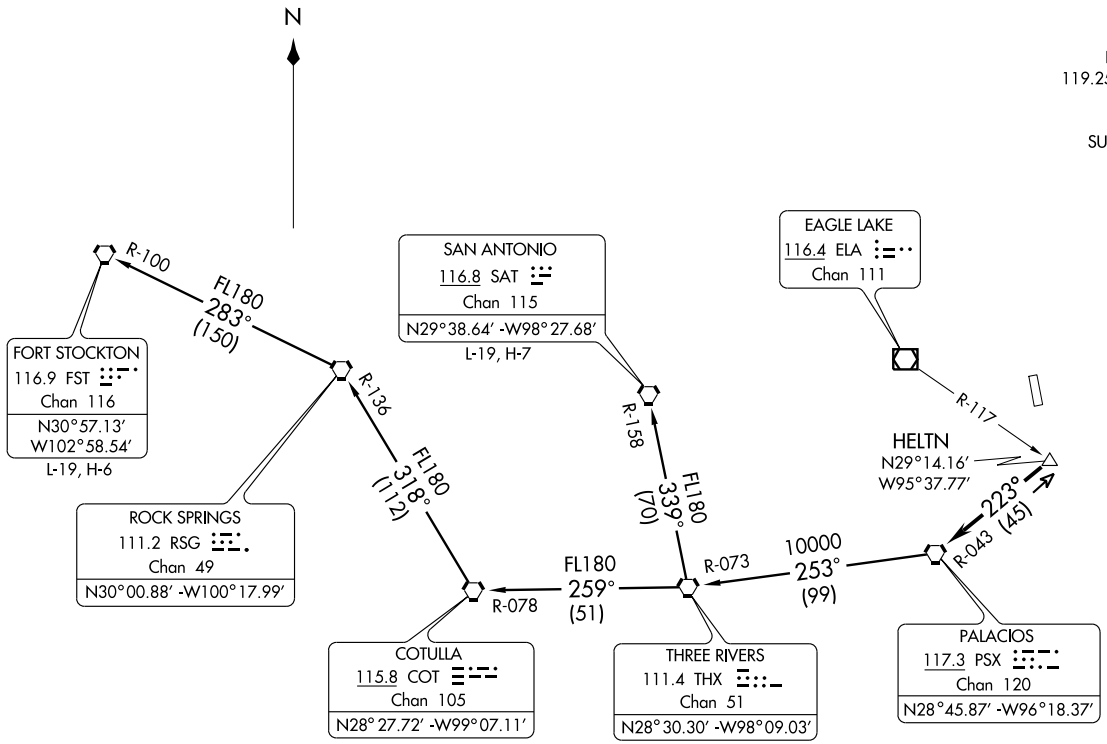
DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to KYANN INT, maintain 4000′, expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-013 to COLET INT, then right turn via LFK R-203 to LFK VORTAC.

LITTLE ROCK TRANSITION (LFK5.LIT): From over LFK VORTAC via LFK R-026 to SKKIP INT, then via LIT R-207 to LIT VORTAC.

PALACIOS THREE DEPARTURE (PSX3.PSX) 08157



TAKE-OFF MINIMUMS:
Rwys 17, 35, standard.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Radar Required
NOTE: Chart not to scale

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to HELTN INT, maintain 4000'. Expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via PSX R-043 to PSX VORTAC.

FORT STOCKTON TRANSITION (PSX3.FST): From over PSX VORTAC via PSX R-253 and THX R-073 to THX VORTAC, then via THX R-259 and COT R-078 to COT VORTAC, then via COT R-318 and RSG R-136 to RSG VORTAC, then via RSG R-283 and FST R-100 to FST VORTAC.

SAN ANTONIO TRANSITION (PSX3.SAT): From over PSX VORTAC via PSX R-253 and THX R-073 to THX VORTAC, then via THX R-339 and SAT R-158 to SAT VORTAC.

TAKE-OFF OBSTACLES:

Rwy 17, Multiple poles beginning 436' from DER, 172' right of centerline, up to 44' AGL/124' MSL.
Railroad 110' from DER, 10' left of centerline, 23' AGL/104' MSL.
Multiple poles beginning 135' from DER, 270' left of centerline, up to 44' AGL/111' MSL.
Rwy 35, Vehicle and road 65' from DER, 2' right of centerline, 15' AGL/96' MSL.
Multiple trees beginning 37' from DER, 275' right of centerline, up to 81' AGL/164' MSL.
DME antenna 380' from DER, 253' right of centerline, 24' AGL/100' MSL.
Multiple trees beginning 83' from DER, 65' left of centerline, up to 81' AGL/155' MSL.

WAAS	APP CRS	Rwy Idg	7620
CH 82513	170°	TDZE	82
W17A		Apt Elev	82

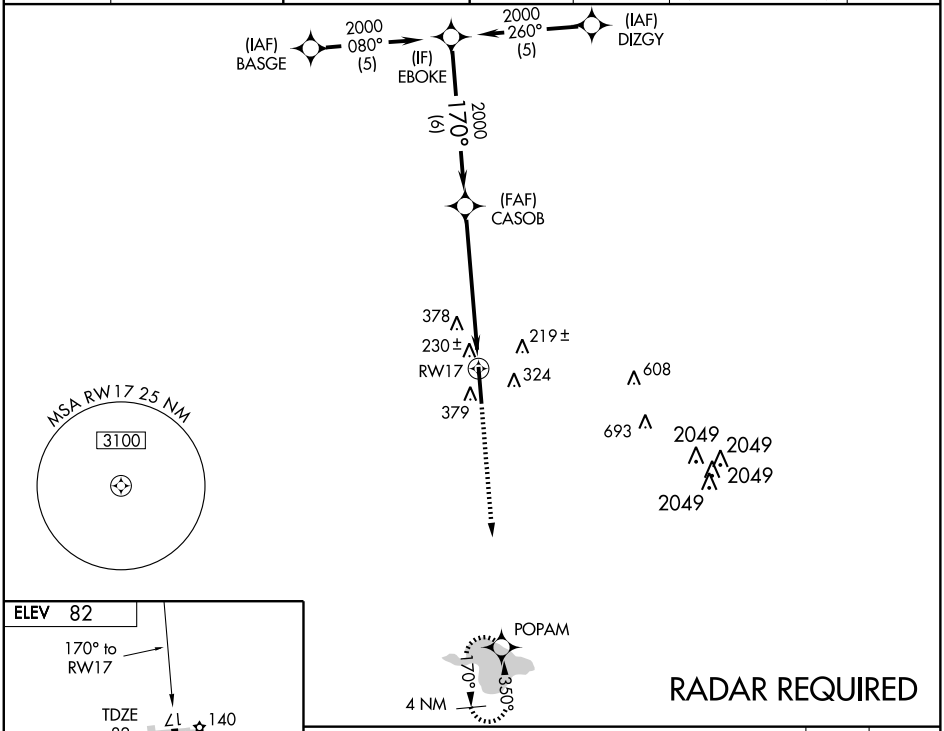
RNAV (GPS) RWY 17

HOUSTON/ SUGAR LAND RGNL (SGR)

Baro-VNAV NA when using Houston (William P. Hobby) altimeter setting.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Houston (William P. Hobby) altimeter setting and increase all DA/MDA 60 feet, increase LPV all Cats, LNAV/VNAV all Cats, LNAV Cats C/D and Circling Cats C/D visibility ¼ mile.

MISSED APPROACH: Climb to 2000 direct POPAM and hold.

ASOS	HOUSTON APP CON	SUGAR LAND TOWER *	GND CON	CLNC DEL	HOUSTON CLNC DEL	UNICOM
118.125	123.8 257.7	118.65 (CTAF) L	121.4	121.4	119.25 (When tower closed)	122.95



CATEGORY	A	B	C	D
LPV DA	398-1 316 (400-1)			
LNAV/VNAV DA	696-2 614 (700-2)			
LNAV MDA	640-1 558 (600-1)		640-1½ 558 (600-1½)	640-1¾ 558 (600-1¾)
CIRCLING	720-1 638 (700-1)		720-1¾ 638 (700-1¾)	720-2 638 (700-2)

REIL Rwys 17 and 35 L
HIRL Rwy 17-35 L

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WAAS CH 56219 W35A	APP CRS 350°	Rwy Idg 6016 TDZE 79 Apt Elev 82

RNAV (GPS) RWY 35

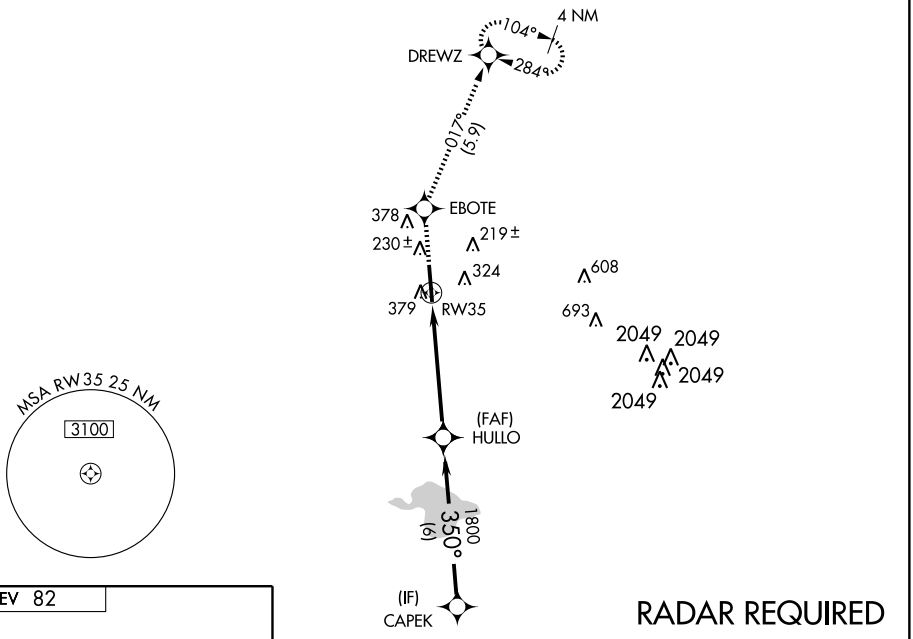
HOUSTON/ SUGAR LAND RGNL (SGR)

DME/DME RNP-0.3 NA.
When local altimeter setting not received, use Houston (William P. Hobby) altimeter setting and increase all DAs/MDAs 60 feet.
Baro-VNAV NA below -15°C (5°F).
Baro-VNAV and VDP NA when using Houston (William P. Hobby) altimeter setting.

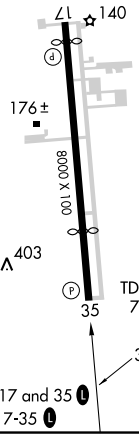
NA

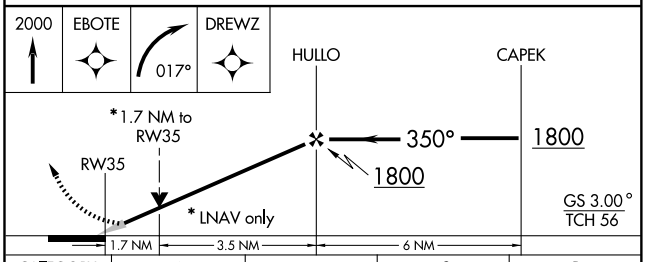
MISSED APPROACH: Climb to 2000 direct EBOTE and right turn via 017° track to DREWZ and hold.

ASOS	HOUSTON APP CON	SUGAR LAND TOWER*	GND CON	CLNC DEL	HOUSTON CLNC DEL	UNICOM
118.125	123.8 257.7	118.65 (CTAF) L	121.4	121.4	119.25 (When tower closed)	122.95



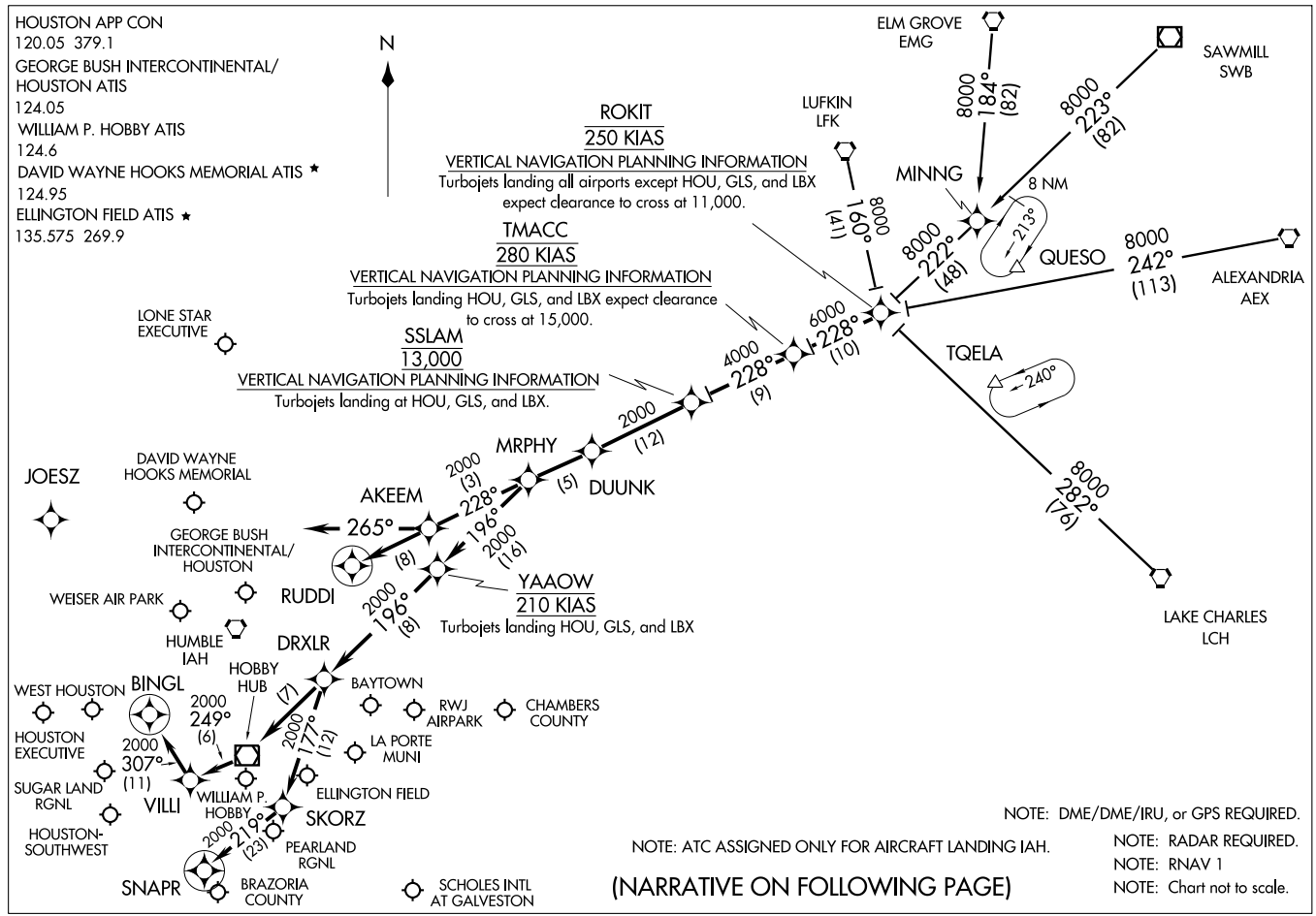
ELEV 82





CATEGORY	A	B	C	D
LPV DA	330-¾ 251 (300-¾)			
LNAV/ VNAV DA	660-2 581 (600-2)			
LNAV MDA	660-1 581 (600-1)		660-1½ 581 (600-1½)	660-1¾ 581 (600-1¾)
CIRCLING	720-2 638 (700-2)			

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(ROKIT.ROKIT1) 09127

ROKIT ONE ARRIVAL (RNAV)

ST-5461(FAA)

HOUSTON, TEXAS

ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.ROKIT1): For non-GPS equiped aircraft: LCH, AEX, LFK, and DAS must be operational.
ELM GROVE TRANSITION (EMG.ROKIT1): For non-GPS equiped aircraft: LFK, EMG, LCH, and DAS must be operational.
LAKE CHARLES TRANSITION (LCH.ROKIT1): For non-GPS equiped aircraft: BPT, LCH, DAS, and IAH must be operational.
LUFKIN TRANSITION (LFK.ROKIT1): For non-GPS equiped aircraft: IAH and DAS must be operational.
SAWMILL TRANSITION (SWB.ROKIT1): For non-GPS equiped aircraft: LFK and DAS must be operational.

From ROKIT via 228° track to TMACC, thence as depicted to MRPHY. Thence . . . .

FOR DAVID WAYNE HOOKS MEMORIAL (DWH) AND LONE STAR EXECUTIVE (CXO):
. . . . From MRPHY via 228° track to AKEEM, thence as depicted to RUDDI. Expect vectors to final approach course prior to RUDDI.

FOR WILLIAM P. HOBBY (HOU):
RUNWAY 4 . . . . From MRPHY via 196° track to YAAOW, thence as depicted to SNAPR. Expect vectors to final approach course prior to SNAPR, if not received by SNAPR fly present heading.

RUNWAY 12R . . . . From MRPHY via 196° track to YAAOW, thence as depicted to BINGL. Expect vectors to final approach course prior to BINGL, if not received by BINGL fly present heading.

ALL OTHER RUNWAYS . . . . From MRPHY via 196° track to YAAOW, thence as depicted to DRXLR. Expect vectors to final approach course prior to DRXLR.

FOR GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):
RUNWAYS 8 L/R and 9 . . . . From MRPHY via 228° track to AKEEM, then via 265° heading. Expect radar vectors.

ALL OTHER RUNWAYS . . . . From MRPHY via 228° track to AKEEM, thence as depicted to RUDDI. Expect vectors to final appraoch course prior to RUDDI.

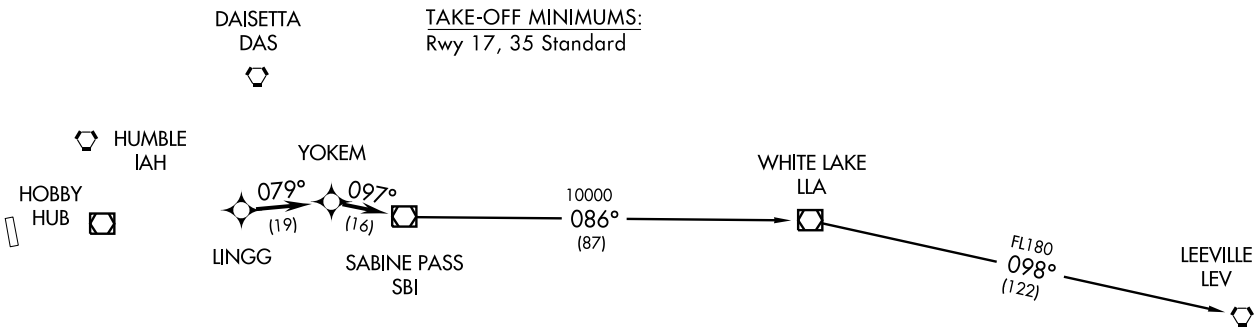
FOR OTHER SATELLITE AIRPORTS:
. . . . From MRPHY via 196° track to YAAOW, thence as depicted to DRXLR. Expect vectors to final approach course prior to DRXLR.

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Note: RADAR Required.
Note: RNAV 1.
Note: DME/DME/IRU or GPS Required.
Note: For non-GPS equipped aircraft, BPT and LCH must be operational.

ASOS 118.125
CLNC DEL 121.4
GND CON 121.4
HOUSTON CLNC DEL 119.25 (When tower closed)
SUGARLAND TOWER ★ 118.65 (CTAF)
HOUSTON DEP CON 123.8 257.7

TAKE-OFF MINIMUMS:
Rwy 17, 35 Standard



DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to LINGG, maintain 4000, then via depicted route to SBI VOR/DME, thence. . . .

. . . .via (transition). Expect clearance to filed altitude/flight level 10 minutes after departure.

LEEVILLE TRANSITION: (SBI1.LEV)
WHITE LAKE TRANSITION: (SBI1.LLA)

TAKE-OFF OBSTACLES:
Rwy 17, Multiple poles beginning 436' from DER, 172' right of centerline, up to 44' AGL/124' MSL. Railroad 110' from DER, 10' left of centerline, 23' AGL/104' MSL. Multiple poles beginning 135' from DER, 270' left of centerline, up to 44' AGL/111' MSL.
Rwy 35, Vehicle and road 65' from DER, 2' right of centerline, 15' AGL/96' MSL. Multiple trees beginning 37' from DER, 275' right of centerline, up to 81' AGL/164' MSL. DME antenna 380' from DER, 253' right of centerline, 24' AGL/100' MSL. Multiple trees beginning 83' from DER, 65' left of centerline, up to 81' AGL/155' MSL.

NOTE: Chart not to scale.

SABINE PASS ONE DEPARTURE (RNAV)

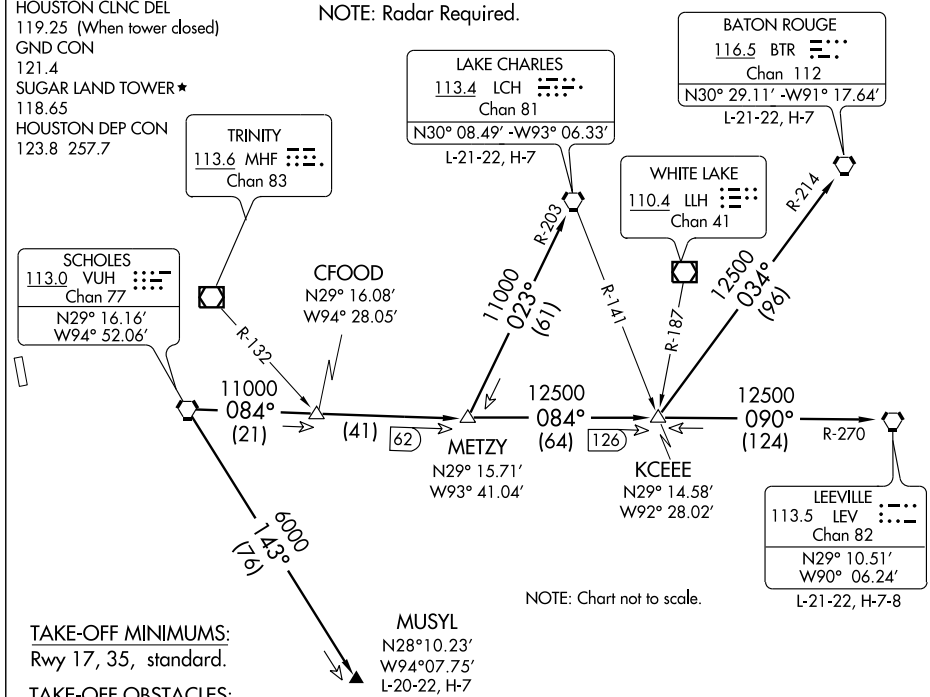
(SBI1.SBI) 09071
SI-5537 (FAA)
HOUSTON/SUGAR LAND RGNL (SGR)
HOUSTON, TEXAS

SCHOLES THREE DEPARTURE

SL-5537 (FAA)

ASOS
118.125
CLNC DEL
121.4
HOUSTON CLNC DEL
119.25 (When tower closed)
GND CON
121.4
SUGAR LAND TOWER★
118.65
HOUSTON DEP CON
123.8 257.7

NOTE: LCH, BTR, and LEV transitions are ATC assigned only, do not file.
NOTE: For LCH, BTR, LEV transitions, this procedure requires over water flight not to exceed 35 miles from nearest shoreline.
NOTE: Radar Required.



NOTE: Chart not to scale.

TAKE-OFF MINIMUMS:
Rwy 17, 35, standard.

TAKE-OFF OBSTACLES:
Rwy 17, Multiple poles beginning 436′ from DER, 172′ right of centerline, up to 44′ AGL/124′ MSL. Railroad 110′ from DER, 10′ left of centerline, 23′ AGL/104′ MSL. Multiple poles beginning 135′ from DER, 270′ left of centerline, up to 44′ AGL/111′ MSL.
Rwy 35, Vehicle and road 65′ from DER, 2′ right of centerline, 15′ AGL/96′ MSL. Multiple trees beginning 37′ from DER, 275′ right of centerline, up to 81′ AGL/164′ MSL. DME antenna 380′ from DER, 253′ right of centerline, 24′ AGL/100′ MSL. Multiple trees beginning 83′ from DER, 65′ left of centerline, up to 81′ AGL/155′ MSL.

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to VUH VORTAC, maintain 4000′, expect filed altitude 10 minutes after departure.

BATON ROUGE TRANSITION (VUH3.BTR): From over VUH VORTAC via VUH R-084 to KCEEE INT, then via BTR R-214 to BTR VORTAC.

LAKE CHARLES TRANSITION (VUH3.LCH): From over VUH VORTAC via VUH R-084 to METZY INT, then via LCH R-203 to LCH VORTAC.

LEEVILLE TRANSITION (VUH3.LEV): From over VUH VORTAC via VUH R-084 to KCEEE INT, then via LEV R-270 to LEV VORTAC.

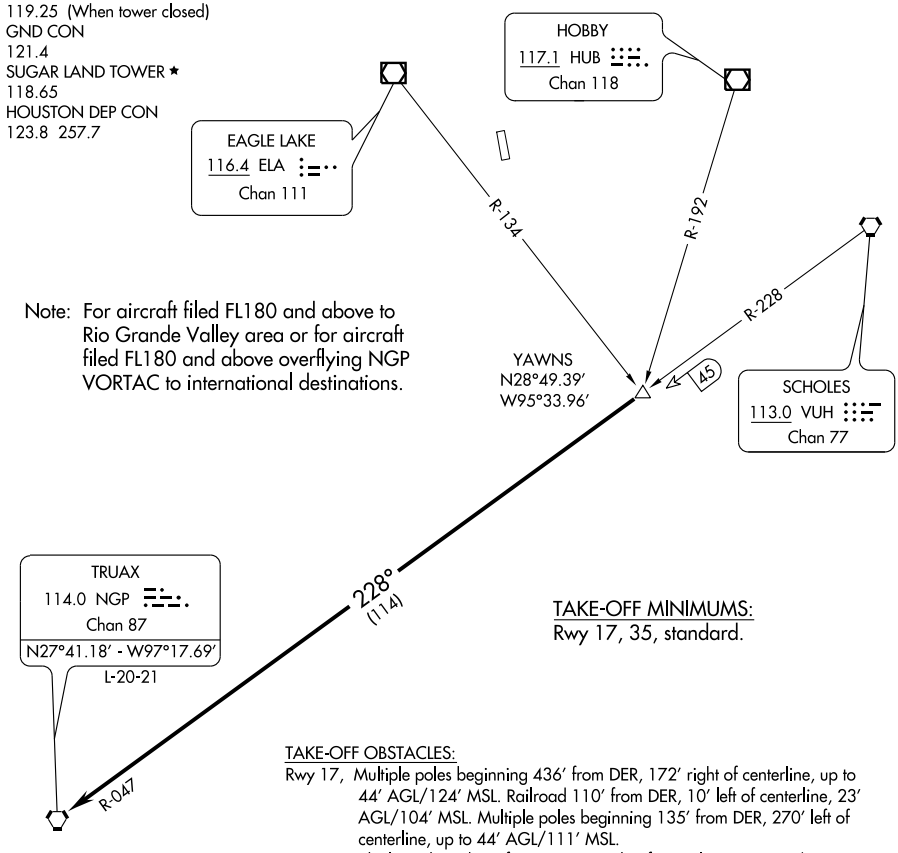
MUSYL TRANSITION (VUH3.MUSYL): From over VUH VORTAC via VUH R-143 to MUSYL.

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TRUAX TWO DEPARTURE

SL-5537 (FAA)

ASOS
118.125
CLNC DEL
121.4
HOUSTON CLNC DEL
119.25 (When tower closed)
GND CON
121.4
SUGAR LAND TOWER ★
118.65
HOUSTON DEP CON
123.8 257.7



Note: For aircraft filed FL180 and above to Rio Grande Valley area or for aircraft filed FL180 and above overflying NGP VORTAC to international destinations.

TAKE-OFF MINIMUMS:
Rwy 17, 35, standard.

TAKE-OFF OBSTACLES:
Rwy 17, Multiple poles beginning 436' from DER, 172' right of centerline, up to 44' AGL/124' MSL. Railroad 110' from DER, 10' left of centerline, 23' AGL/104' MSL. Multiple poles beginning 135' from DER, 270' left of centerline, up to 44' AGL/111' MSL.
Rwy 35, Vehicle and road 65' from DER, 2' right of centerline, 15' AGL/96' MSL. Multiple trees beginning 37' from DER, 275' right of centerline, up to 81' AGL/164' MSL. DME antenna 380' from DER, 253' right of centerline, 24' AGL/100' MSL. Multiple trees beginning 83' from DER, 65' left of centerline, up to 81' AGL/155' MSL.

NOTE: Chart not to scale.

NOTE: Radar Required.

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to YAWNS INT, maintain 4000', expect filed altitude 10 minutes after departure. Thence....

. . . . via VUH R-228 and NGP R-047 to NGP VORTAC.

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VOR/DME HUB	APP CRS	Rwy Idg	N/A
117.1	080°	TDZE	N/A
Chan 118		Apt Elev	82

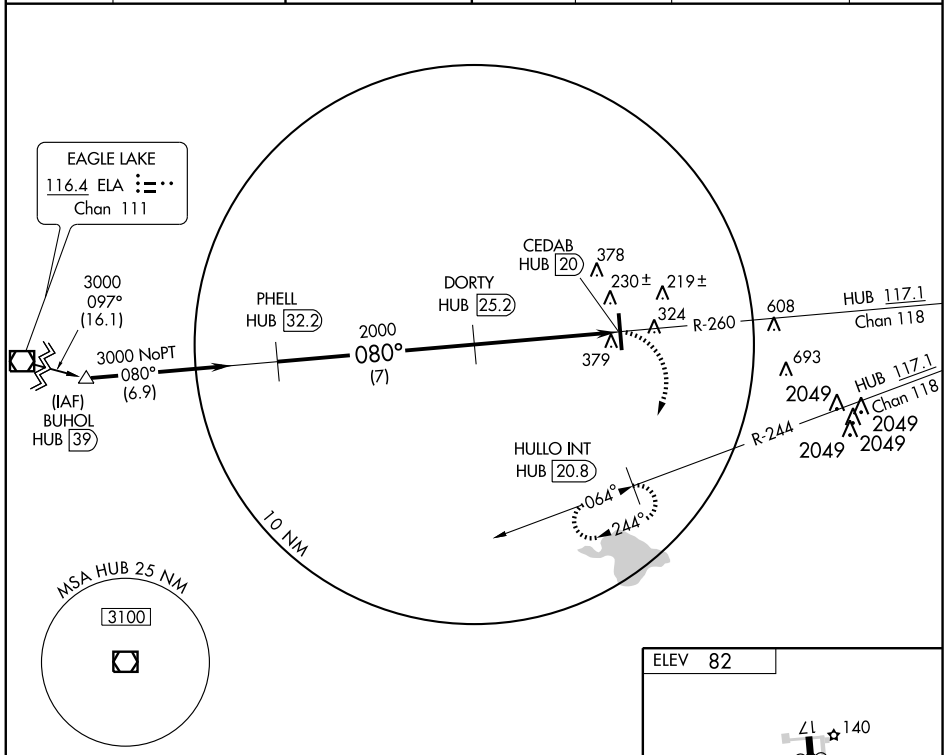
VOR/DME-A

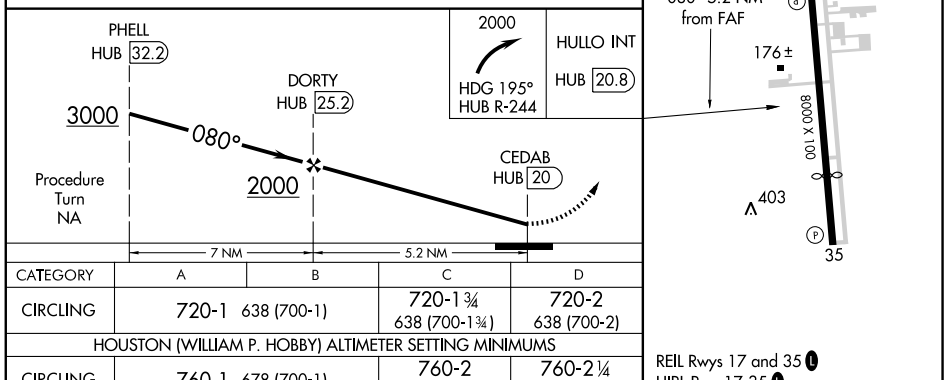
HOUSTON/ SUGAR LAND RGNL (SGR)

▼ NA — When local altimeter setting not received, use Houston, TX (William P. Hobby) altimeter setting.

MISSED APPROACH: Climbing right turn to 2000 via heading 195° and HUB R-244 to HULLO Int/HUB 20.8 DME and hold.

ASOS	HOUSTON APP CON	SUGAR LAND TOWER*	GND CON	CLNC DEL	HOUSTON CLNC DEL	UNICOM
118.125	123.8 257.7	118.65 (CTAF) L	121.4	121.4	119.25 (When tower closed)	122.95





CATEGORY	A	B	C	D
CIRCLING	720-1 638 (700-1)		720-1¾ 638 (700-1¾)	720-2 638 (700-2)
HOUSTON (WILLIAM P. HOBBY) ALTIMETER SETTING MINIMUMS				
CIRCLING	760-1 678 (700-1)		760-2 678 (700-2)	760-2¼ 678 (700-2¼)

REIL Rwys 17 and 35 L
HIRL Rwy 17-35 L

SC-5, 08 APR 2010 to 06 MAY 2010

VORTAC TNV	APP CRS	Rwy Idg	N/A
115.9	118°	TDZE	N/A
Chan 106		Apt Elev	166

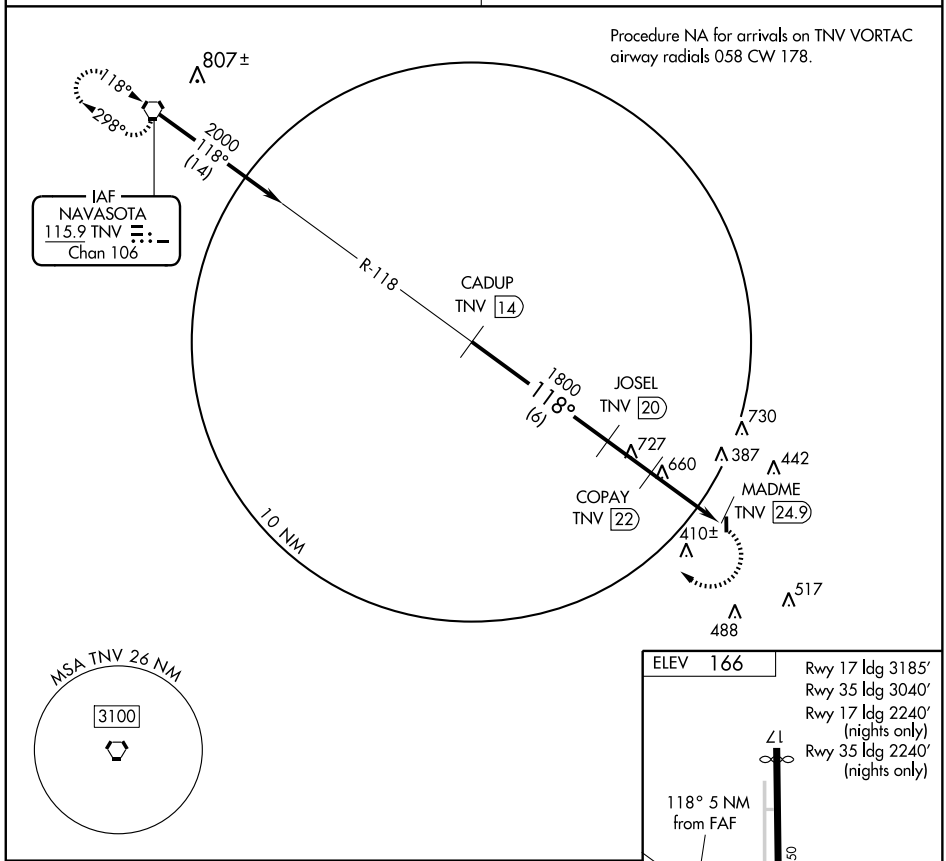
VOR/DME-C

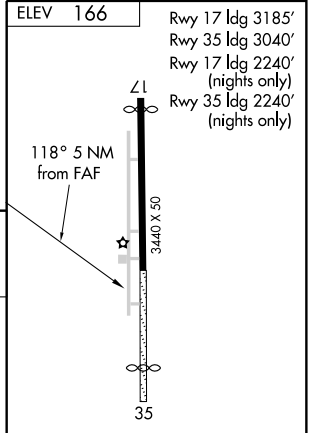
HOUSTON/DAN JONES INTL (T51)

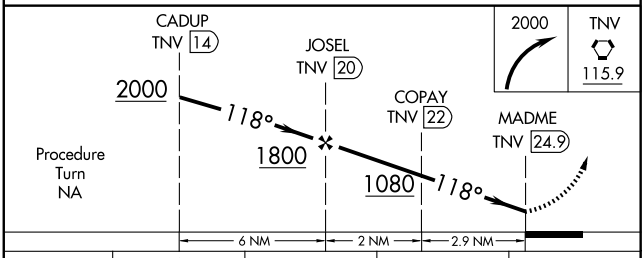
NA Use George Bush Intercontinental/Houston altimeter setting.

MISSED APPROACH: Climbing right turn to 2000 direct to TNV VORTAC and hold.

HOUSTON APP CON	UNICOM
119.7 281.4	122.8 (CTAF)



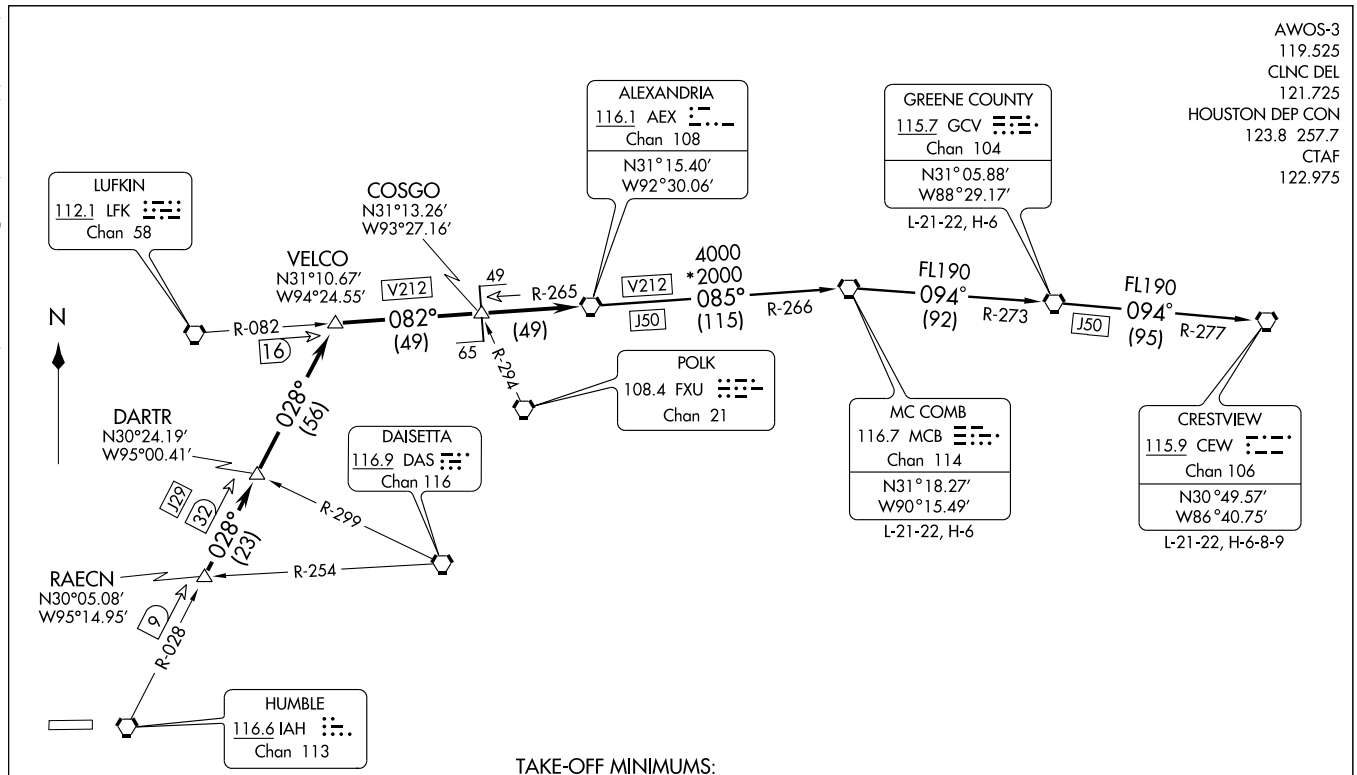




CATEGORY	A	B	C	D
CIRCLING	960-1 794 (800-1)	960-1¼ 794 (800-1¼)	NA	

Knots	60	90	120	150	180
Min:Sec					

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TAKE-OFF MINIMUMS:
Rwys 18, 36, standard.

TAKE-OFF OBSTACLE:
Rwy 36, Power poles from left to right beginning 703′ from DER, 623′ left to 685′ right of centerline, up to 32′ AGL/196′ MSL.

NOTE: Radar Required.
NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to RAECN INT, maintain 4000', expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-028 to VELCO INT, then right turn via LFK R-082 and AEX R-265 to AEX VORTAC.

THE FOLLOWING TRANSITIONS ARE ATC ASSIGNED ONLY DO NOT FILE:

CRESTVIEW TRANSITION (AEX4.CEW): (For aircraft being weather rerouted to join a jet route off CEW VORTAC or overflying CEW VORTAC to join a direct route). From over AEX VORTAC via AEX R-085 and MCB R-266 to MCB VORTAC, then via MCB R-094 and GCV R-273 to GCV VORTAC, then via GCV R-094 and CEW R-277 to CEW VORTAC.

GREENE COUNTY TRANSITION (AEX4.GCV): (For aircraft being weather rerouted to join a jet route off GCV VORTAC or overflying GCV VORTAC to join a direct route). From over AEX VORTAC via AEX R-085 and MCB R-266 to MCB VORTAC, then via MCB R-094 and GCV R-273 to GCV VORTAC.

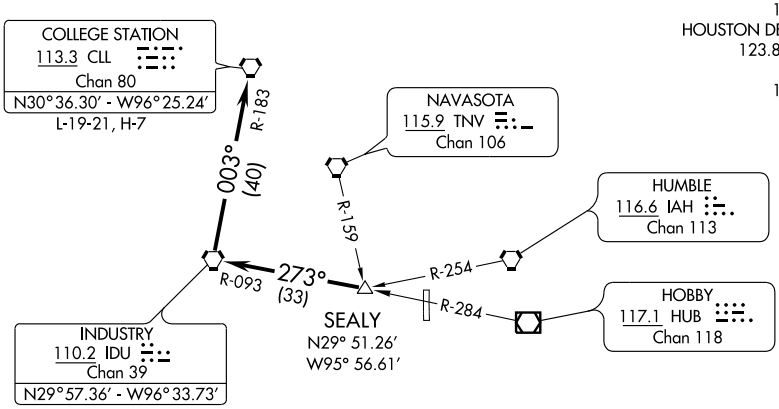
MC COMB TRANSITION (AEX4.MCB): (For aircraft being weather rerouted to join a jet route off MCB VORTAC or overflying MCB VORTAC to join a direct route). From over AEX VORTAC via AEX R-085 and MCB R-266 to MCB VORTAC.

COLLEGE TWO DEPARTURE

SL-10328 (FAA)

HOUSTON EXECUTIVE (TME)
HOUSTON, TEXAS

AWOS-3
119.525
CLNC DEL
121.725
HOUSTON DEP CON
123.8 257.7
CTAF
122.975



TAKE-OFF MINIMUMS:
Rwy 18, 36 standard.

TAKE-OFF OBSTACLES:
Rwy 36, Power poles from left to right beginning 703' from DER, 623' left to 685' right of centerline, up to 32' AGL/196' MSL.

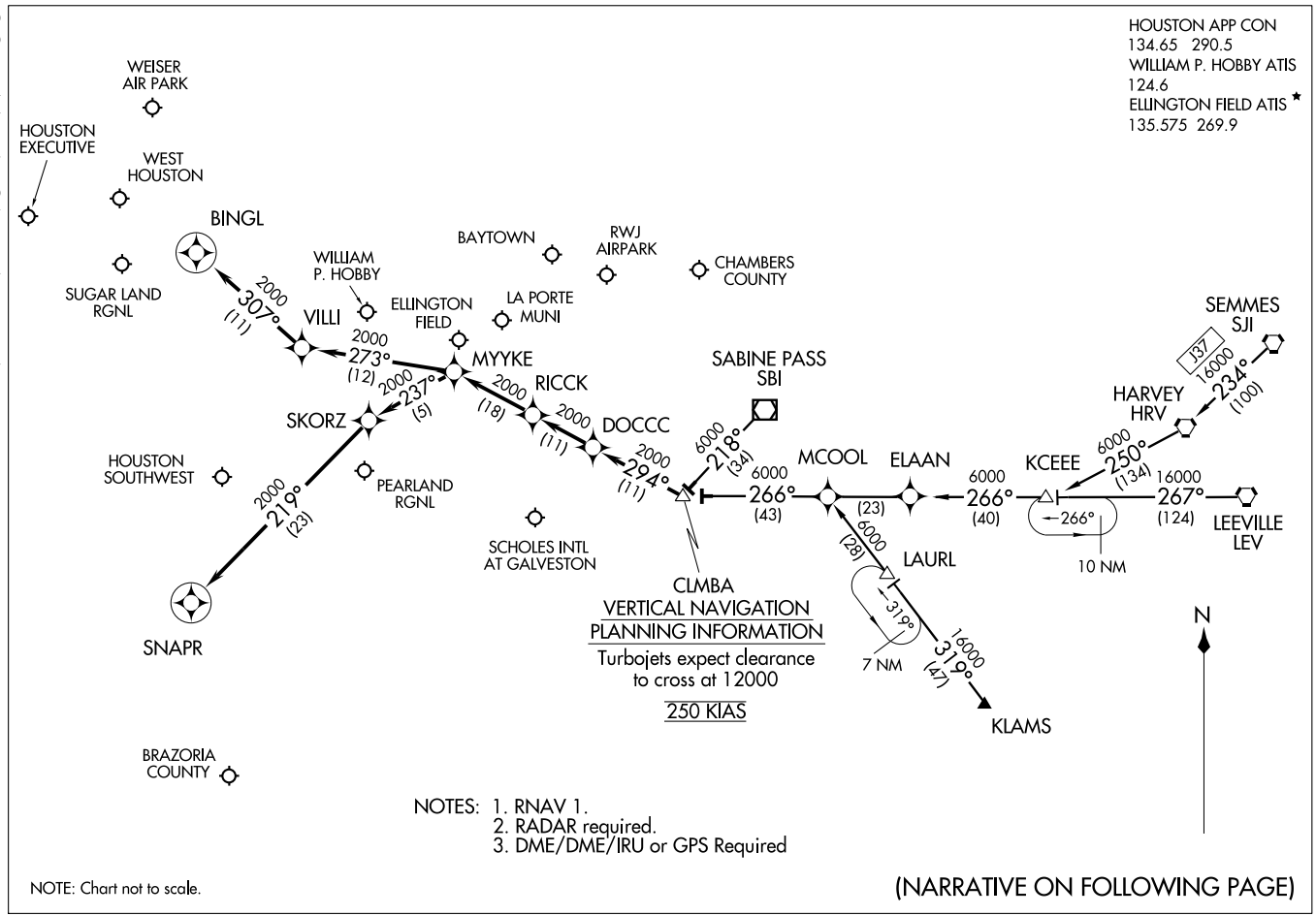
NOTE: Radar Required.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to SEALY INT, maintain 4000, expect filed altitude 10 minutes after departure, Thence . . . .

. . . . via IDU R-093 to IDU VORTAC, then right turn via IDU R-003 and CLL R-183 to CLL VORTAC.



COLUMBIA ONE ARRIVAL (RNAV)

(CLMBA.CLMBA1) 09239

ST-198 (FAA)

HOUSTON, TEXAS

ARRIVAL DESCRIPTION

HARVEY TRANSITION (HRV.CLMBA1): (For non-GPS equipped aircraft LEV, HRV, RQR, LLA, LCH, and DAS must be operational.)
KCEEE TRANSITION (KCEEE.CLMBA1): (For non-GPS equipped aircraft LLA, LCH, and DAS must be operational.)
KLAMS TRANSITION (KLAMS.CLMBA1): (For non-GPS equipped aircraft DAS, LCH, MHF, and VUH must be operational.)
LEEVILLE TRANSITION (LEV.CLMBA1): (For non-GPS equipped aircraft LCH, LLA, and DAS must be operational.)
SABINE PASS TRANSITION (SBI.CLMBA1):
SEMMES TRANSITION (SJI.CLMBA1): (For non-GPS equipped aircraft LEV, HRV, RQR, LLA, LCH, and DAS must be operational.)

From CLMBA WP via 294° track to DOCCC, thence as depicted to RICCK . . . .

WILLIAM P. HOBBY/HOUSTON (HOU):

LANDING RUNWAY 4: . . . . From RICCK via 294° track to MYYKE, thence as depicted to SNAPR. Expect vectors to final approach course prior to SNAPR, if not received by SNAPR fly present heading.

LANDING RUNWAY 12R: . . . . From RICCK via 294° track to MYYKE, thence as depicted to BINGL. Expect vectors to final approach course prior to BINGL, if not received by BINGL fly present heading.

FOR ALL OTHER RUNWAYS: From RICCK via 294° track to MYYKE. Expect vectors to final approach course prior to MYYKE.

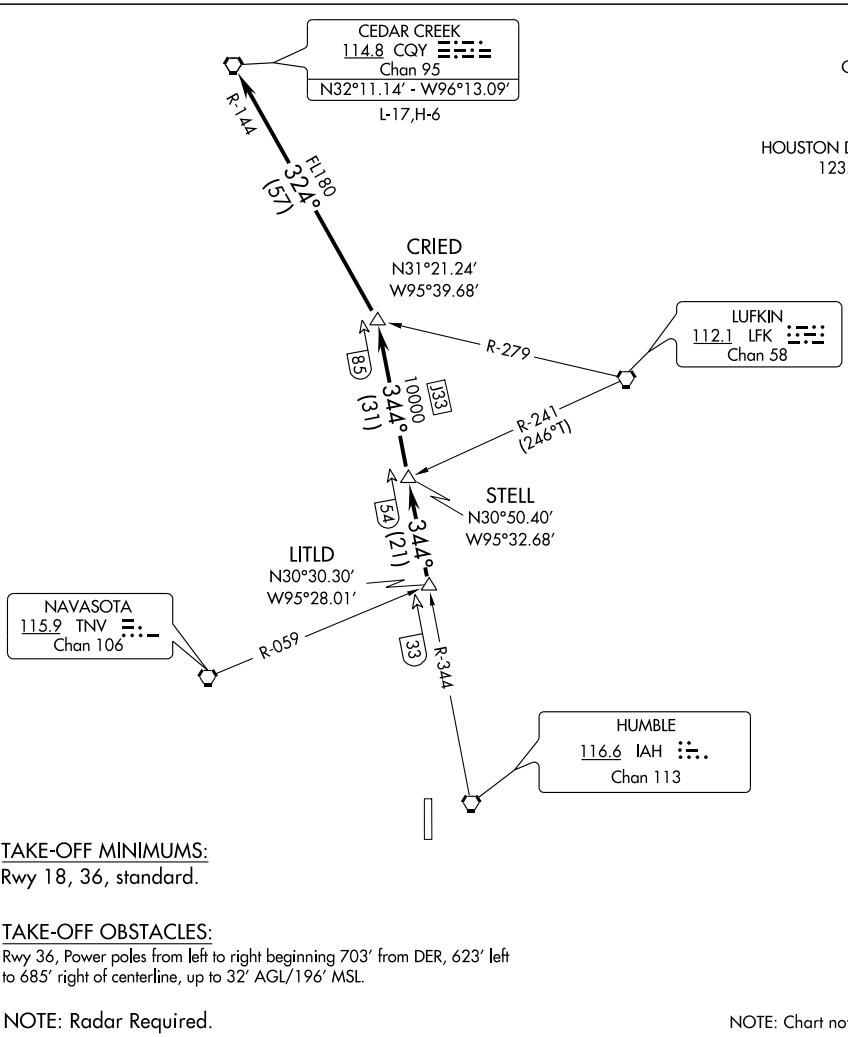
FOR ALL OTHER AIRPORTS: From RICCK via 294° track to MYYKE. Expect vectors to final approach course prior to MYYKE.

SC-5, 08 APR 2010 to 06 MAY 2010

CRIED THREE DEPARTURE

SL-10328 (FAA)

HOUSTON EXECUTIVE (TME)
HOUSTON, TEXAS



TAKE-OFF MINIMUMS:
Rwy 18, 36, standard.

TAKE-OFF OBSTACLES:
Rwy 36, Power poles from left to right beginning 703' from DER, 623' left to 685' right of centerline, up to 32' AGL/196' MSL.

NOTE: Radar Required.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to LITLD INT, maintain 4000. Expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-344 to STELL INT, then via IAH R-344 to CRIED INT, then left turn via CQY R-144 to CQY VORTAC.

SC-5, 08 APR 2010 to 06 MAY 2010

DAISETTA EIGHT ARRIVAL (DAS.DAS8)

HOUSTON APP CON
120.05 379.1
GEORGE BUSH INTERCONTINENTAL/
HOUSTON ATIS 124.05
WILLIAM P. HOBBY ATIS
124.6
ELLINGTON FIELD ATIS *
135.575 269.9

NOTE: For all conventional navigation aircraft landing in the Houston terminal area. For all turboprops/pistons landing IAH. ATC assigned only for all others.

NOTE: For RNAV equipped aircraft landing IAH runways 8L/R and 9 from over DAETN INT direct JOESZ INT, expect vectors to final approach course prior to JOESZ INT, if not received by JOESZ INT fly present heading.

ELM GROVE
111.2 EMG
Chan 49
N32°24.01'-W93°35.71'
L-17, H-6

QUESO
N30°46.86'
W94°06.54'

BROWW
N30°54.22'
W93°52.20'

SAWMILL
113.75 SWB
Chan 84(Y)
N31°58.39' - W92°40.63'
L-22, H-6

LUFKIN
112.1 LFK
Chan 58
N31°09.74'
W94°43.02'
L-19-21, H-6

VIERA
N30°44.51'
W94°02.83'

TQELA
N30°32.39'
W93°46.23'

ALEXANDRIA
116.1 AEX
Chan 108
N31°15.40' -W92°30.06'
L-21-22, H-6

INDUSTRY
110.2 IDU
Chan 39

JOESZ
N30°06.40'
W95°46.72'

INNIS
N30°02.07'
W95°06.83'

REHAB
N29°59.59'
W95°14.25'

COMBS
N30°23.32'
W94°25.84'

DAETN
N30°06.31'
W94°54.07'

YAAOW
N29°53.12'
W95°10.69'

DRXLR
N29°45.59'
W95°13.92'

GEORGE BUSH
INTERCONTINENTAL/
HOUSTON

HUMBLE
116.6 IAH
Chan 113

HOBBY
117.1 HUB
Chan 118

DAISETTA
116.9 DAS
Chan 116
N30°11.38' -W94°38.70'

LAKE CHARLES
113.4 LCH
Chan 81
N30°08.49' -W93°06.33'
L-21-22, H-7

BEAUMONT
114.5 BPT
Chan 92
N29°56.76' -W94°00.97'

VERTICAL NAVIGATION
PLANNING INFORMATION
Turbojets: 280K IAS
Expect clearance
to cross at 13,000'

RADAR REQUIRED

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

WEISER AIRPARK
WEST HOUSTON
HOUSTON EXECUTIVE
SUGAR LAND RGNL
LA PORTE MUNI
CHAMBERS COUNTY
WILLIAM P. HOBBY
BAYTOWN
RWJ AIRPARK
PEARLAND RGNL
ELLINGTON FIELD
HOUSTON-SOUTHWEST
SCHOLES INTL AT GALVESTON
BRAZORIA COUNTY

DAISETTA EIGHT ARRIVAL (DAS.DAS8)

ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.DAS8): From over AEX VORTAC via AEX R-246 to VIERA INT, then via DAS R-038 to DAS VORTAC. Thence . . . .

ELM GROVE TRANSITION (EMG.DAS8): From over EMG VORTAC via EMG R-182 to BROWW INT, then via DAS R-038 to DAS VORTAC. Thence . . . .

LAKE CHARLES TRANSITION (LCH.DAS8): From over LCH VORTAC via LCH R-275 to COMBS INT, then via DAS R-038 to DAS VORTAC. Thence . . . .

LUFKIN TRANSITION (LFK.DAS8): From over LFK VORTAC via LFK R-157 to COMBS INT, then via DAS R-038 to DAS VORTAC Thence . . . .

SAWMILL TRANSITION (SWB.DAS8): From over SWB VOR/DME via SWB R-222 and DAS R-038 to BROWW INT, then via DAS R-038 to DAS VORTAC. Thence . . . .

GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):

. . . . From over DAS VORTAC via DAS R-244 to DAETN INT.

LANDING RUNWAYS 8L/R and 9:

. . . . From DAETN INT fly heading 265° for vectors to final approach course.

FOR ALL OTHER RUNWAYS: Expect vectors to final approach course at or prior to REHAB INT.

FOR ALL OTHER AIRPORTS:

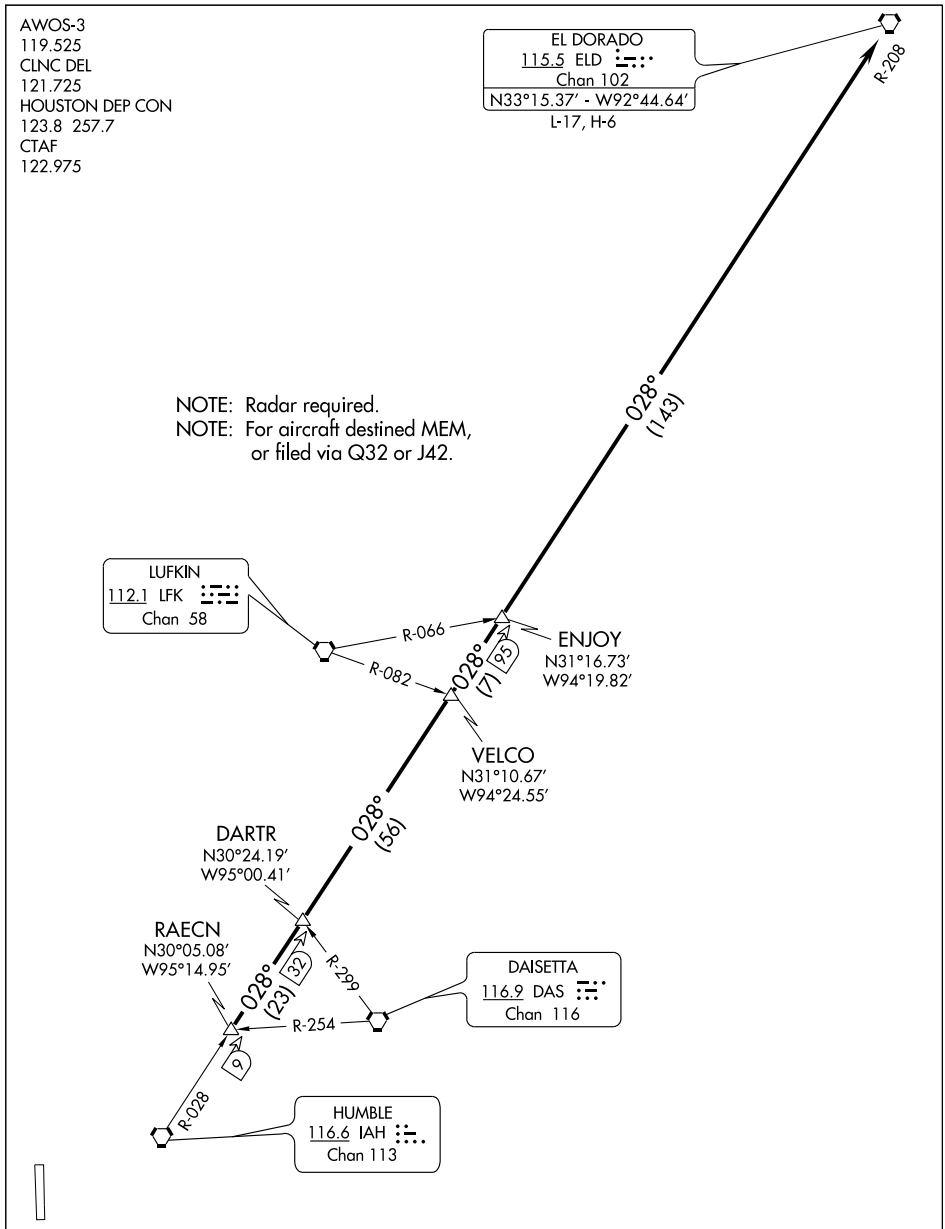
. . . . From over DAS VORTAC via DAS R-244 to INNIS INT, thence via HUB R-015 to HUB VOR/DME, expect vectors to final approach course at or prior to HUB VOR/DME.

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(ELD1.ELD) 10098

EL DORADO ONE DEPARTURE SL-10328 (FAA)

HOUSTON EXECUTIVE (TME)
HOUSTON, TEXAS



NOTE: Chart not to scale.

TAKE-OFF MINIMUMS:
Rwy 18, 36, standard.

(NARRATIVE ON FOLLOWING PAGE)

SC-5, 08 APR 2010 to 06 MAY 2010

EL DORADO ONE DEPARTURE SL-10328 (FAA)

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to RAECN INT, maintain 4000, expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-028 and the ELD R-208 to ELD VORTAC.

TAKE-OFF OBSTACLES

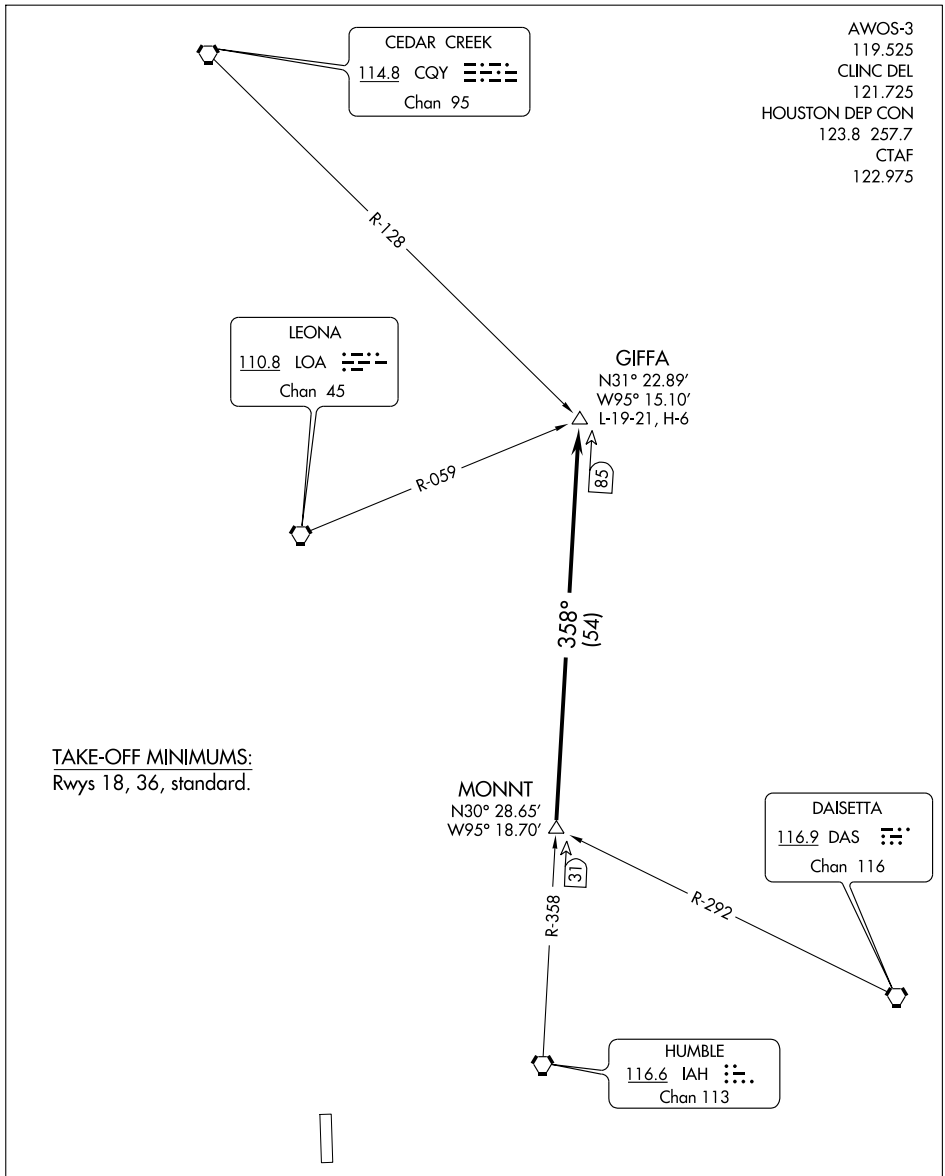
Rwy 36, Power poles from left to right beginning 703' from DER, 623' left to 685' right of centerline, up to 32' AGL/196' MSL.

SC-5, 08 APR 2010 to 06 MAY 2010

GIFFA THREE DEPARTURE

SL-10328 (FAA)

HOUSTON EXECUTIVE (TME)
HOUSTON, TEXAS



TAKE-OFF MINIMUMS:
Rwys 18, 36, standard.

NOTE: Radar Required.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SC-5, 08 APR 2010 to 06 MAY 2010

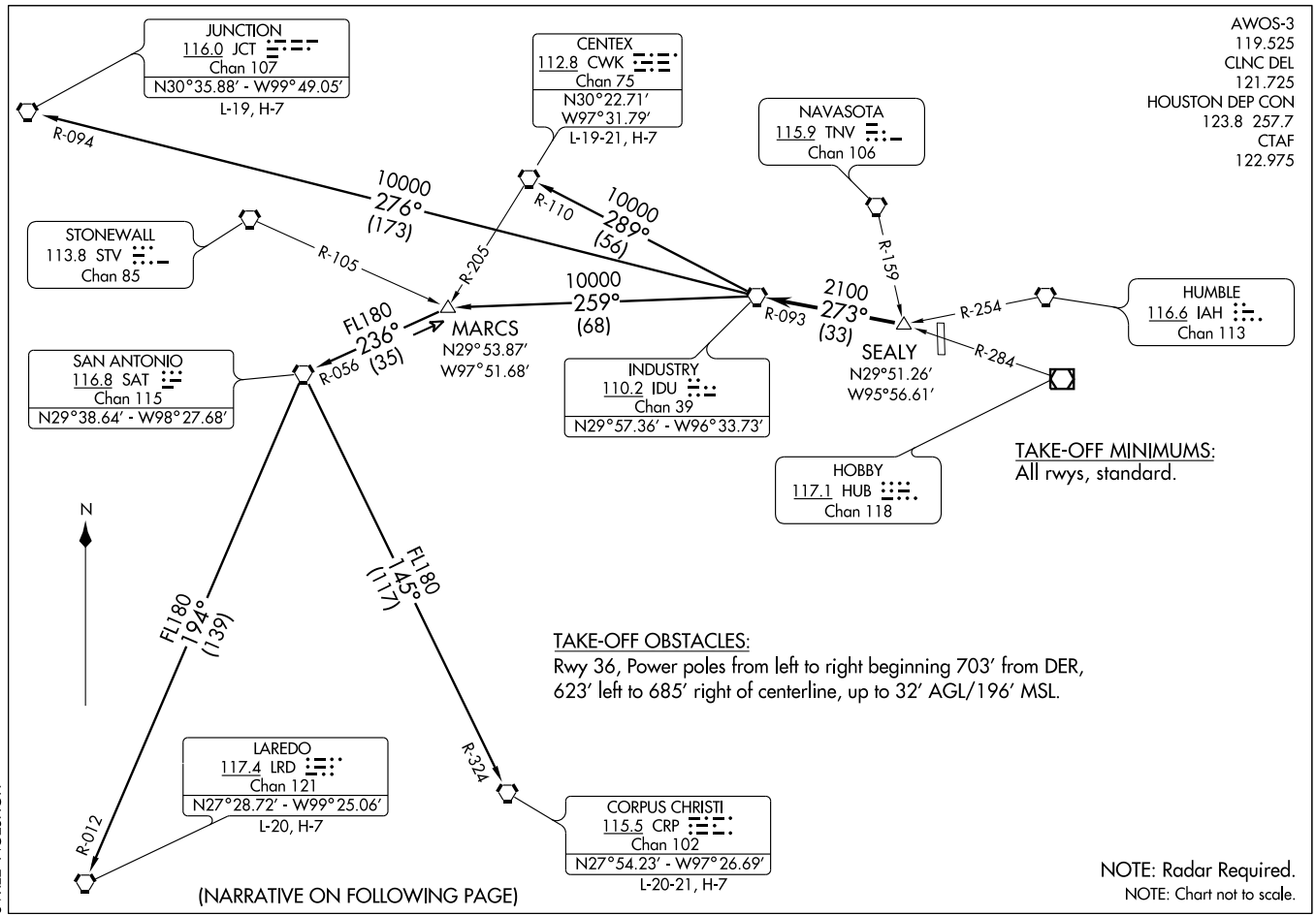
DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to MONNT INT, maintain 4000, expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-358 to GIFFA INT.

TAKE-OFF OBSTACLES:
Rwy 36, Power poles from left to right beginning 703' from DER, 623' left to 685' right of centerline, up to 32' AGL/196' MSL.

SC-5, 08 APR 2010 to 06 MAY 2010



(IDU3.IDU) 10098

INDUSTRY THREE DEPARTURE

SI-10328 (FAA)

HOUSTON EXECUTIVE (TME)
HOUSTON, TEXAS

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to SEALY INT. Maintain 4000'. Expect filed altitude 10 minutes after departure. Thence . . . .

. . . . VIA IDU R-093 to IDU VORTAC.

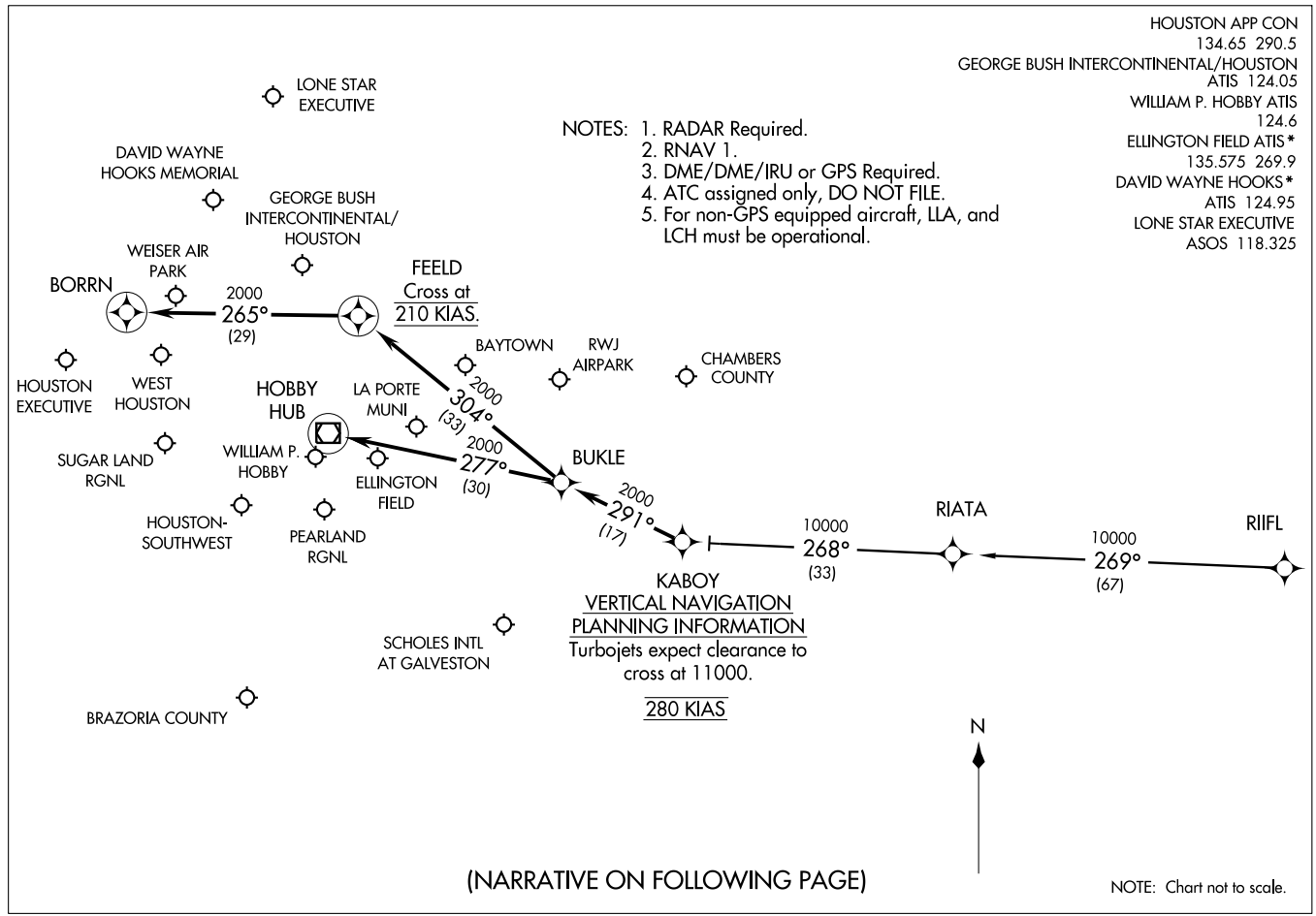
CENTEX TRANSITION (IDU3.CWK): (ATC assigned only. For aircraft inbound to the DFW Metroplex area that are being rerouted due to bad weather.) From over IDU VORTAC via IDU R-289 and CWK R-110 to CWK VORTAC.

CORPUS CHRISTI TRANSITION (IDU3.CRP): (ATC assigned only.) From over IDU VORTAC via IDU R-259 to MARCS INT, then via SAT R-056 to SAT VORTAC, then via SAT R-145 and CRP R-324 to CRP VORTAC.

JUNCTION TRANSITION (IDU3.JCT): (For aircraft overflying JCT VORTAC via J2, J15, or J86.) From over IDU VORTAC via IDU R-276 and JCT R-094 to JCT VORTAC.

LAREDO TRANSITION (IDU3.LRD): (ATC assigned only.) From over IDU VORTAC via IDU R-259 to MARCS INT, then via SAT R-056 to SAT VORTAC, then via SAT R-194 and LRD R-012 to LRD VORTAC.

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HOUSTON APP CON
134.65 290.5
GEORGE BUSH INTERCONTINENTAL/HOUSTON
ATIS 124.05
WILLIAM P. HOBBY ATIS
124.6
ELLINGTON FIELD ATIS*
135.575 269.9
DAVID WAYNE HOOKS*
ATIS 124.95
LONE STAR EXECUTIVE
ASOS 118.325
(KABOY.KABOY1) 09071
KABOY ONE ARRIVAL (RNAV)
ST-5461(FAA)
HOUSTON, TEXAS
NOTES: 1. RADAR Required.
2. RNAV 1.
3. DME/DME/IRU or GPS Required.
4. ATC assigned only, DO NOT FILE.
5. For non-GPS equipped aircraft, LLA, and LCH must be operational.
LONE STAR EXECUTIVE
DAVID WAYNE HOOKS MEMORIAL
GEORGE BUSH INTERCONTINENTAL/ HOUSTON
WEISER AIR PARK
BORRN
2000
265°
(29)
FEELD
Cross at
210 KIAS.
BAYTOWN
RWJ AIRPARK
CHAMBERS COUNTY
HOUSTON EXECUTIVE
WEST HOUSTON
HOBBY HUB
LA PORTE MUNI
2000
304°
(33)
SUGAR LAND RGNL
WILLIAM P. HOBBY
2000
277°
(30)
ELLINGTON FIELD
BUKLE
2000
291°
(17)
HOUSTON-SOUTHWEST
PEARLAND RGNL
10000
268°
(33)
RIATA
10000
269°
(67)
RIIFL
KABOY
VERTICAL NAVIGATION
PLANNING INFORMATION
Turbojets expect clearance to cross at 11000.
280 KIAS
SCHOLES INTL AT GALVESTON
BRAZORIA COUNTY
N
(NARRATIVE ON FOLLOWING PAGE)
NOTE: Chart not to scale.

ARRIVAL DESCRIPTION

RIIFL TRANSITION (RIIFL.KABOY1)

From KABOY via 291° track to BUKLE . . . .

GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):

LANDING RUNWAYS 8L/8R, OR 9: . . . . From BUKLE via 304° track to FEELD, thence as depicted to BORRN. Expect vectors to final approach course prior to BORRN, if not received by BORRN, fly present heading.

ALL OTHER RUNWAYS: . . . . From BUKLE via 304° track to FEELD. Expect vectors to final approach course prior to FEELD.

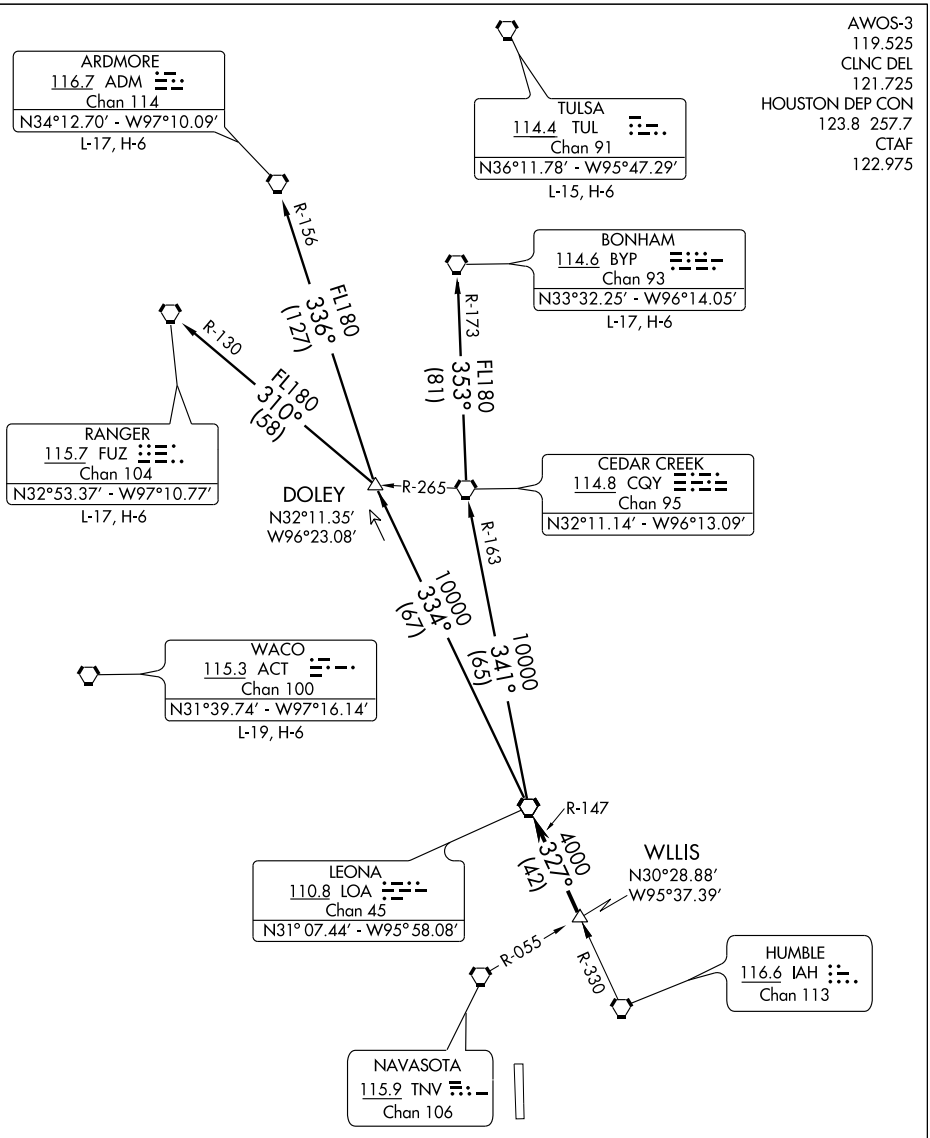
DAVID WAYNE HOOKS MEMORIAL (DWH) AND LONE STAR EXECUTIVE (CXO): . . . . From BUKLE via 304° track to FEELD. Expect vectors to final approach course prior to FEELD.

ALL OTHER AIRPORTS: . . . . From BUKLE via 277° track to HUB VOR/DME. Expect vectors to final approach course prior to HUB VOR/DME.

LEONA SIX DEPARTURE

SL-10328 (FAA)

HOUSTON EXECUTIVE (TME)
HOUSTON, TEXAS



TAKE-OFF MINIMUMS:
Rwy 18, 36 standard.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Radar required.

SC-5, 08 APR 2010 to 06 MAY 2010

LEONA SIX DEPARTURE

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to WLLIS INT, maintain 4000, expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via LOA R-147 to LOA VORTAC.

ARDMORE TRANSITION (LOA6.ADM): (For aircraft overflying North/Northwest of the DFW terminal area FL240 and above.) From over LOA VORTAC via LOA R-334 to DOLEY INT, then via ADM R-156 to ADM VORTAC.

BONHAM TRANSITION (LOA6.BYP): (For aircraft overflying/landing TUL VORTAC FL240 and above.) From over LOA VORTAC via LOA R-341 and CQY R-163 to CQY VORTAC, then via CQY R-353 and BYP R-173 to BYP VORTAC.

RANGER TRANSITION (LOA6.FUZ): (For aircraft overflying west/northwest of the DFW terminal area FL240 and above.) From over LOA VORTAC via LOA R-334 to DOLEY INT, then via FUZ R-130 to FUZ VORTAC.

TAKE-OFF OBSTACLES

Rwy 36, Power poles from left to right beginning 703' from DER, 623' left to 685' right of centerline, up to 32' AGL/196' MSL.

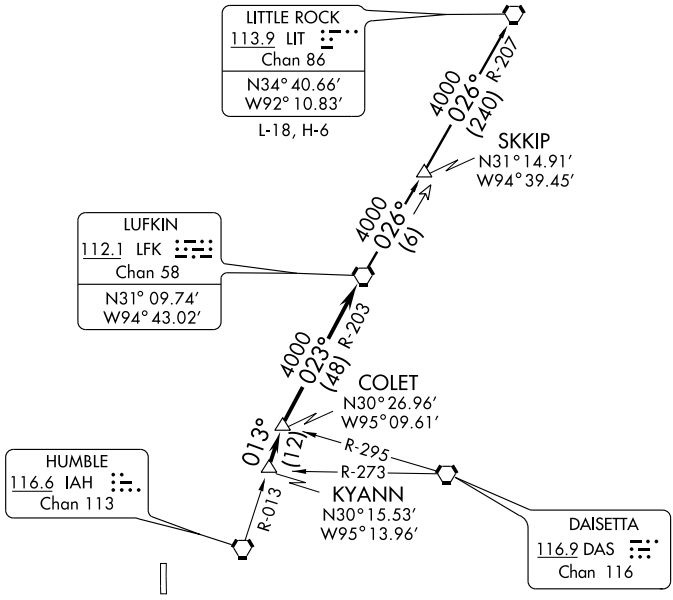
SC-5, 08 APR 2010 to 06 MAY 2010

LUFKIN FIVE DEPARTURE

SL-10328 (FAA)

HOUSTON EXECUTIVE (TME)
HOUSTON, TEXAS

AWOS-3
119.525
CLNC DEL
121.725
HOUSTON DEP CON
123.8 257.7
CTAF
122.975



TAKE-OFF MINIMUMS:
Rwy 18, 36 standard.

TAKE-OFF OBSTACLES:
Rwy 36, Power poles from left to right beginning 703′ from DER, 623′ left to 685′ right of centerline, up to 32′ AGl/196′ MSL.

NOTE: Radar Required.
NOTE: For aircraft destined LIT, or overflying LIT or PXV.

NOTE: Chart not to scale.

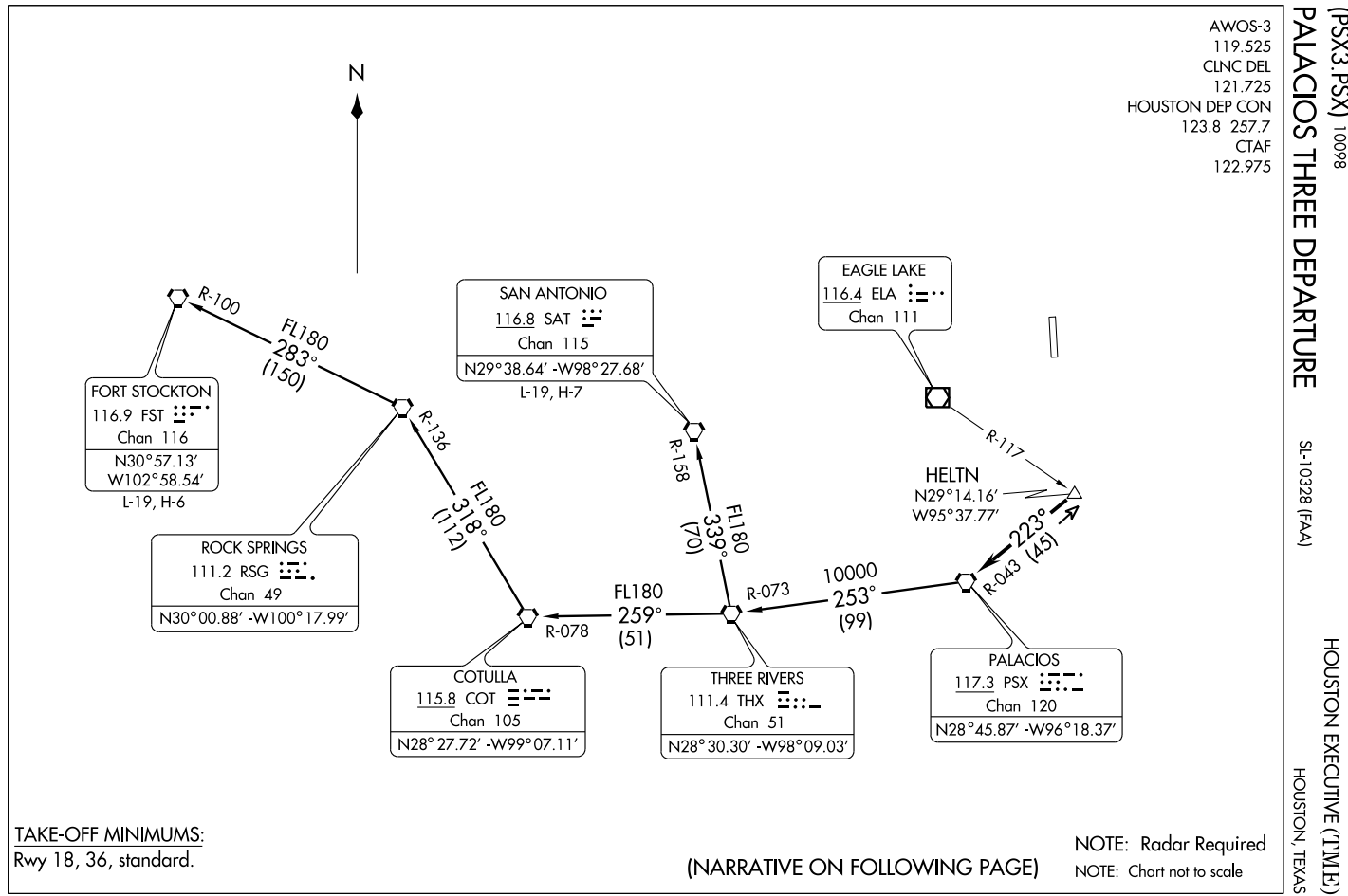
DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to KYANN INT, maintain 4000, expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-013 to COLET INT, then right turn via LFK R-203 to LFK VORTAC.

LITTLE ROCK TRANSITION (LFK5.LIT): From over LFK VORTAC via LFK R-026 to SKKIP INT, then via LIT R-207 to LIT VORTAC.

SC-5, 08 APR 2010 to 06 MAY 2010


AWOS-3
119.525
CLNC DEL
121.725
HOUSTON DEP CON
123.8 257.7
CTAF
122.975
N
R-100
FL180
283°
(150)
FORT STOCKTON
116.9 FST
Chan 116
N30°57.13′
W102°58.54′
L-19, H-6
R-136
FL180
318°
(112)
ROCK SPRINGS
111.2 RSG
Chan 49
N30°00.88′ -W100°17.99′
SAN ANTONIO
116.8 SAT
Chan 115
N29°38.64′ -W98°27.68′
L-19, H-7
R-158
FL180
339°
(70)
EAGLE LAKE
116.4 ELA
Chan 111
R-117
HELTN
N29°14.16′
W95°37.77′
223°
(45)
10000
253°
(99)
R-043
R-073
FL180
259°
(51)
R-078
COTULLA
115.8 COT
Chan 105
N28° 27.72′ -W99°07.11′
THREE RIVERS
111.4 THX
Chan 51
N28°30.30′ -W98°09.03′
PALACIOS
117.3 PSX
Chan 120
N28°45.87′ -W96°18.37′
TAKE-OFF MINIMUMS:
Rwy 18, 36, standard.
(NARRATIVE ON FOLLOWING PAGE)
NOTE: Radar Required
NOTE: Chart not to scale

PALACIOS THREE DEPARTURE

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to HELTN INT, maintain 4000'. Expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via PSX R-043 to PSX VORTAC.

FORT STOCKTON TRANSITION (PSX3.FST): From over PSX VORTAC via PSX R-253 and THX R-073 to THX VORTAC, then via THX R-259 and COT R-078 to COT VORTAC, then via COT R-318 and RSG R-136 to RSG VORTAC, then via RSG R-283 and FST R-100 to FST VORTAC.

SAN ANTONIO TRANSITION (PSX3.SAT): From over PSX VORTAC via PSX R-253 and THX R-073 to THX VORTAC, then via THX R-339 and SAT R-158 to SAT VORTAC.

TAKE-OFF OBSTACLES:

Rwy 36, Power poles from left to right beginning 703' from DER, 623' left to 685' right of centerline, up to 32' AGL/196' MSL.

WAAS CH 49004 W18A	APP CRS 175°	Rwy Idg 6610 TDZE 168 Apt Elev 168

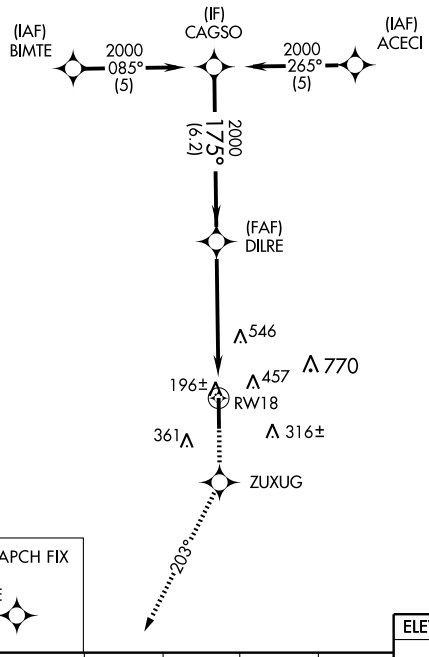
RNAV (GPS) RWY 18
HOUSTON EXECUTIVE (TME)

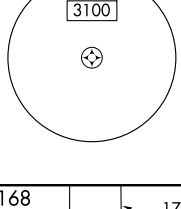
▼ NA

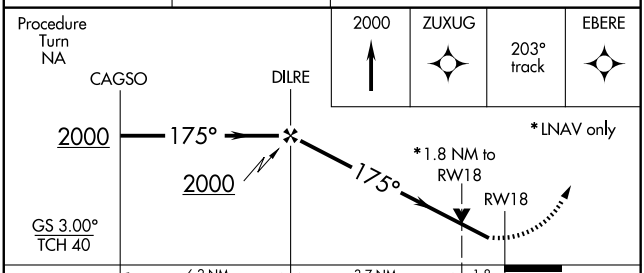
Baro-VNAV NA when using David Wayne Hooks Memorial altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. VDP NA when using David Wayne Hooks Memorial altimeter setting. If local altimeter setting not received, use David Wayne Hooks Memorial altimeter setting and increase LPV DA to 475 feet, LNAV/VNAV DA to 950 feet; increase all MDAs 60 feet.

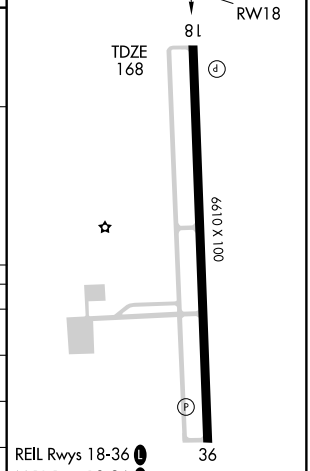
MISSED APPROACH: Climb to 2000 direct ZUXUG and via 203° track to EBERE and hold.

AWOS-3	HOUSTON APP CON	UNICOM	GCO
119.525	123.8 257.7	122.975 (CTAF) L	121.725









CATEGORY	A	B	C	D
LPV DA	418-1 250 (300-1)			
LNAV/VNAV DA	708-2 540 (600-2)			
LNAV MDA	780-1 612 (700-1)		780-1¾ 612 (700-1¾)	780-2 612 (700-2)
CIRCLING	820-1 652 (700-1)		820-1¾ 652 (700-1¾)	860-2¼ 692 (700-2¼)

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WAAS CH 97504 W36A	APP CRS 355°	Rwy Idg 6610 TDZE 164 Apt Elev 166

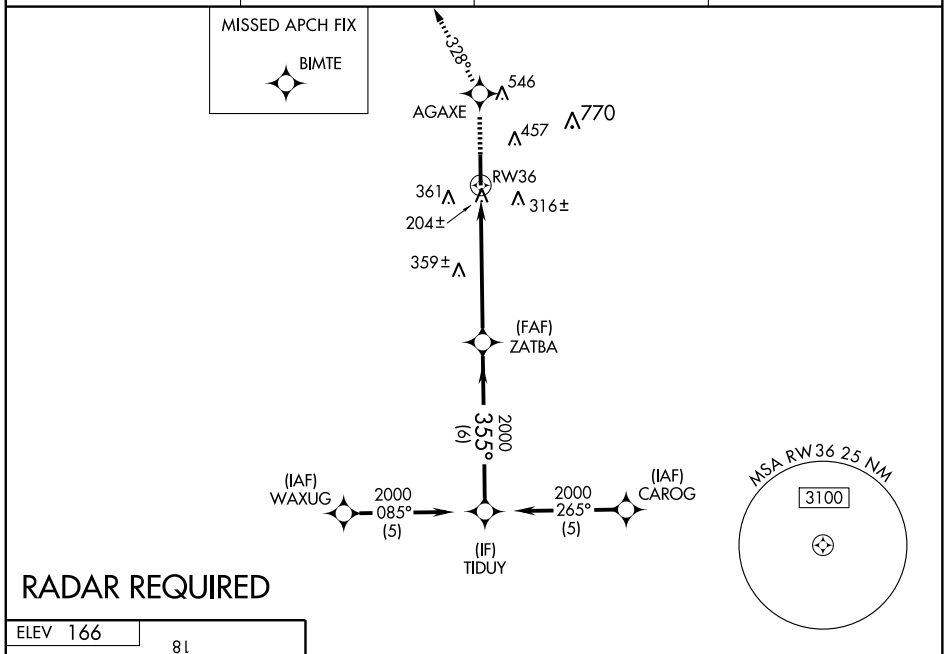
RNAV (GPS) RWY 36
HOUSTON EXECUTIVE (TME)

Baro-VNAV NA when using David Wayne Hooks Memorial altimeter setting.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. VDP NA when using David Wayne Hooks Memorial altimeter setting. When local altimeter setting not received, use David Wayne Hooks Memorial altimeter setting and increase LPV DA to 471 feet, LNAV/VNAV DA to 719 feet; increase all MDA 60 feet. Increase LNAV/VNAV visibility ¼ mile all Cats and LNAV and circling Cat C/D ¼ mile.

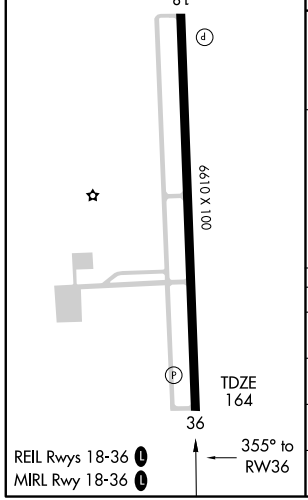
NA

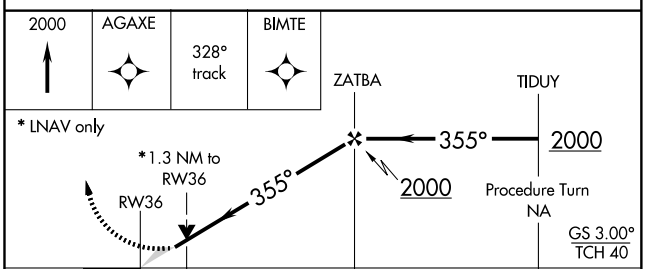
MISSED APPROACH: Climb to 2000 direct AGAXE and via 328° track to BIMTE and hold.

AWOS-3	HOUSTON APP CON	UNICOM	GCO
119.525	123.8 257.7	122.975 (CTAF) L	121.725



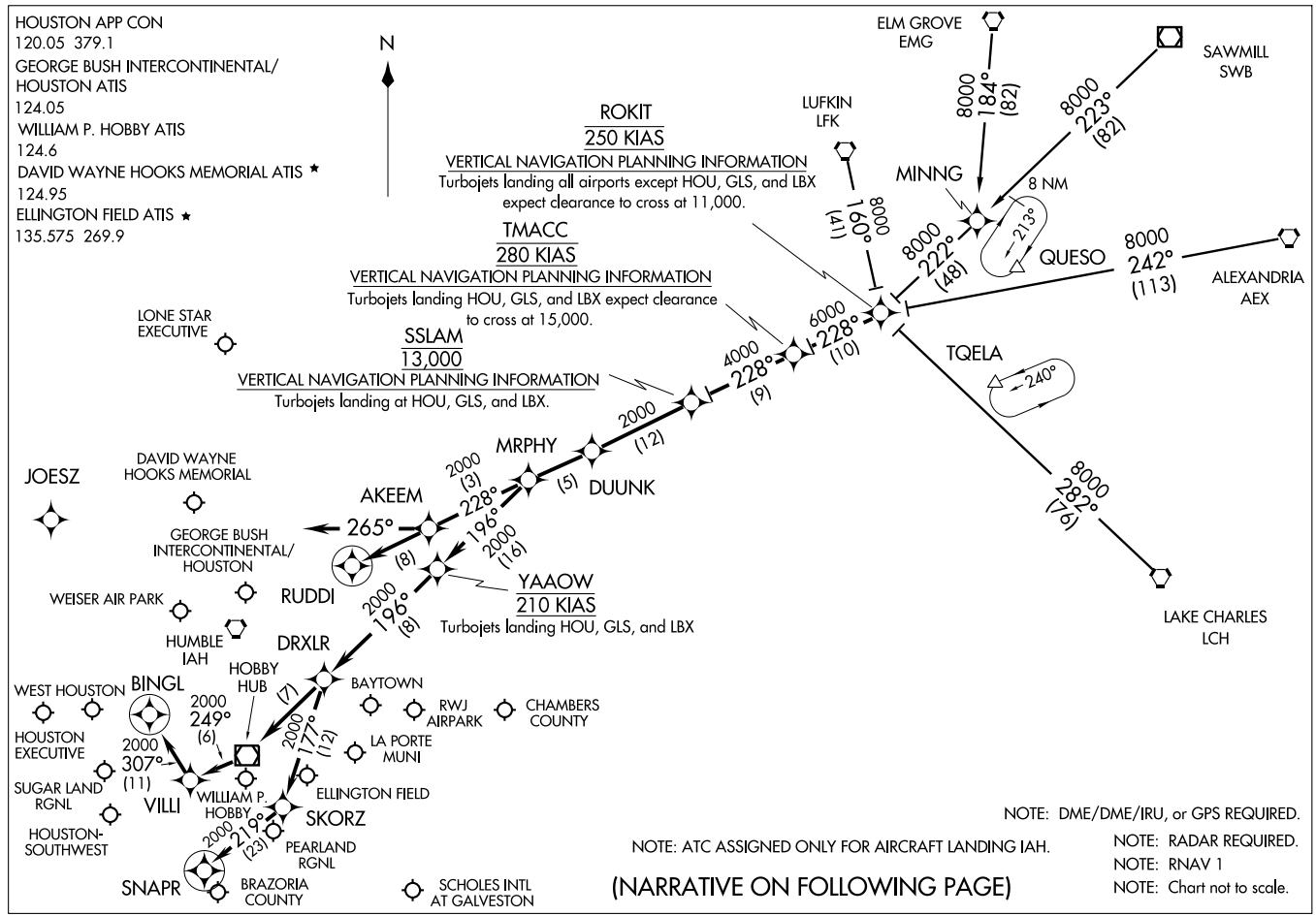
RADAR REQUIRED





CATEGORY	A	B	C	D
LPV DA	414-1 250 (300-1)			
LNAV/VNAV DA	662-1¾ 498 (500-1¾)			
LNAV MDA	620-1 456 (500-1)		620-1¼ 456 (500-1¼)	620-1½ 456 (500-1½)
CIRCLING	820-1 654 (700-1)		820-1¾ 654 (700-1¾)	860-2¼ 694 (700-2¼)

SC-5, 08 APR 2010 to 06 MAY 2010



(ROKIT.ROKIT1) 09127

ROKIT ONE ARRIVAL (RNAV)

ST-5461(FAA)

HOUSTON, TEXAS

ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.ROKIT1): For non-GPS equiped aircraft: LCH, AEX, LFK, and DAS must be operational.
ELM GROVE TRANSITION (EMG.ROKIT1): For non-GPS equiped aircraft: LFK, EMG, LCH, and DAS must be operational.
LAKE CHARLES TRANSITION (LCH.ROKIT1): For non-GPS equiped aircraft: BPT, LCH, DAS, and IAH must be operational.
LUFKIN TRANSITION (LFK.ROKIT1): For non-GPS equiped aircraft: IAH and DAS must be operational.
SAWMILL TRANSITION (SWB.ROKIT1): For non-GPS equiped aircraft: LFK and DAS must be operational.

From ROKIT via 228° track to TMACC, thence as depicted to MRPHY. Thence . . . .

FOR DAVID WAYNE HOOKS MEMORIAL (DWH) AND LONE STAR EXECUTIVE (CXO):
. . . . From MRPHY via 228° track to AKEEM, thence as depicted to RUDDI. Expect vectors to final approach course prior to RUDDI.

FOR WILLIAM P. HOBBY (HOU):
RUNWAY 4 . . . . From MRPHY via 196° track to YAAOW, thence as depicted to SNAPR. Expect vectors to final approach course prior to SNAPR, if not received by SNAPR fly present heading.

RUNWAY 12R . . . . From MRPHY via 196° track to YAAOW, thence as depicted to BINGL. Expect vectors to final approach course prior to BINGL, if not received by BINGL fly present heading.

ALL OTHER RUNWAYS . . . . From MRPHY via 196° track to YAAOW, thence as depicted to DRXLR. Expect vectors to final approach course prior to DRXLR.

FOR GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):
RUNWAYS 8 L/R and 9 . . . . From MRPHY via 228° track to AKEEM, then via 265° heading. Expect radar vectors.

ALL OTHER RUNWAYS . . . . From MRPHY via 228° track to AKEEM, thence as depicted to RUDDI. Expect vectors to final appraoch course prior to RUDDI.

FOR OTHER SATELLITE AIRPORTS:
. . . . From MRPHY via 196° track to YAAOW, thence as depicted to DRXLR. Expect vectors to final approach course prior to DRXLR.

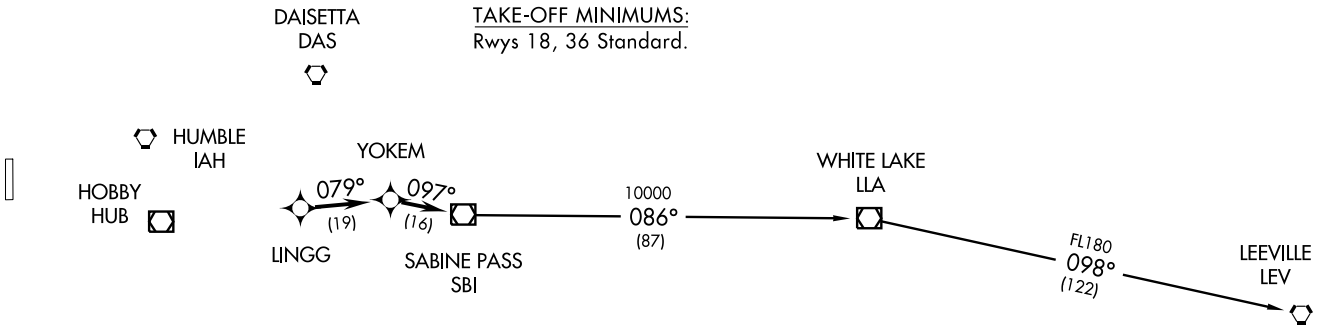
SC-5, 08 APR 2010 to 06 MAY 2010

SABINE PASS ONE DEPARTURE (RNAV)

Note: RADAR Required.
Note: RNAV 1.
Note: DME/DME/IRU or GPS Required.
Note: For non-GPS equipped aircraft, BPT and LCH must be operational.

AWOS-3
119.525
CLNC DEL
121.725
HOUSTON DEP CON
123.8 257.7
CTAF
122.975

TAKE-OFF MINIMUMS:
Rwys 18, 36 Standard.



DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to LINGG, maintain 4000, then via depicted route to SBI VOR/DME, thence. . . .

. . . .via (transition). Expect clearance to filed altitude/flight level 10 minutes after departure.

LEEVILLE TRANSITION: (SBI1.LEV)
WHITE LAKE TRANSITION: (SBI1.LLA)

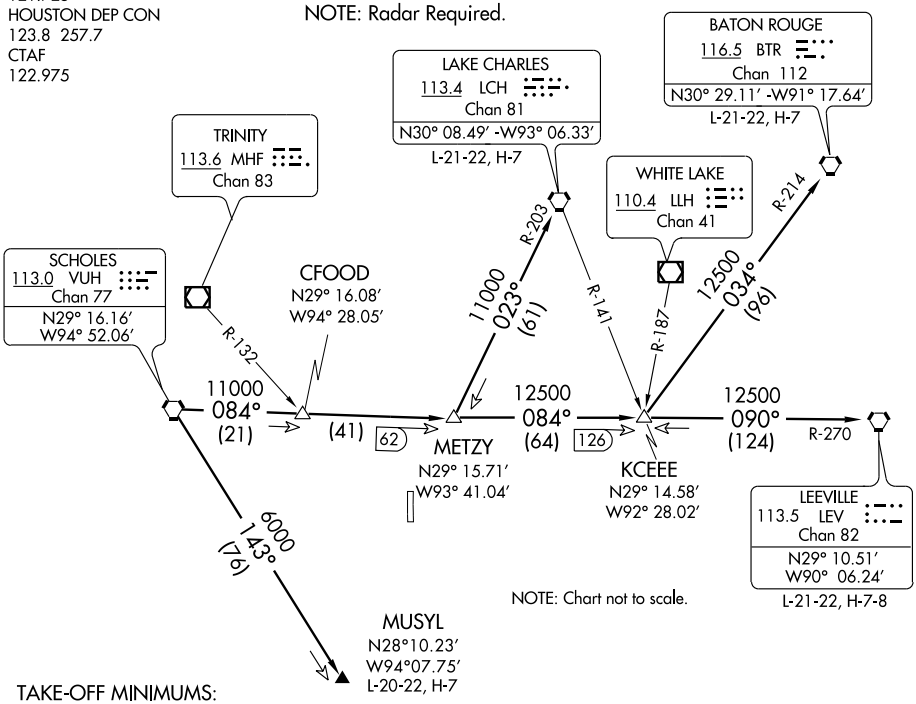
TAKE-OFF OBSTACLES:
Rwy 36, Power poles from left to right beginning 703' from DER, 623' left to 685' right of centerline, up to 32' AGL/196' MSL.

NOTE: Chart not to scale.

SCHOLES THREE DEPARTURE

AWOS-3
119.525
CLNC DEL
121.725
HOUSTON DEP CON
123.8 257.7
CTAF
122.975

NOTE: LCH, BTR, and LEV transitions are ATC assigned only, do not file.
NOTE: For LCH, BTR, LEV transitions, this procedure requires over water flight not to exceed 35 miles from nearest shoreline.
NOTE: Radar Required.



TAKE-OFF MINIMUMS:
Rwy 18, 36 standard.

TAKE-OFF OBSTACLES:
Rwy 36, Power poles from left to right beginning 703′ from DER, 623′ left to 685′ right of centerline, up to 32′ AGL/196′ MSL.

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to VUH VORTAC, maintain 4000′, expect filed altitude 10 minutes after departure.

BATON ROUGE TRANSITION (VUH3.BTR): From over VUH VORTAC via VUH R-084 to KCEEE INT, then via BTR R-214 to BTR VORTAC.

LAKE CHARLES TRANSITION (VUH3.LCH): From over VUH VORTAC via VUH R-084 to METZY INT, then via LCH R-203 to LCH VORTAC.

LEEVILLE TRANSITION (VUH3.LEV): From over VUH VORTAC via VUH R-084 to KCEEE INT, then via LEV R-270 to LEV VORTAC.

MUSYL TRANSITION (VUH3.MUSYL): From over VUH VORTAC via VUH R-143 to MUSYL.

NDB UTS 308	APP CRS 187°	Rwy Idg 5005 TDZE 338 Apt Elev 363

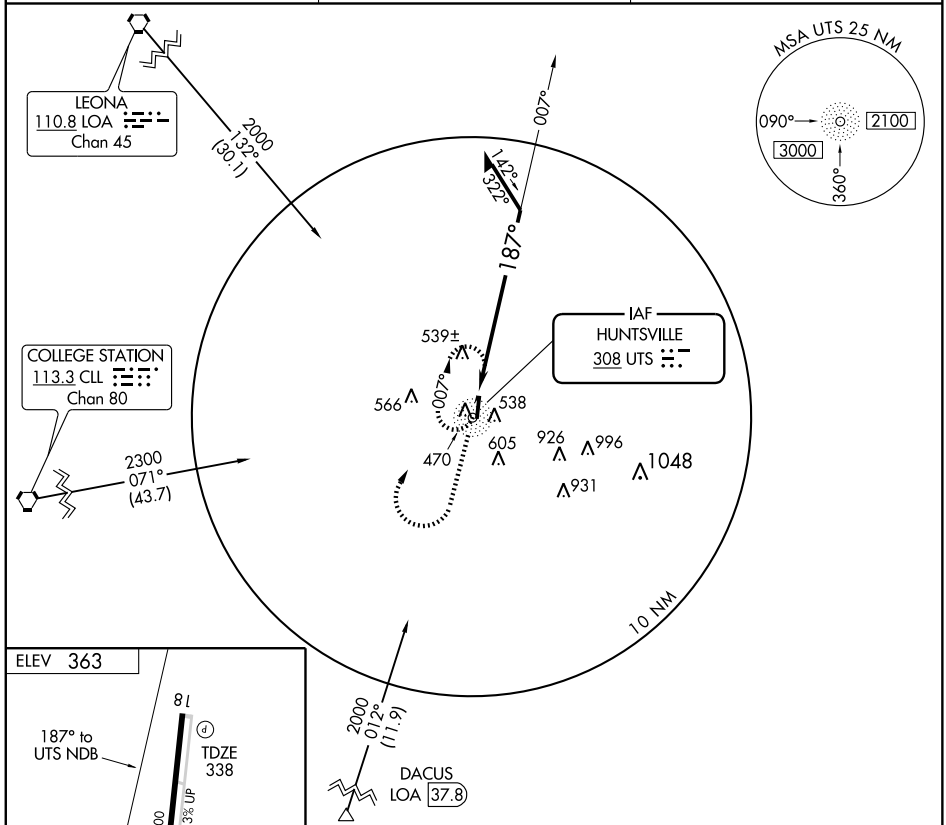
NDB RWY 18
HUNTSVILLE MUNI (UTS)

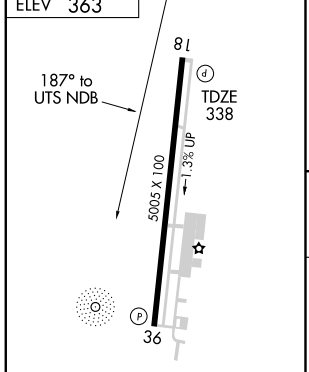
Visibility reduction by helicopters NA. When local altimeter setting not received use Lone Star Executive altimeter setting and increase all MDA 80 feet, increase S-18 and Circling Cat C visibility ¼ mile.

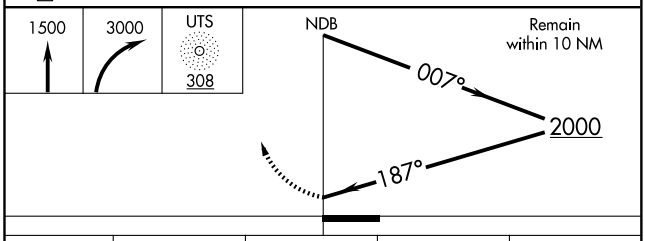
NA

MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 direct UTS NDB and hold, continue climb-in-hold to 3000.

ASOS	HOUSTON CENTER	UNICOM
119.425	134.8 269.6	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-18	960-1	622 (700-1)	960-1¾ 622 (700-1¾)	NA
CIRCLING	960-1	597 (600-1)	960-1¾ 597 (600-1¾)	NA

REIL Rwys 18 and 36 L
MIRL Rwy 18-36 L

SC-5. 08 APR 2010 to 06 MAY 2010

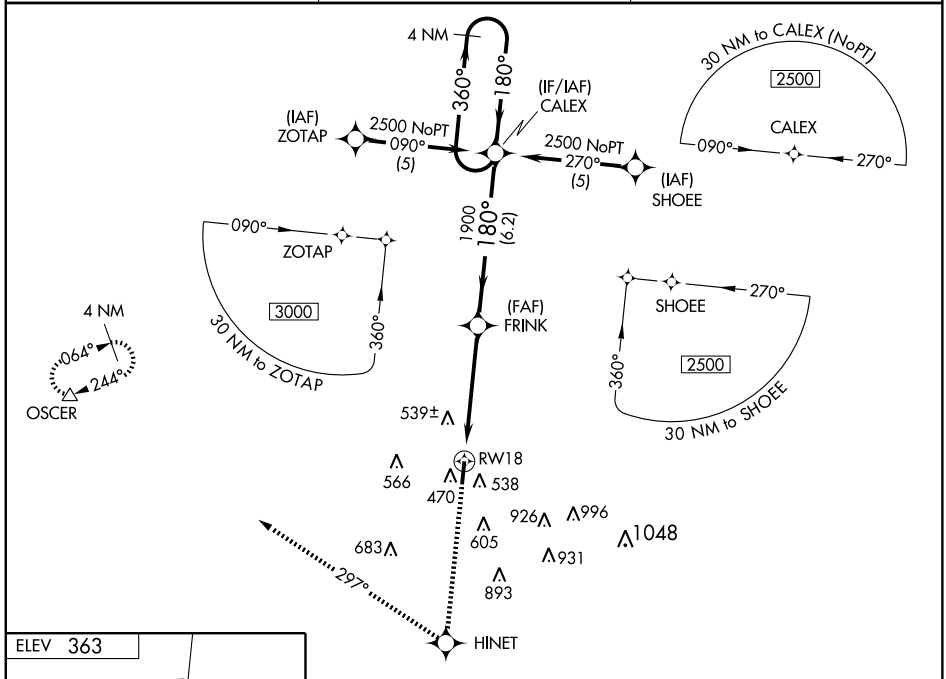
WAAS	APP CRS	Rwy Idg	5005
CH 72811	180°	TDZE	338
W18A		Apt Elev	363

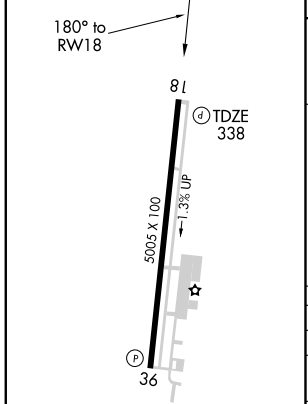
RNAV (GPS) RWY 18
HUNTSVILLE MUNI (UTS)

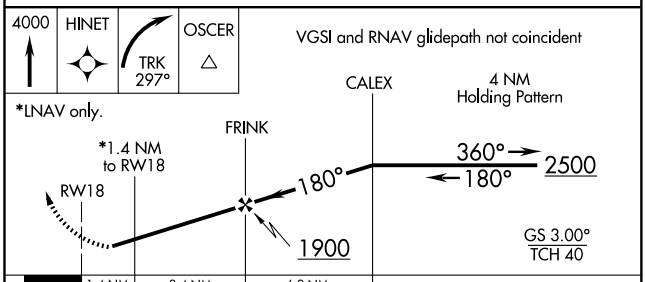
Baro-VNAV NA when using Lone Star Executive altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. VDP NA when using Lone Star Executive altimeter setting. When local altimeter setting not received, use Lone Star Executive altimeter setting and increase all DA 75 feet and all MDA 80 feet; increase LPV and LNAV/VNAV all Cats and Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 4000 direct HINET and right turn via track 297° to OSCER and hold.

ASOS	HOUSTON CENTER	UNICOM
119.425	134.8 269.6	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	588-1 250 (300-1)			NA
LNAV/VNAV DA	886-2 548 (600-2)			NA
LNAV MDA	840-1 502 (500-1)		840-1½ 502 (500-1½)	NA
CIRCLING	900-1 537 (600-1)		900-1½ 537 (600-1½)	NA

SC-5, 08 APR 2010 to 06 MAY 2010

VOR LOA 110.8 Chan 45	APP CRS 131°	Rwy Idg NA TDZE NA Apt Elev 363

VOR/DME-A
HUNTSVILLE MUNI (UTS)

When local altimeter setting not received, use Lone Star Executive altimeter setting and increase MDA 80 feet, increase circling Cat C visibility ¼ mile.

MISSED APPROACH: Climbing right turn to 2000 via LOA VORTAC R-131 to KASHE/25 DME and hold.

ASOS	HOUSTON CENTER	UNICOM
119.425	134.8 269.6	122.8 (CTAF) L

1044

Procedure NA for arrivals at LOA VORTAC via V477 northwest bound.

IAF LEONA 110.8 LOA Chan 45

2000 131° (19)

10 NM

R-177

R-131

(IF) AMBEE LOA 19

2000 131° (6)

KASHE LOA 25

(IAF) OXITY LOA 19

2000 LOA 19 Arc

311°

131°

539±

596

MAFAP LOA 29.7

566

470

538

926

996

683

605

931

MSA LOA 25 NM

2100

ELEV 363

18

36

5005 X 100

1.3% UP

131° 4.7 NM from FAF

REIL Rwys 18 and 36 L

MIRL Rwy 18-36 L

AMBEE LOA 19

KASHE LOA 25

2000

131°

2000

2000 LOA R-131

KASHE LOA 25

MAFAP LOA 29.7

Procedure Turn NA

6 NM

4.7 NM

CATEGORY	A	B	C	D
CIRCLING	1000-1 637 (700-1)	1000-1¼ 637 (700-1¼)	1000-1¾ 637 (700-1¾)	NA

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WAAS	APP CRS	Rwy Idg	5000
Ch 78301	133°	TDZE	18
W13A		Apt Elev	18

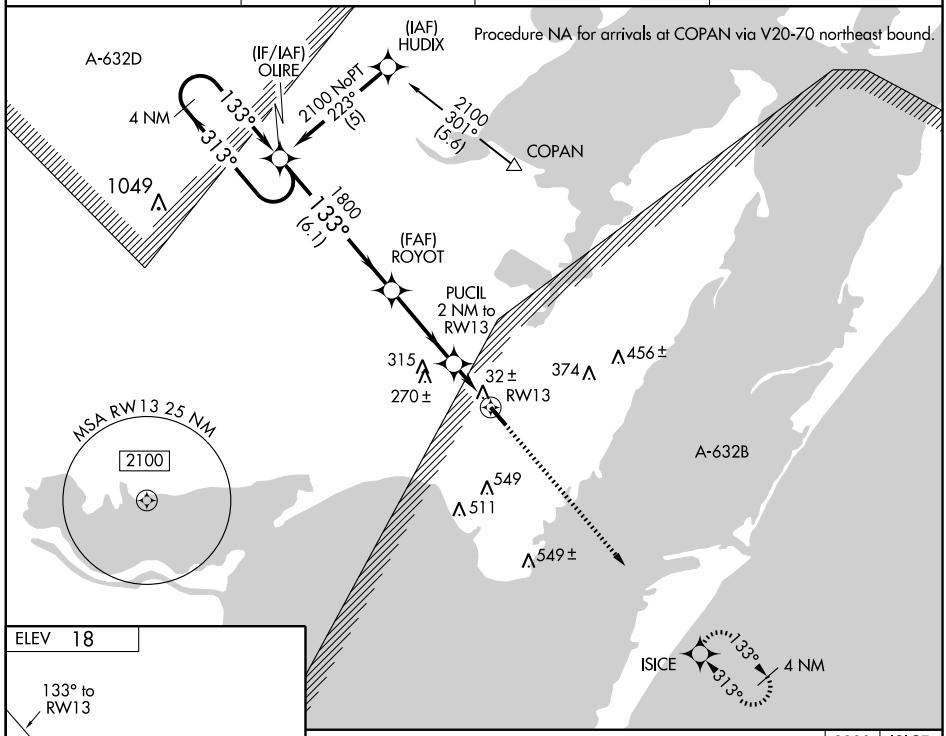
RNAV (GPS) RWY 13

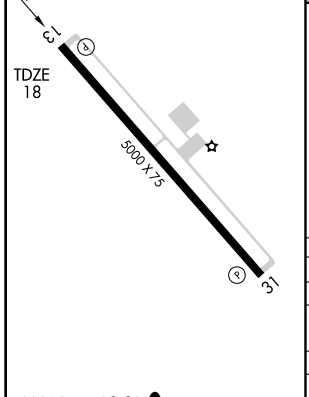
INGLESIDE/ T P MC CAMPBELL (TFP)

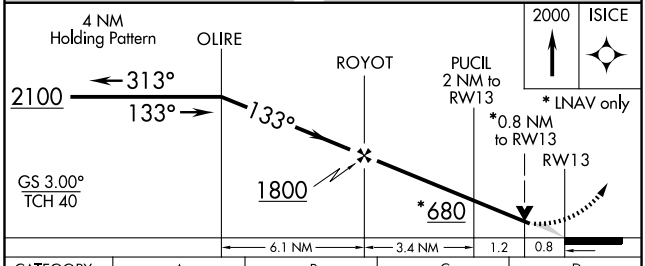
A W BARO-VNAV NA when using Mustang Beach altimeter setting. DME/DME RNP-0.3 NA. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). When local altimeter setting not received, use Mustang Beach altimeter setting and increase LPV DA 291 feet; LNAV/VNAV DA to 309 feet; and all MDAs 40 feet. VDP NA when using Mustang Beach altimeter setting.

MISSED APPROACH: Climb to 2000 direct ISICE and hold.

AWOS-3	CORPUS APP CON	UNICOM	
118.775	120.9 348.725	122.7 (CTAF)	123.0 L







CATEGORY	A	B	C	D
LPV DA	268-1		250 (300-1)	
LNAV/VNAV DA	286-1		268 (300-1)	
LNAV MDA	300-1		282 (300-1)	
CIRCLING	520-1 502 (600-1)		520-1½ 502 (600-1½)	580-2 562 (600-2)

SC-3. 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg 5000
Ch 82601	313°	TDZE 18
W31A		Apt Elev 18

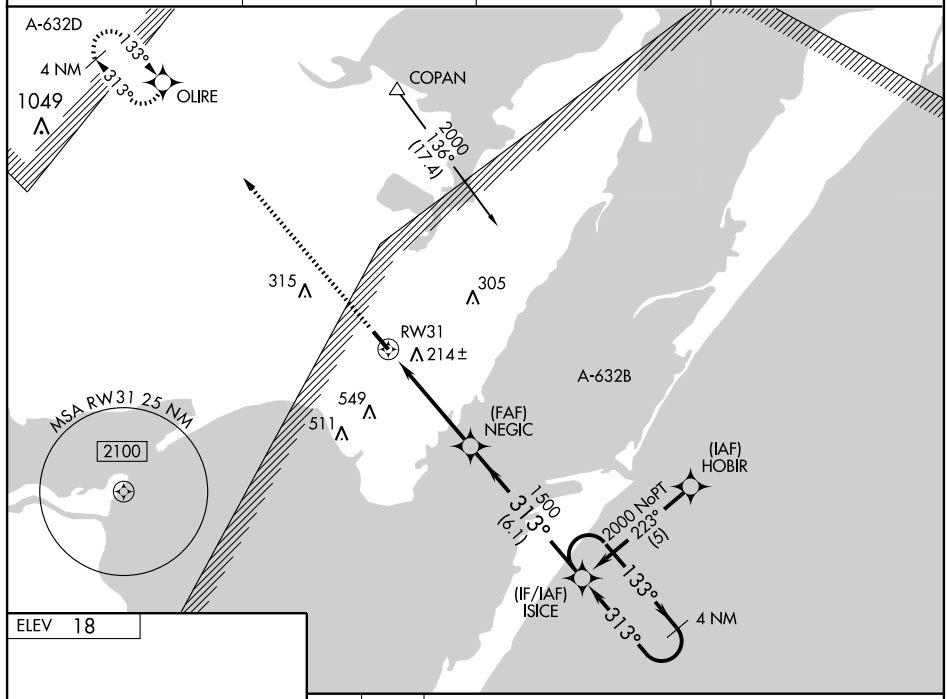
RNAV (GPS) RWY 31

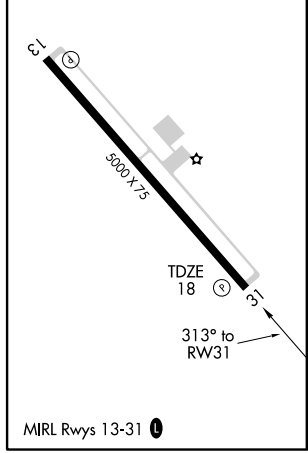
INGLESIDE/ T P MC CAMPBELL (TFP)

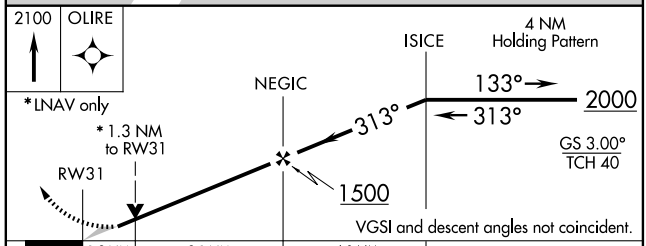
A BARO-VNAV NA when using Mustang Beach altimeter setting. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F).
W When local altimeter setting not received, use Mustang Beach altimeter setting and increase LPV DA to 291 feet; LNAV/VNAV DA to 533 feet; and all MDAs 40 feet; increase LNAV Cat C visibility ¼ mile. VDP NA when using Mustang Beach altimeter setting. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2100 direct OLIRE and hold.

AWOS-3	CORPUS APP CON	UNICOM	
118.775	120.9 348.725	122.7 (CTAF)	123.0 L







CATEGORY	A	B	C	D
LPV DA	268-1 250 (300-1)			
LNAV/ VNAV DA	510-1¾ 492 (500-1¾)			
LNAV MDA	480-1 462 (500-1)		480-1¼ 462 (500-1¼)	480-1½ 462 (500-1½)
CIRCLING	520-1 502 (600-1)		520-1½ 502 (600-1½)	580-2 562 (600-2)

SC-3, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	5011
135°	TDZE	677
	Apt Elev	677

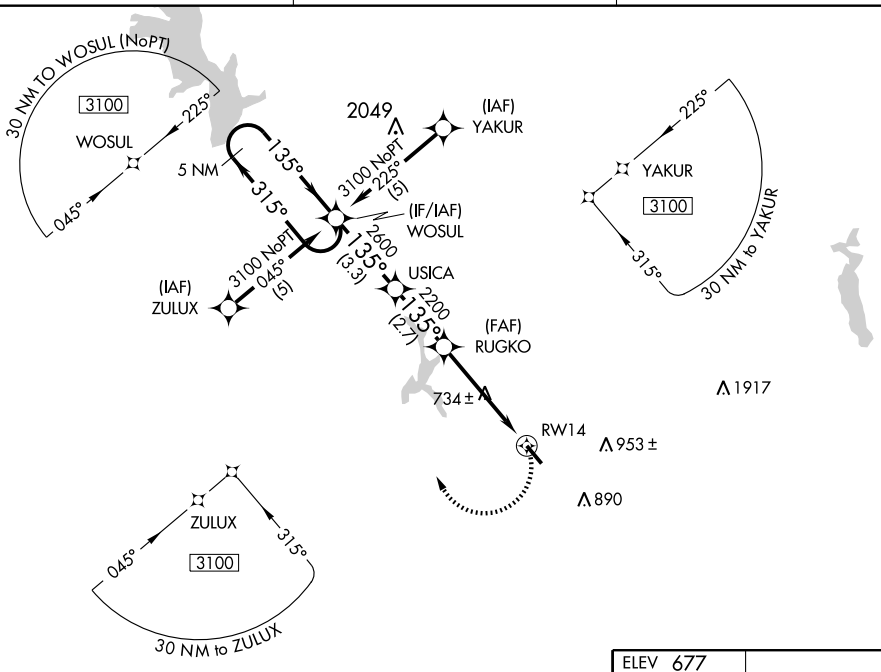
RNAV (GPS) RWY 14

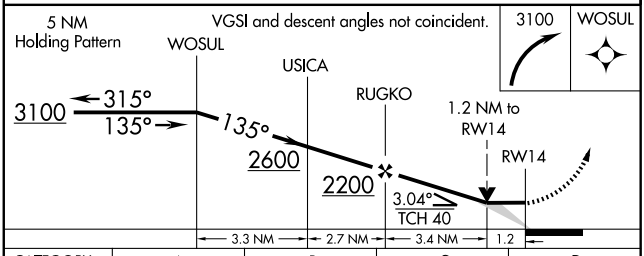
JACKSONVILLE/ CHEROKEE COUNTY (JSO)

If local altimeter setting not received, use Palestine Muni altimeter setting and increase all MDAs 100 feet. VDP NA when using Palestine Muni altimeter setting. DME/DME RNP-0.3 NA.

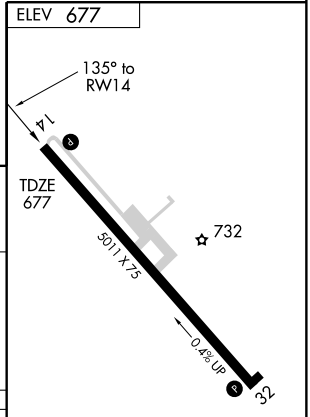
MISSED APPROACH: Climbing right turn to 3100 direct WOSUL and hold.

AWOS-3	LONGVIEW APP CON ★	UNICOM
119.075	128.75 379.15	122.7 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1080-1 403 (500-1)		1080-1¼ 403 (500-1¼)	NA
CIRCLING	1080-1 403 (500-1)	1140-1 463 (500-1)	1140-1½ 463 (500-1½)	NA



SC-5, 08 APR 2010 to 06 MAY 2010

VOR FZT 111.4 Chan 51	APP CRS 121°	Rwy Idg 5011 TDZE 677 Apt Elev 677

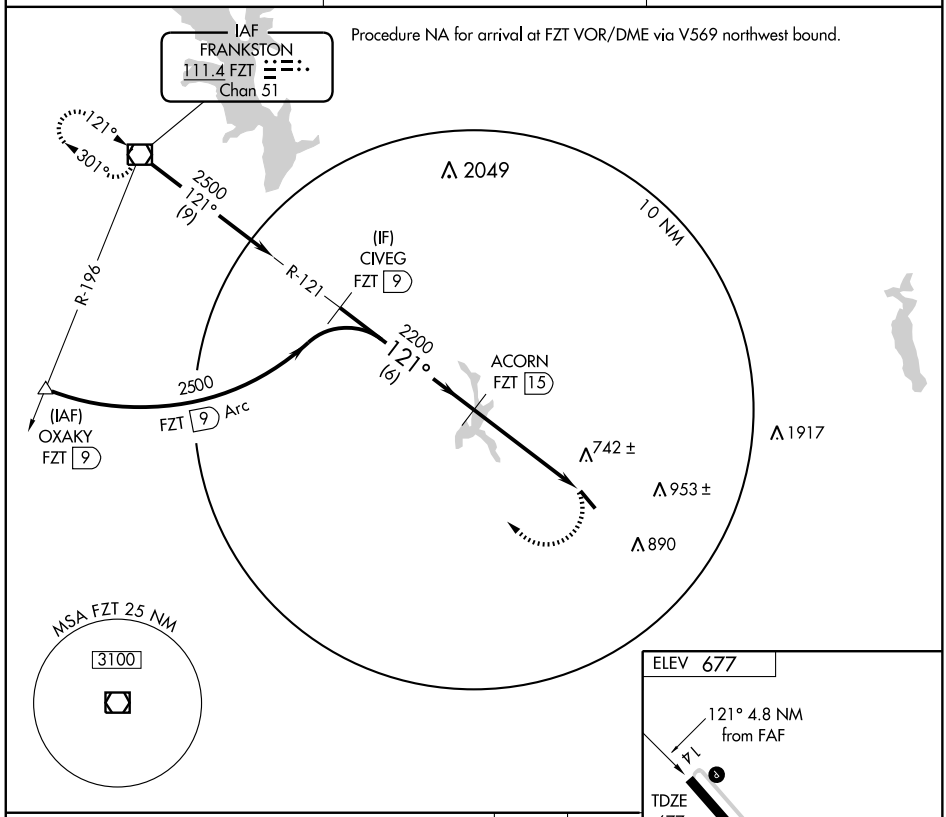
VOR/DME RWY 14

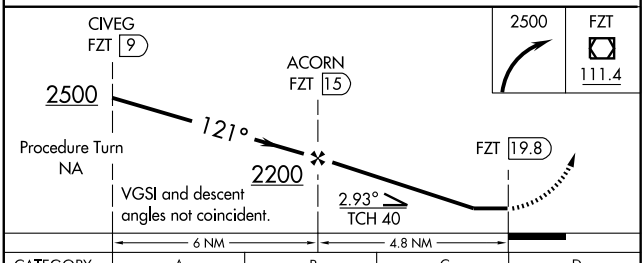
JACKSONVILLE/CHEROKEE COUNTY (JSO)

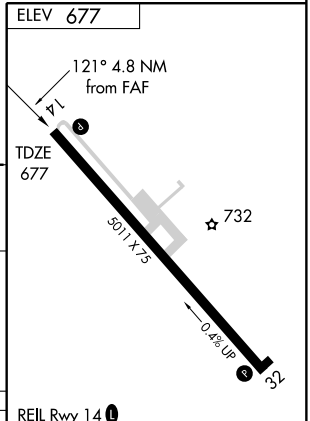
If local altimeter setting not received, use Palestine Muni altimeter setting and increase all MDAs 100 feet.

MISSED APPROACH: Climbing right turn to 2500 direct FZT VOR/DME and hold.

AWOS-3	LONGVIEW APP CON★	UNICOM
119.075	128.75 379.15	122.7 (CTAF) L







CATEGORY	A	B	C	D
S-14	1080-1 403 (500-1)		1080-1¼ 403 (500-1¼)	NA
CIRCLING	1080-1 403 (500-1)	1140-1 463 (500-1)	1140-1½ 463 (500-1½)	NA

Knots	60	90	120	150	180
Min:Sec					

SC-5, 08 APR 2010 to 06 MAY 2010

NDB JAS 344	APP CRS 177°	Rwy Idg 5500
		TDZE 213
		Apt Elev 213

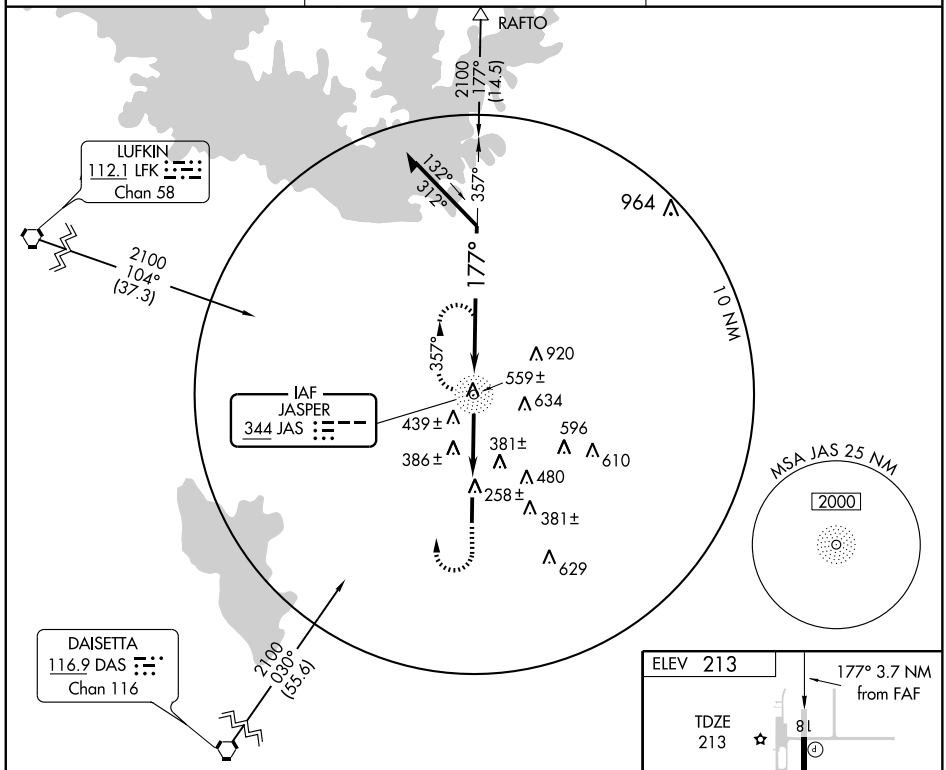
NDB RWY 18

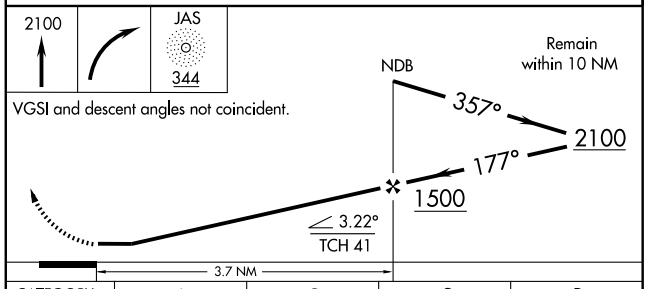
JASPER COUNTY-BELL FIELD (JAS)

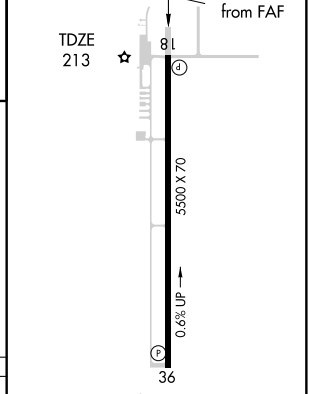
Visibility reduction by helicopters NA. When local altimeter setting not received, use De Ridder altimeter setting and increase all MDA 100 feet, increase S-18 and Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 2100, then right turn direct JAS NDB and hold.

AWOS-3	HOUSTON CENTER	UNICOM
118.375	126.95 363.05	122.8 (CTAF) L







MIRL Rwy 18-36 L

CATEGORY	A	B	C	D
S-18	740-1	527 (600-1)	740-1½ 527 (600-1½)	NA
CIRCLING	740-1	527 (600-1)	740-1½ 527 (600-1½)	NA

FAF to MAP 3.7 NM

Knots	60	90	120	150	180
Min:Sec	3:42	2:28	1:51	1:29	1:14

SC-5, 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	5500
CH 87013	177°	TDZE	213
W18A		Apt Elev	213

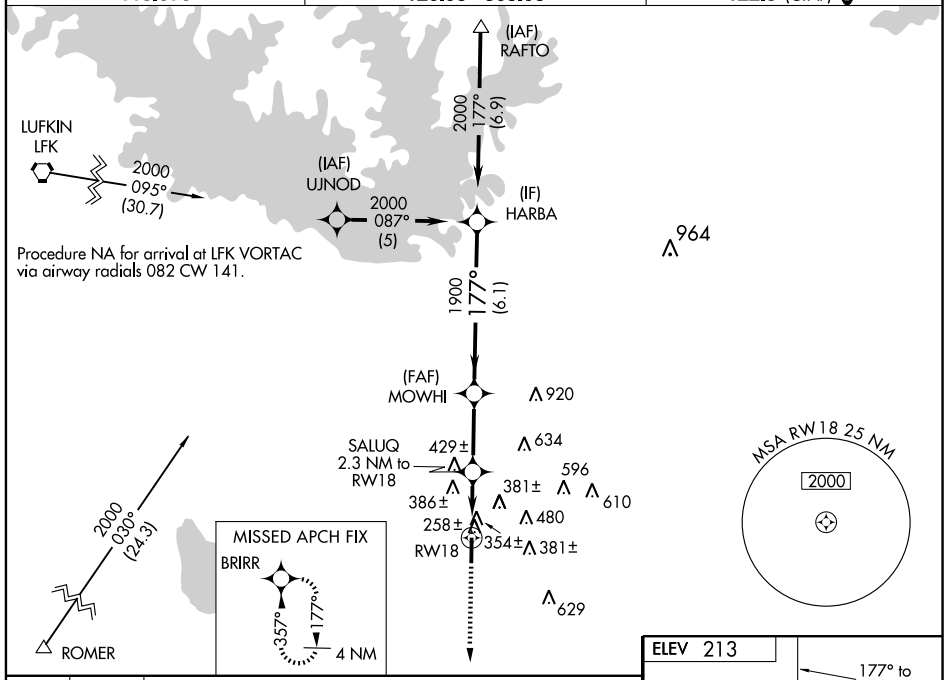
RNAV (GPS) RWY 18

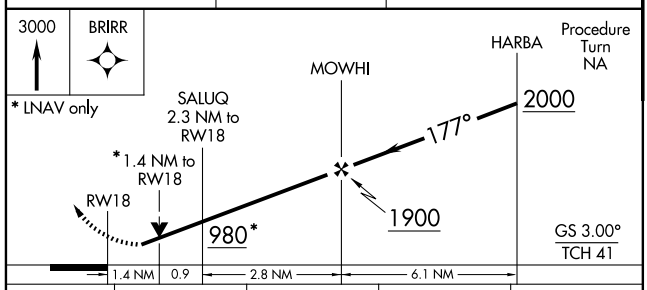
JASPER COUNTY-BELL FIELD (JAS)

Baro-VNAV NA when using De Ridder altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. VDP NA when using De Ridder altimeter setting. When local altimeter setting not received, use De Ridder altimeter setting and increase all DA 85 feet, all MDA 100 feet, increase LPV all Cats visibility ¼ mile, LNAV/VNAV all Cats visibility ½ mile, LNAV Cat C visibility ¼ mile, Circling Cat C ¼ mile.

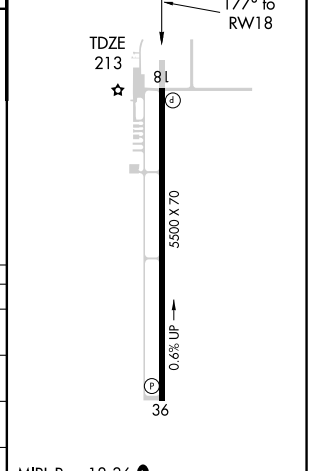
MISSED APPROACH: Climb to 3000 direct BRIRR and hold.

AWOS-3	HOUSTON CENTER	UNICOM
118.375	126.95 363.05	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	567-1¼ 354 (400-1¼)			NA
LNAV/VNAV DA	730-1¾ 517 (600-1¾)			NA
LNAV MDA	700-1 487 (500-1)		700-1¼ 487 (500-1¼)	NA
CIRCLING	740-1 527 (600-1)		740-1½ 527 (600-1½)	NA



MIRL Rwy 18-36 L

SC-5, 08 APR 2010 to 06 MAY 2010

WAAS CH 42813 W36A	APP CRS 357°	Rwy Idg 5500 TDZE 192 Apt Elev 213

RNAV (GPS) RWY 36

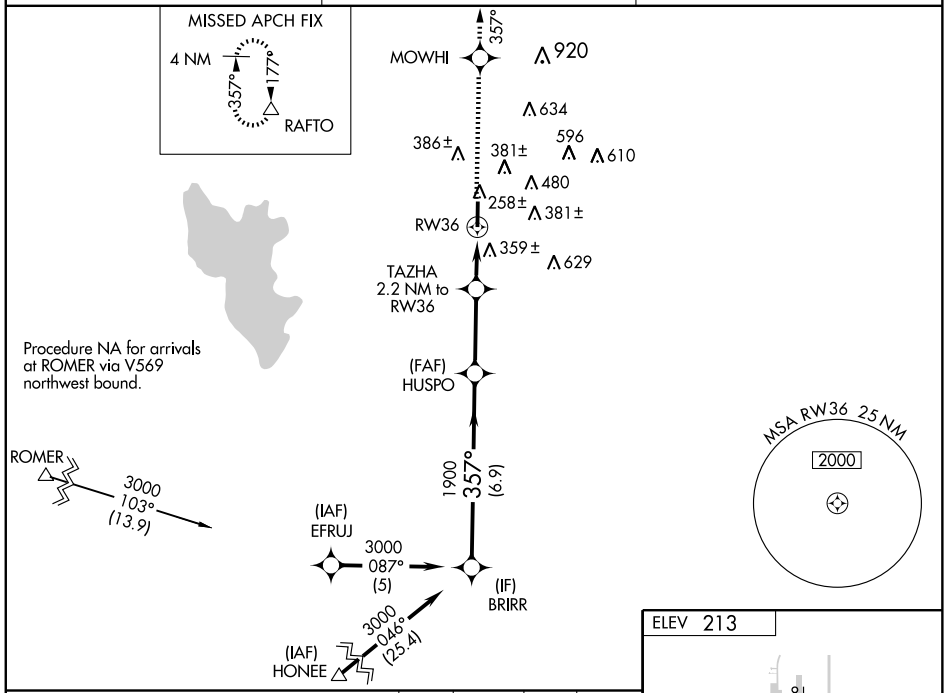
JASPER COUNTY-BELL FIELD (JAS)

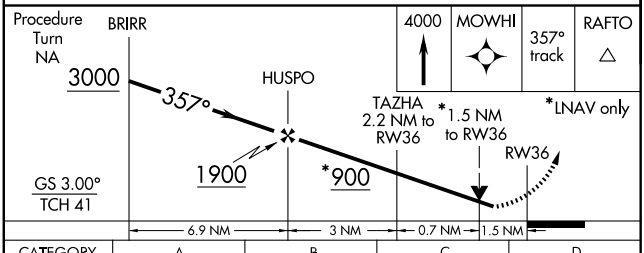
Baro-VNAV NA when using De Ridder altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA.

Visibility reduction by helicopters NA. VDP NA when using De Ridder altimeter setting. When local altimeter setting not received, use De Ridder altimeter setting and increase all DA 85 feet, all MDA 100 feet, increase LPV and LNAV/VNAV all Cats visibility ¼ mile, LNAV Cat C visibility ¼ mile, Circling Cat C ¼ mile.

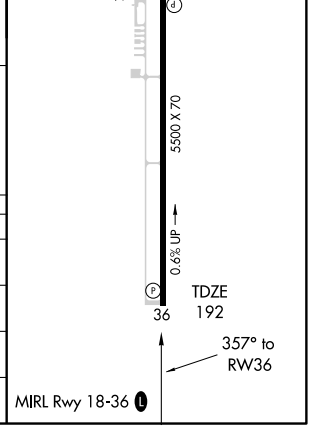
MISSED APPROACH: Climb to 4000 direct MOWHI and via track 357° to RAFTO and hold.

AWOS-3	HOUSTON CENTER	UNICOM
118.375	126.95 363.05	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	581-1½ 389 (400-1½)			NA
LNAV/VNAV DA	675-1¾ 483 (500-1¾)			NA
LNAV MDA	680-1 488 (500-1)		680-1¼ 488 (500-1¼)	NA
CIRCLING	740-1 527 (600-1)		740-1½ 527 (600-1½)	NA



SC-5, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	5000
172°	TDZE	1751
	Apt Elev	1751

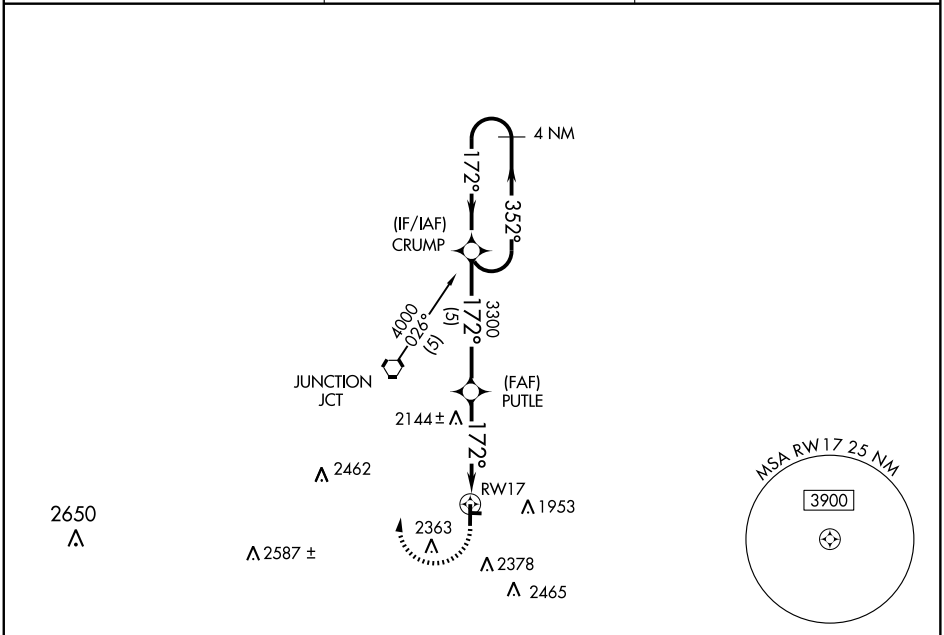
RNAV (GPS) RWY 17

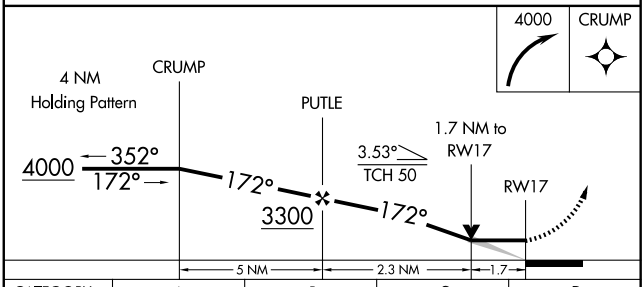
JUNCTION/ KIMBLE COUNTY (JCT)

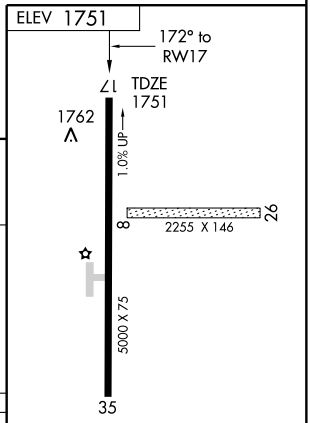
Circling NA to Rwy 8-26. GPS or RNP-0.3 REQUIRED. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing right turn to 4000 direct CRUMP WP and hold.

ASOS	HOUSTON CENTER	UNICOM
119.275	125.75 346.4	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	2420-1	669 (700-1)	2420-1¾ 669 (700-1¾)	NA
CIRCLING	2420-1	669 (700-1)	2740-3 989 (1000-3)	NA

MIRL Rwy 17-35 L

SC-3. 08 APR 2010 to 06 MAY 2010

VORTAC JCT	APP CRS	Rwy Idg	N/A
116.0	144°	TDZE	N/A
Chan 107		Apt Elev	1751

VOR-A

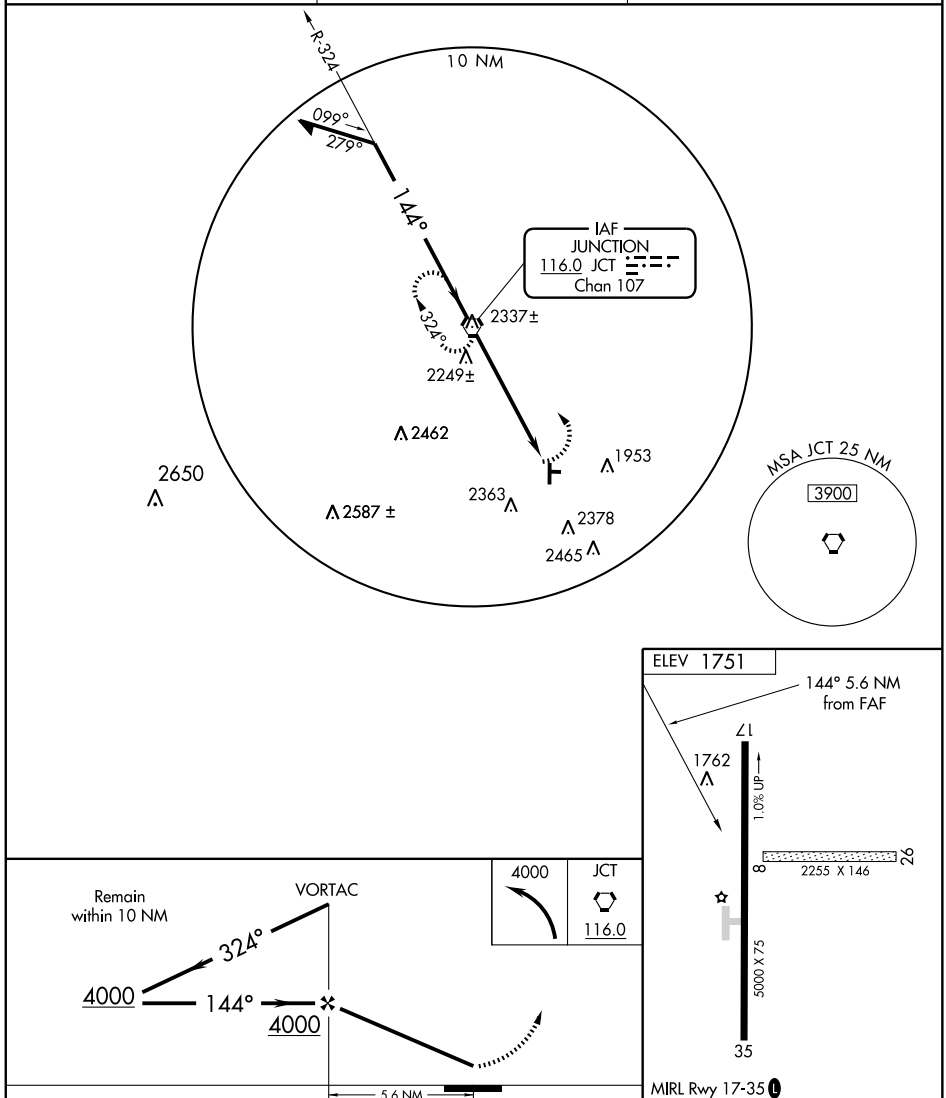
JUNCTION/KIMBLE COUNTY (JCT)

NA

Circling NA to Rwy 8-26.

MISSED APPROACH: Climbing left turn to 4000 direct to JCT VORTAC and hold.

ASOS	HOUSTON CENTER	UNICOM
119.275	125.75 346.4	122.8 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	2560-1 809(900-1)	2560-1¼ 809 (900-1¼)	2740-3 989 (1000-3)	NA

FAF to MAP 5.6 NM

Knots	60	90	120	150	180
Min:Sec	5:36	3:44	2:48	2:14	1:52

SC-3, 08 APR 2010 to 06 MAY 2010

KENEDY, TEXAS

AL-5975 (FAA)

VORTAC THX	APP CRS	Rwy Idg	N/A
111.4	030°	TDZE	N/A
Chan 51		Apt Elev	291

VOR/DME or GPS-A

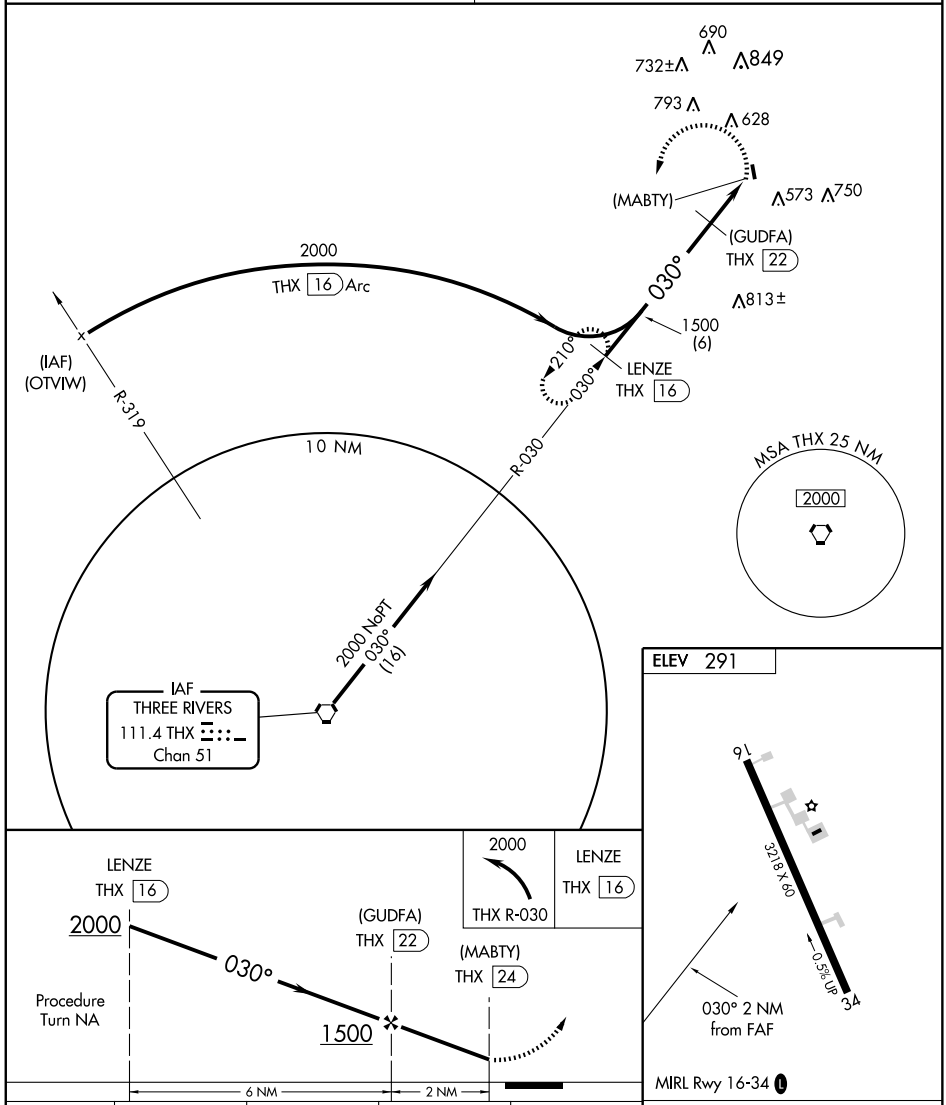
KENEDY/ KARNES COUNTY (2R9)

NA

Use Victoria Rgnl altimeter setting.

MISSED APPROACH: Climbing left turn to 2000 via THX R-030 to LENZE/16 DME and hold.

HOUSTON CENTER	UNICOM
134.6 322.5	123.0 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	1100-1 809 (900-1)	1100-1¼ 809 (900-1¼)	NA	

Knots	60	90	120	150	180
Min:Sec					

SC-3. 08 APR 2010 to 06 MAY 2010

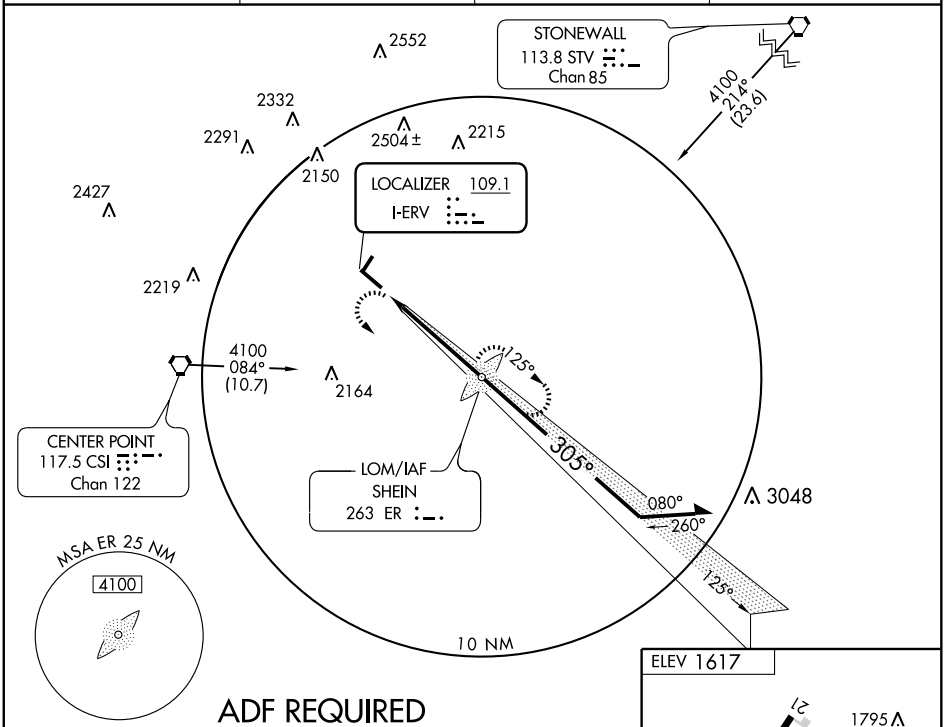
LOC I-ERV	APP CRS	Rwy Idg	6000
109.1	305°	TDZE	1589
		Apt Elev	1617

LOC RWY 30

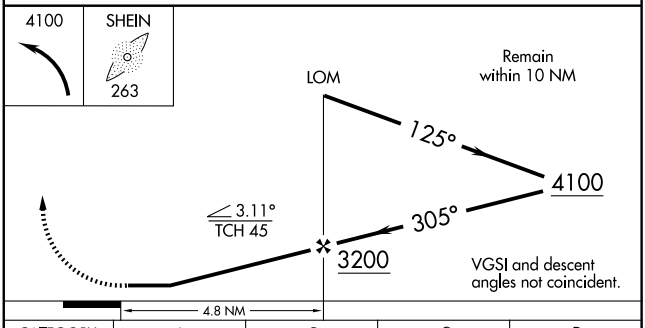
KERRVILLE MUNI/ LOUIS SCHREINER FIELD (ERV)

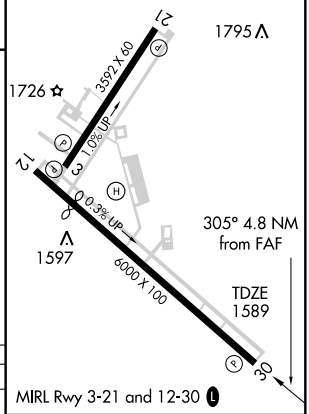
MISSED APPROACH: Climbing left turn to 4100 direct SHEIN LOM and hold.

AWOS-3	HOUSTON CENTER	CLNC DEL	UNICOM
118.125	134.95 269.4	134.95	122.7 (CTAF)



ADF REQUIRED





CATEGORY	A	B	C	D
S-30	2060-1 471 (500-1)		2060-1¼ 471 (500-1¼)	NA
CIRCLING	2320-1 703 (800-1)	2340-1 723 (800-1)	2380-2¼ 763 (800-2¼)	NA

FAF to MAP 4.8 NM

Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

SC-3, 08 APR 2010 to 06 MAY 2010

LOM ER	APP CRS	Rwy Idg	6000
263	306°	TDZE	1589
		Apt Elev	1617

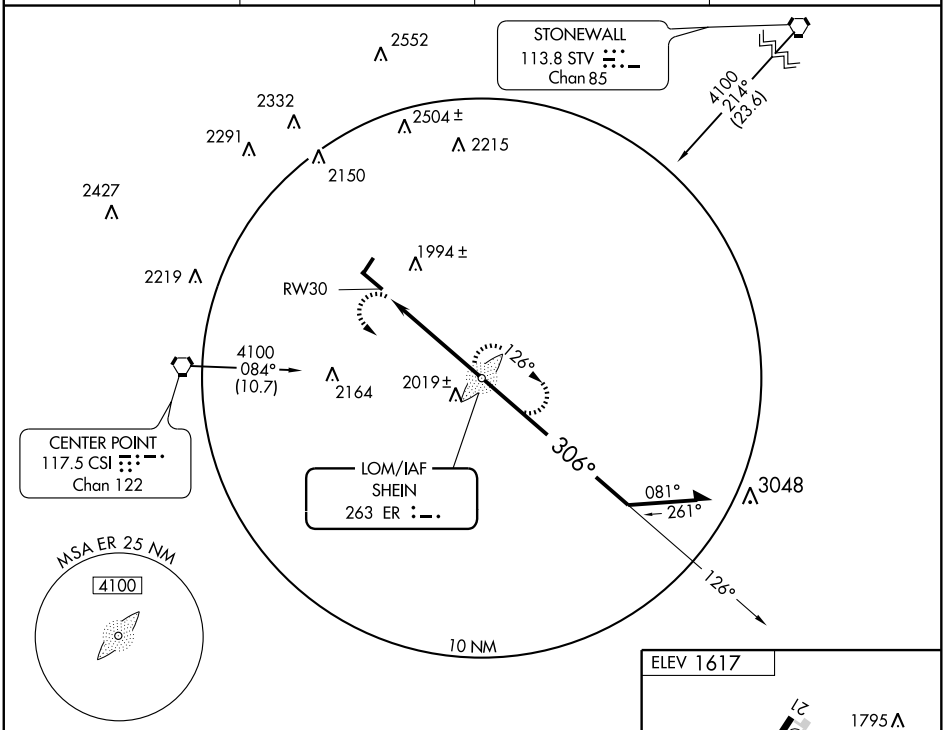
NDB RWY 30

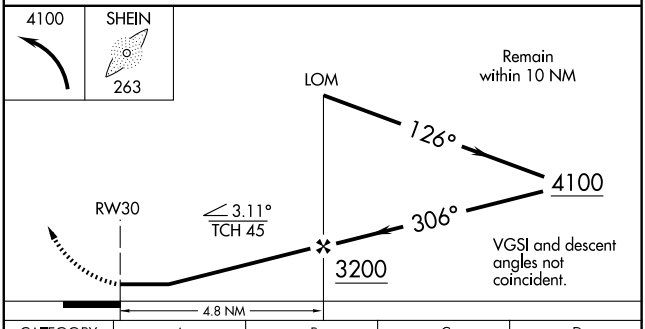
KERRVILLE MUNI/ LOUIS SCHREINER FIELD (ERV)

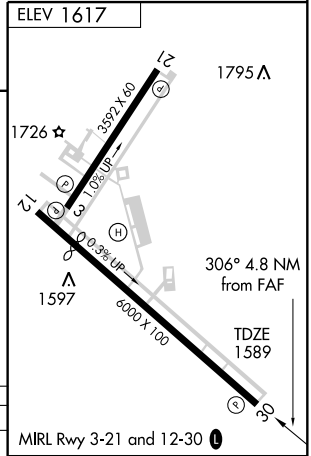
NA

MISSED APPROACH: Climbing left turn to 4100 direct SHEIN LOM and hold.

AWOS-3	HOUSTON CENTER	CLNC DEL	UNICOM
118.125	134.95 269.4	134.95	122.7 (CTAF)







CATEGORY	A	B	C	D
S-30	2300-1	711 (700-1)	2300-2 711 (700-2)	NA
CIRCLING	2320-1 703 (800-1)	2340-1 723 (800-1)	2380-2¼ 763 (800-2¼)	NA

FAF to MAP 4.8 NM

Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

SC-3, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	5310
124°	TDZE	1584
	Apt Elev	1617

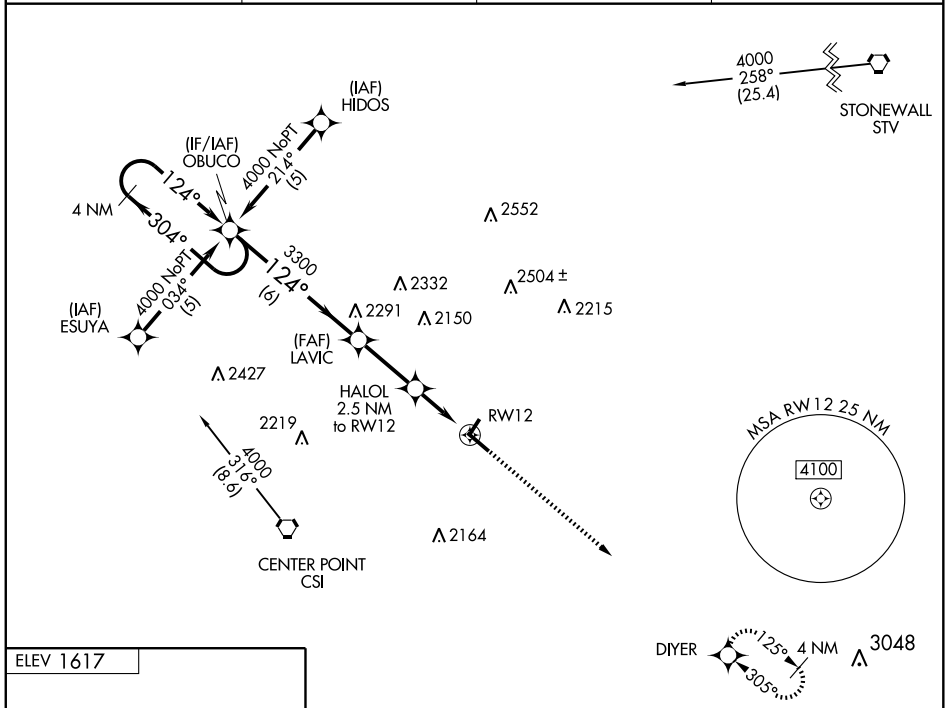
RNAV (GPS) RWY 12

KERRVILLE MUNI/ LOUIS SCHREINER FIELD (ERV)

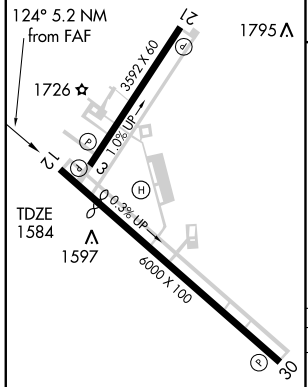
DME/DME RNP-0.3 NA.
When VGSI inoperative, procedure NA at night.

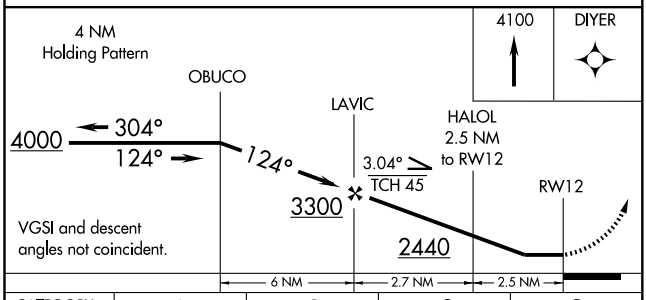
MISSED APPROACH: Climb to 4100 direct DIYER and hold.

AWOS-3	HOUSTON CENTER	CLNC DEL	UNICOM
118.125	134.95 269.4	134.95	122.7 (CTAF) L



Procedure NA for arrivals at CSI VORTAC on airway radials 314 CW 015 and at STV VORTAC on airway radial 284.





CATEGORY	A	B	C	D
LNAV MDA	2160-1	576 (600-1)	2160-1½ 576 (600-1½)	NA
CIRCLING	2320-1 703 (800-1)	2340-1 723 (800-1)	2380-2¼ 763 (800-2¼)	NA

SC-3, 08 APR 2010 to 06 MAY 2010

WAAS Ch 77527 W30A	APP CRS 305°	Rwy Idg 6000 TDZE 1589 Apt Elev 1617

RNAV (GPS) RWY 30

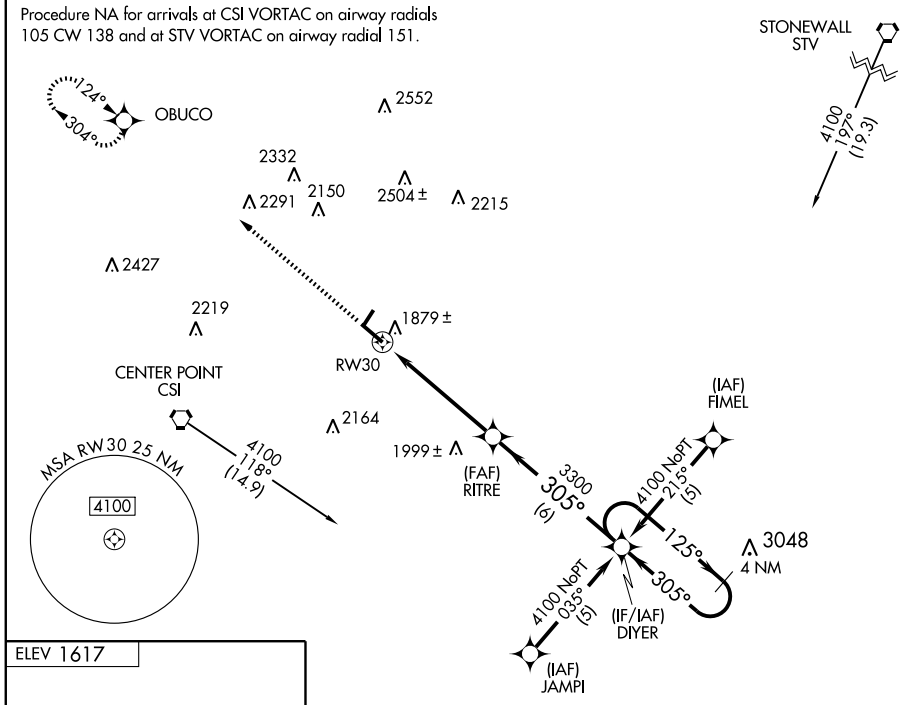
KERRVILLE MUNI/ LOUIS SCHREINER FIELD (ERV)

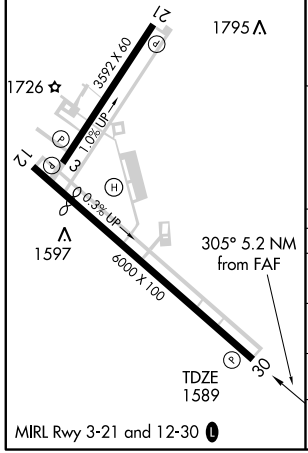
DME/DME RNP-0.3 NA.
When VGSI inoperative, procedure NA at night.

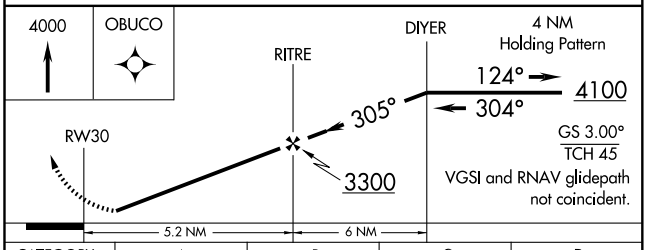
MISSED APPROACH: Climb to 4000 direct OBUCO and hold.

AWOS-3	HOUSTON CENTER	CLNC DEL	UNICOM
118.125	134.95 269.4	134.95	122.7 (CTAF) L

Procedure NA for arrivals at CSI VORTAC on airway radials 105 CW 138 and at STV VORTAC on airway radial 151.







CATEGORY	A	B	C	D
LPV DA	1860-1 271 (300-1)			NA
LNAV/ VNAV DA	NA			
LNAV MDA	2140-1 551 (600-1)		2140-1½ 551 (600-1½)	NA
CIRCLING	2320-1 703 (800-1)	2340-1 723 (800-1)	2380-2¼ 763 (800-2¼)	NA

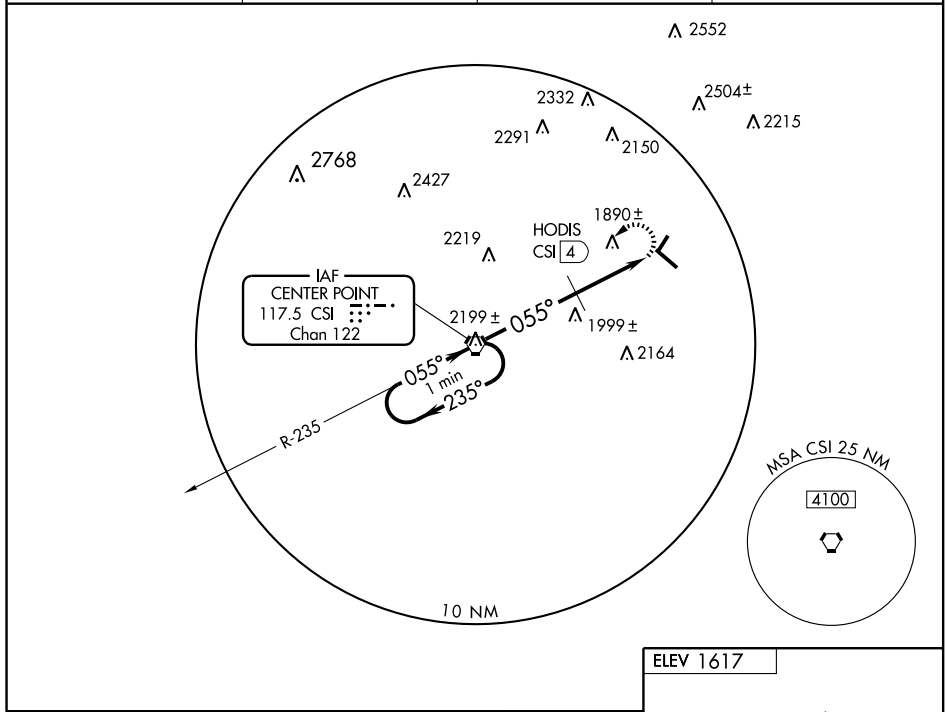
VORTAC CSI 117.5 Chan 122	APP CRS 055°	Rwy Idg N/A TDZE N/A Apt Elev 1617

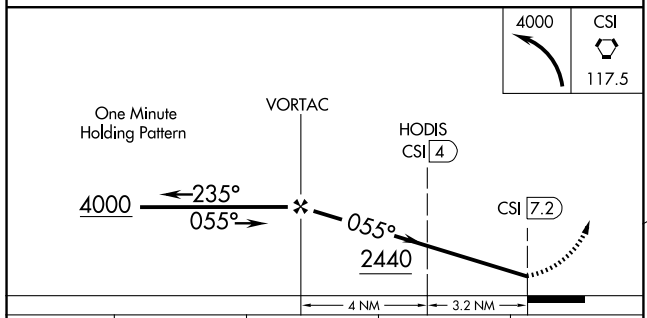
VOR-A

KERRVILLE MUNI/ LOUIS SCHREINER FIELD (ERV)

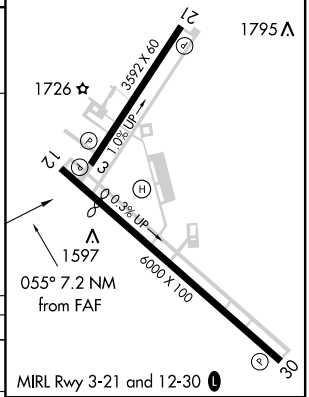
MISSED APPROACH: Climbing left turn to 4000 direct CSI VORTAC.

AWOS-3	HOUSTON CENTER	CLNC DEL	UNICOM
118.125	134.95 269.4	134.95	122.7 (CTAF) L





CATEGORY	A	B	C	D
CIRCLING	2440-1 823 (900-1)	2440-1¼ 823 (900-1¼)	2440-2½ 823 (900-2½)	NA
HODIS FIX MINIMUMS				
CIRCLING	2320-1 703 (800-1)	2340-1 723 (800-1)	2380-2¼ 763 (800-2¼)	NA



MIRL Rwy 3-21 and 12-30 L

FAF to MAP 7.2 NM

Knots	60	90	120	150	180
Min:Sec	7:12	4:48	3:36	2:53	2:24

SC-3, 08 APR 2010 to 06 MAY 2010

LOC I-ILE	APP CRS	Rwy Idg	4651
108.3	012°	TDZE	844
		Apt Elev	848

ILS or LOC RWY 1

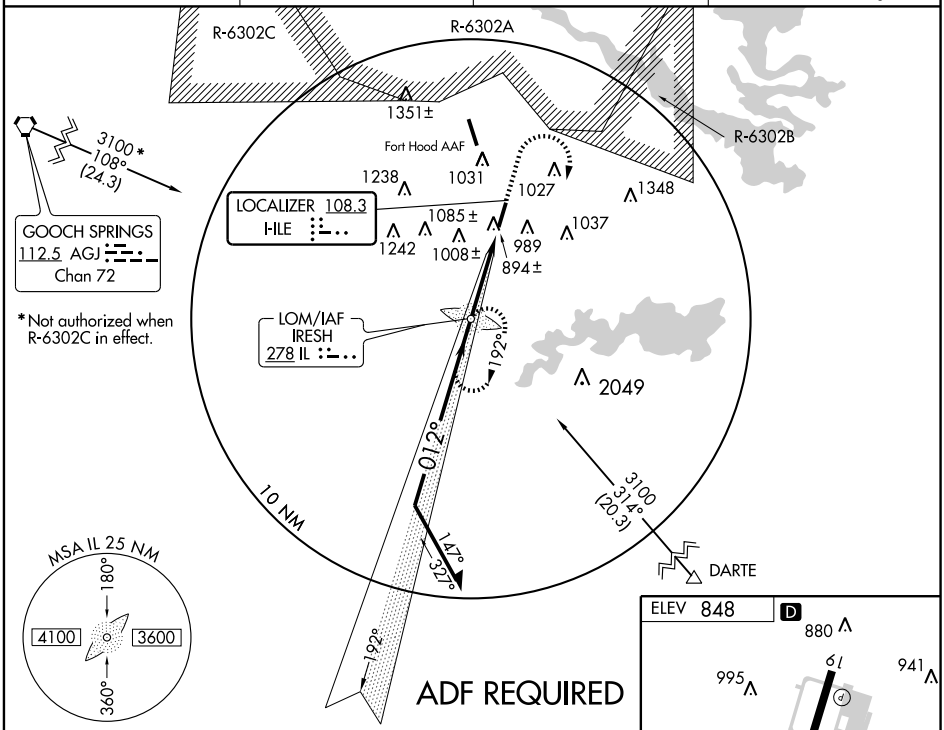
KILLEEN/SKYLARK FIELD (ILE)

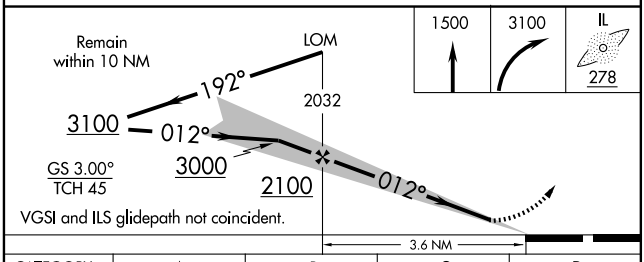
T ANA Inoperative table does not apply. For inoperative MALSR, increase S-LOC 1 Cats A, B and C visibility to 1 mile. ADF required. When local altimeter setting not received, use Robert Gray AAF altimeter setting and increase all DA 41 feet and all MDA 60 feet. For inoperative MALSR when using Robert Gray AAF altimeter setting, increase S-LOC 1 Cats A, B, and C visibility to 1 mile. Visibility reduction by helicopters NA.

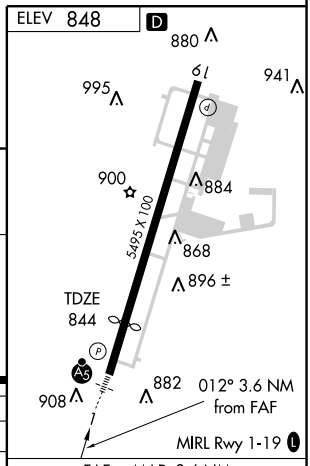
MALSR

MISSED APPROACH: Climb to 1500 then climbing right turn to 3100 direct IRESH LOM and hold, continue climb in hold to 3100.

AWOS-3	GRAY APP CON	CLNC DEL	UNICOM
128.575	120.075 323.15	121.7	122.7 (CTAF) L







CATEGORY	A	B	C	D
S-ILS 1	1094-¾ 250 (300-¾)			NA
S-LOC 1	1180-¾ 336 (400-¾)			NA
CIRCLING	1320-1 472 (500-1)	1360-1 512 (600-1)	1360-1½ 512 (600-1½)	NA

FAF to MAP 3.6 NM

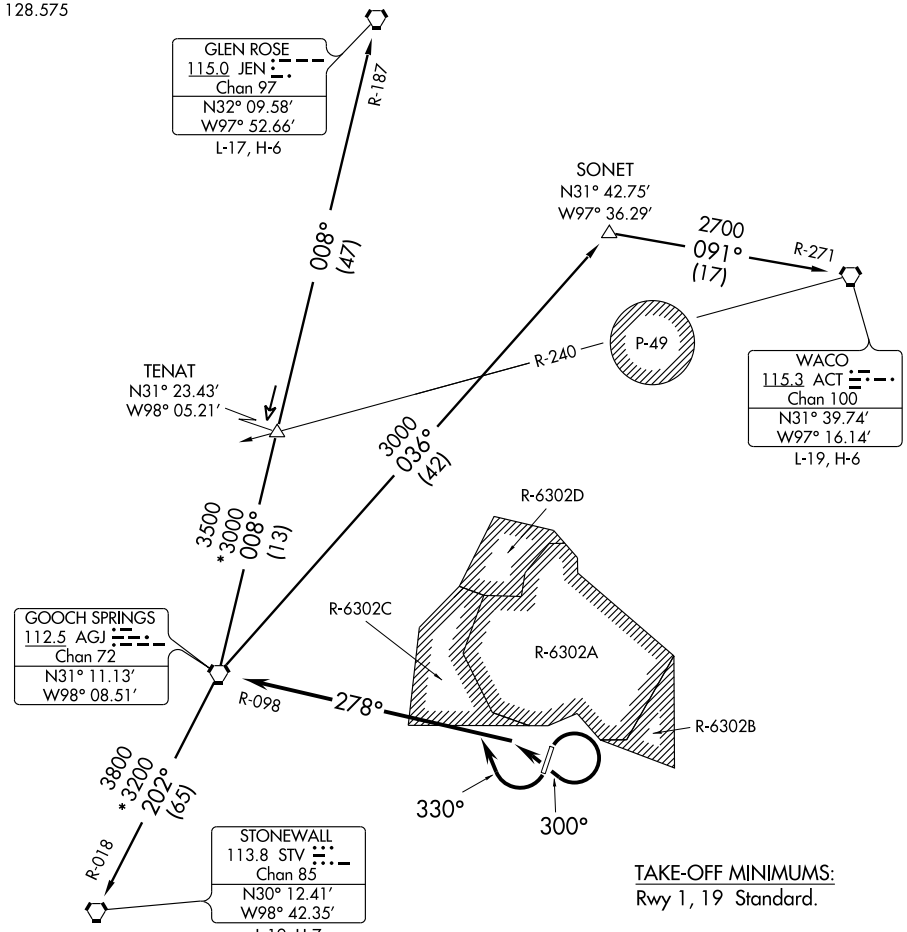
Knots	60	90	120	150	180
Min:Sec	3:36	2:24	1:48	1:26	1:12

SC-3. 08 APR 2010 to 06 MAY 2010

LAMPS FOUR DEPARTURE

CLNC DEL
121.7
GRAY DEP CON
120.075 323.15
AWOS-3
128.575

NOTE: RADAR Required.
NOTE: MRA at TENAT Int 4000 for Non-DME aircraft.



TAKE-OFF MINIMUMS:
Rwy 1, 19 Standard.

TAKE-OFF OBSTACLES:

Rwy 1: Multiple poles beginning 317' from DER, 384' left of centerline, up to 27' AGL/868' MSL.
Tree, 973' from DER, 100' left of centerline, 28' AGL/876' MSL.
Building, 486' from DER, 9' right of centerline, 13' AGL/854' MSL.
Antenna, 351' from DER, 277' right of centerline, 11' AGL/852' MSL.

Rwy 19: Pole, 288' from DER, 588' right of centerline, 32' AGL/880' MSL.
Building, 102' from DER, 411' right of centerline, 8' AGL/856' MSL.
Vehicle on road, 232' from DER, 499' right of centerline, 15' AGL/867' MSL.
Pole, 256' from DER, 497' left of centerline, 32' AGL/873' MSL.
Building, 276' from DER, 342' left of centerline, 11' AGL/859' MSL.
Building, 298' from DER, 83' left of centerline, 9' AGL/857' MSL.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

SC-3, 08 APR 2010 to 06 MAY 2010

LAMPS FOUR DEPARTURE

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 1: Climbing right turn heading 300° (to assigned altitude), to intercept and proceed via AGJ R-098. Thence . . . .
TAKE-OFF RWY 19: Climbing right turn heading 330° (to assigned altitude), to intercept and proceed via AGJ R-098. Thence . . . .

. . . . via (transition) or (assigned route).

GLEN ROSE TRANSITION (LAMPS4.JEN): (For aircraft inbound to Dallas/Fort Worth terminal area airports.) From over AGJ VORTAC via AGJ R-008 and JEN R-187 to JEN VORTAC.
STONEWALL TRANSITION (LAMPS4.STV): From over AGJ VORTAC via AGJ R-202 and STV R-018 to STV VORTAC.
WACO TRANSITION (LAMPS4.ACT): (For aircraft inbound to terminal area airports.) From over AGJ VORTAC via AGJ R-036 to SONET INT, then via ACT R-271 to ACT VORTAC.

SC-3, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	4651
012°	TDZE	844
	Apt Elev	848

RNAV (GPS) RWY 1

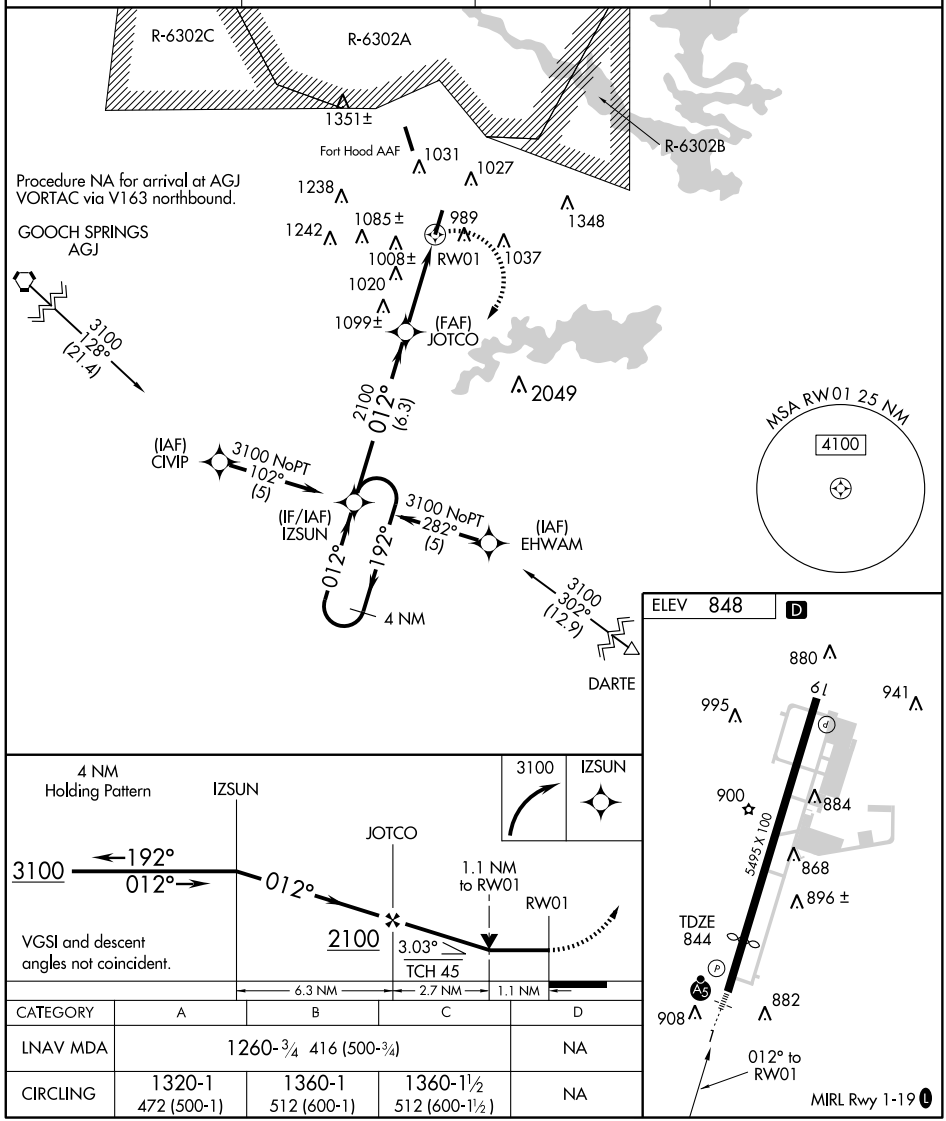
KILLEEN/ SKYLARK FIELD (ILE)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Robert Gray AAF altimeter setting and increase all MDA 60 feet. For inoperative MALSR, increase LNAV Cat A and B visibility to 1 mile. For inoperative MALSR when using Robert Gray AAF altimeter setting, increase LNAV Cat A and B visibility to 1 mile. VDP NA when using Robert Gray AAF altimeter setting.

MALSR

MISSED APPROACH: Climbing right turn to 3100 direct IZSUN and hold.

AWOS-3	GRAY APP CON	CLNC DEL	UNICOM
128.575	120.075 323.15	121.7	122.7 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1260-¾ 416 (500-¾)			NA
CIRCLING	1320-1 472 (500-1)	1360-1 512 (600-1)	1360-1½ 512 (600-1½)	NA

SC-3. 08 APR 2010 to 06 MAY 2010

VOR/DME GRK 111.8 Chan 55	APP CRS 057°	Rwy Idg N/A TDZE N/A Apt Elev 848

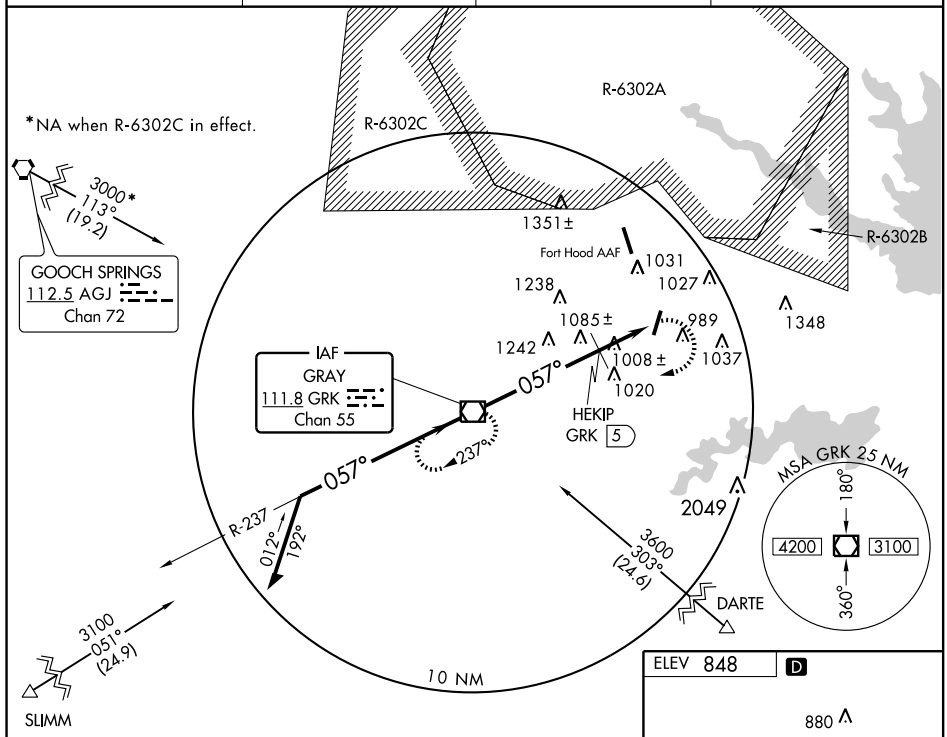
VOR-A

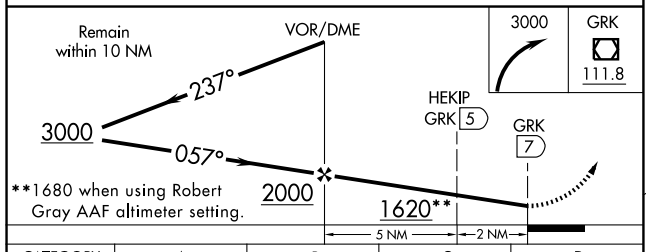
KILLEEN/ SKYLARK FIELD (ILE)

When local altimeter setting not received, use Robert Gray AAF altimeter setting and increase all MDA 60 feet.

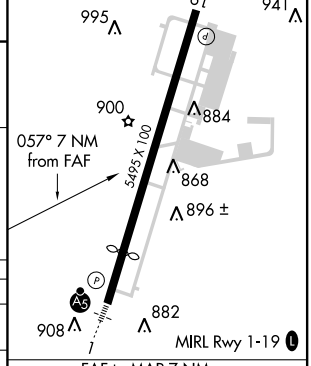
MISSED APPROACH: Climbing right turn to 3000 direct GRK VOR/DME and hold.

AWOS-3	GRAY APP CON	CLNC DEL	UNICOM
128.575	120.075 323.15	121.7	122.7 (CTAF) L





CATEGORY	A	B	C	D
CIRCLING	1620-1 772 (800-1)	1620-1¼ 772 (800-1¼)	1620-2¼ 772 (800-2¼)	NA
HEKIP FIX MINIMUMS				
CIRCLING	1320-1 472 (500-1)	1360-1 512 (600-1)	1360-1½ 512 (600-1½)	NA



FAF to MAP 7 NM					
Knots	60	90	120	150	180
Min:Sec	7:00	4:40	3:30	2:48	2:20

SC-3. 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	6000
134°	TDZE	131
	Apt Elev	131

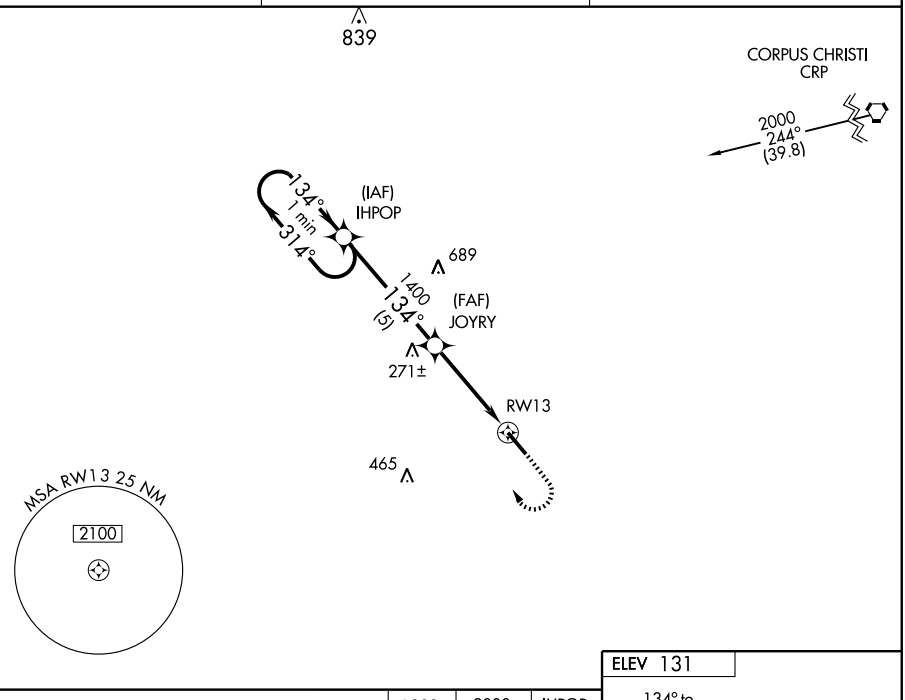
GPS RWY 13

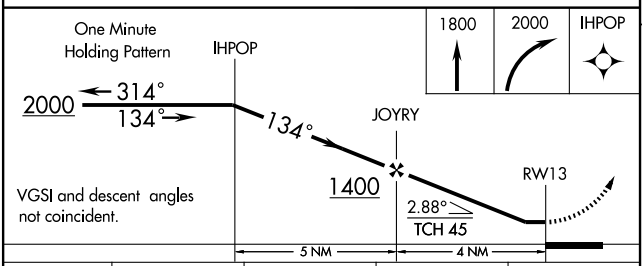
KINGSVILLE/KLEBERG COUNTY (IKG)

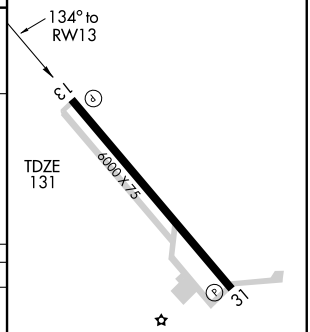
NA Use Navy Kingsville altimeter setting, when not received use Corpus Christi altimeter setting.

MISSED APPROACH: Climb to 1800 then climbing right turn to 2000 direct IHPOP and hold.

AWOS-3	KINGSVILLE APP CON ★	UNICOM
119.075	119.9 290.45	122.7 (CTAF) L







CATEGORY	A	B	C	D
S-13	540-1 409 (500-1)		540-1¼ 409 (500-1¼)	
CIRCLING	580-1 449 (500-1)	600-1 469 (500-1)	600-1½ 469 (500-1½)	700-2 569 (600-2)
CORPUS CHRISTI ALTIMETER SETTING MINIMUMS				
S-13	600-1 469 (500-1)		600-1¼ 469 (500-1¼)	600-1½ 469 (500-1½)
CIRCLING	640-1 509 (600-1)	660-1 529 (600-1)	660-1½ 529 (600-1½)	700-2 569 (600-2)

REIL Rwys 13 and 31 L
MIRL Rwy 13-31 L

SC-3. 08 APR 2010 to 06 MAY 2010

NDB TKB	APP CRS	Rwy Idg	6000
347	132°	TDZE	131
		Apt Elev	131

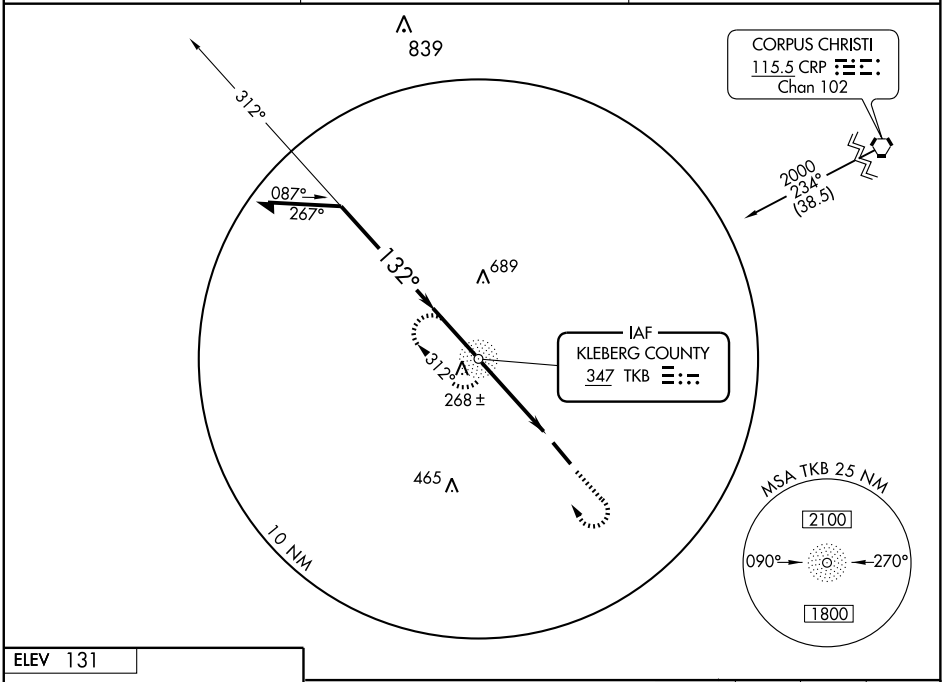
NDB RWY 13

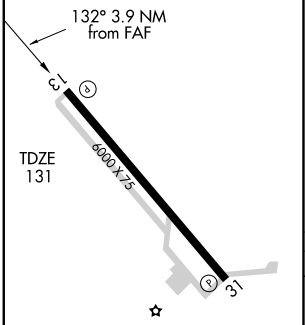
KINGSVILLE/KLEBERG COUNTY (IKG)

NA Use Navy Kingsville altimeter setting, when not received use Corpus Christi altimeter setting.

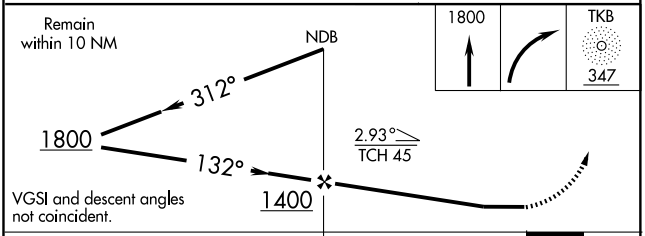
MISSED APPROACH: Climb to 1800 then right turn direct TKB NDB and hold.

AWOS-3	KINGSVILLE APP CON ★	UNICOM
119.075	119.9 290.45	122.7 (CTAF) L



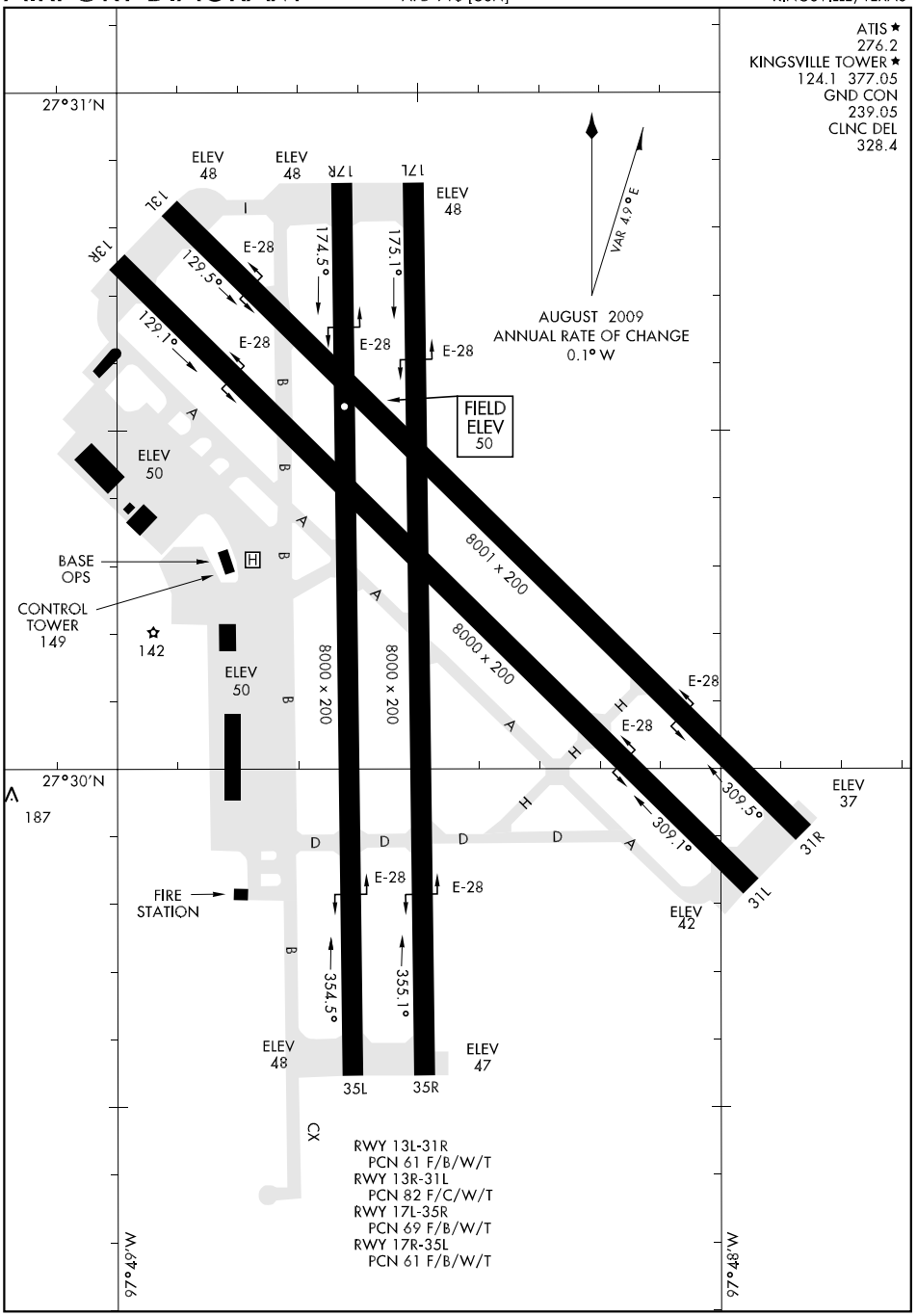


FAF to MAP 3.9 NM					
Knots	60	90	120	150	180
Min:Sec	3:54	2:36	1:57	1:34	1:18



CATEGORY	A	B	C	D
S-13	600-1	469 (500-1)	600-1¼ 469 (500-1¼)	600-1½ 469 (500-1½)
CIRCLING	600-1	469 (500-1)	600-1½ 469 (500-1½)	700-2 569 (600-2)
CORPUS CHRISTI ALTIMETER SETTING MINIMUMS				
S-13	660-1	529 (600-1)	660-1½ 529 (600-1½)	660-1¾ 529 (600-1¾)
CIRCLING	660-1	529 (600-1)	660-1½ 529 (600-1½)	700-2 569 (600-2)

SC-3, 08 APR 2010 to 06 MAY 2010



SC-3, 08 APR 2010 to 06 MAY 2010

HI-ILS or LOC/DME RWY 13R

LOC I-NQI	APCH CRS	Rwy ldg 8000 TDZE 50 Arpt Elev 50
110.9	130°	

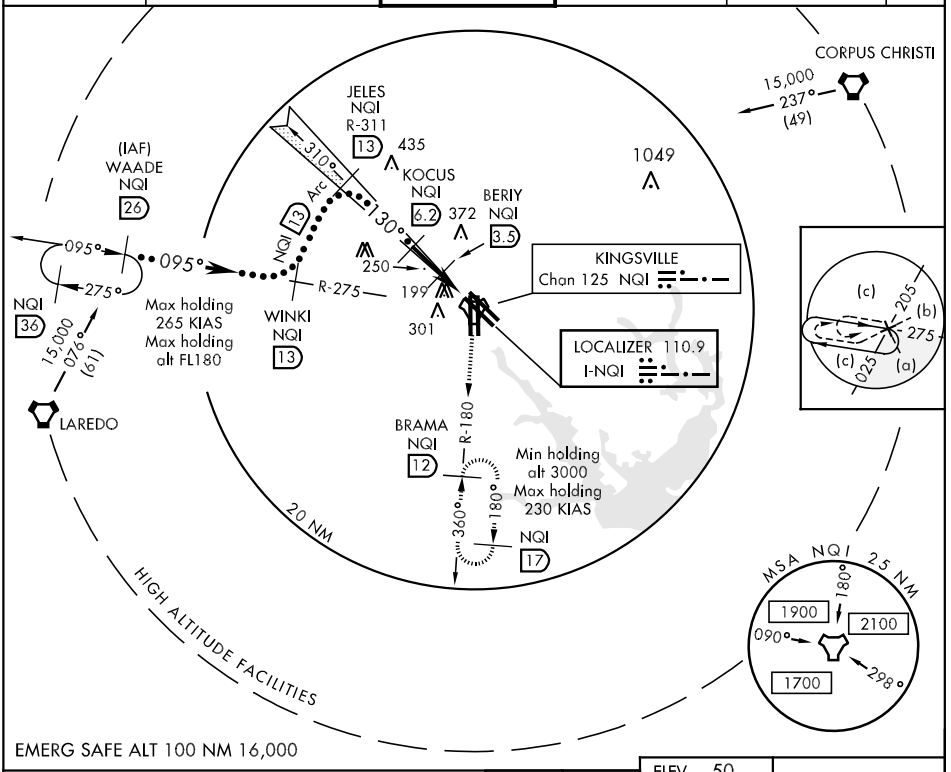
JAL-918 [USN]

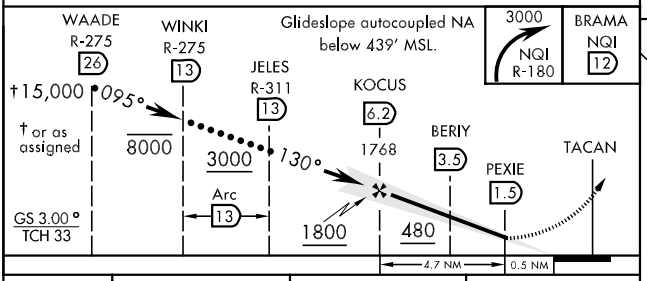
KINGSVILLE NAS (KNQI)

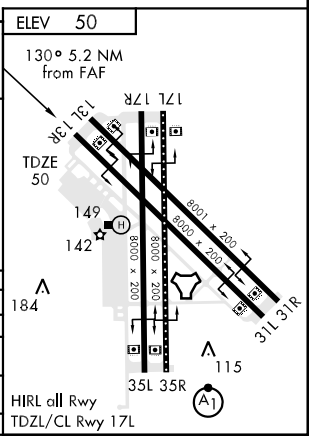
* CAT E circling not authorized SW of Rwy 13-31.

MISSED APPROACH: Climbing right turn to 3000 via NQI TACAN R-180 to BRAMA and hold.

ATIS ★	KINGSVILLE APP CON	KINGSVILLE TOWER★	GND CON	CLNC DEL	ASR/ PAR
276.2	119.9 290.45	124.1 377.05	239.05	328.4	







CATEGORY	C	D	E
S-ILS 13R	250-¾ 200 (200-¾)		
S-LOC/ DME 13R	400-1 350 (400-1)	400-1¼ 350 (400-1¼)	
CIRCLING *	500-1½ 450 (500-1½)	620-2 570 (600-2)	680-2¼ 630 (700-2¼)
S-PAR 13R	150-½	100 (100-½)	GS 3.00°

SC-3, 08 APR 2010 to 06 MAY 2010

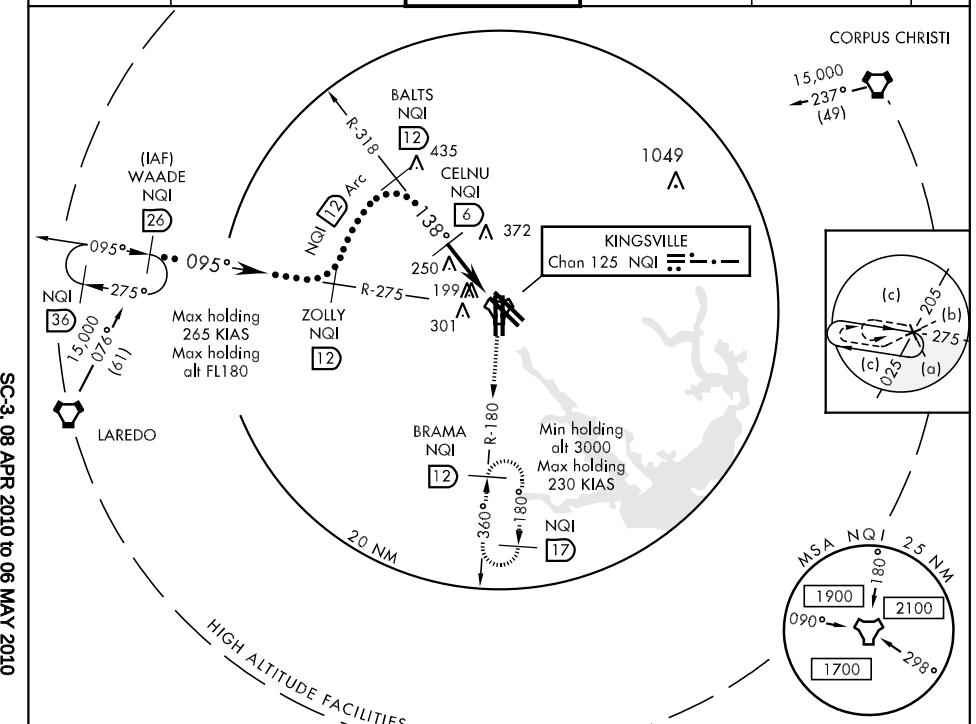
HI-TACAN RWY 13R

TACAN NQI Chan 125	APCH CRS 138°	Rwy ldg 8000 TDZE 50 Arpt Elev 50	JAL-918 [USN]	KINGSVILLE NAS (KNQI)

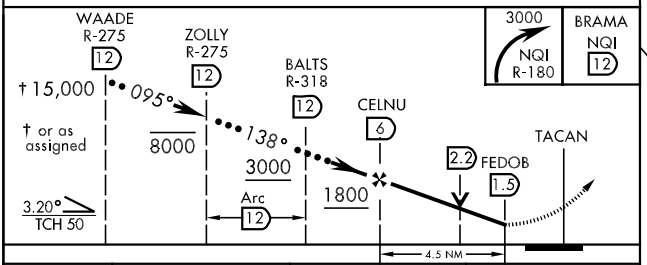
* CAT E circling not authorized SW of Rwy 13-31.

MISSED APPROACH: Climbing right turn to 3000 via NQI TACAN R-180 to BRAMA and hold.

ATIS ★	KINGSVILLE APP CON	KINGSVILLE TOWER★	GND CON	CLNC DEL	ASR/ PAR
276.2	119.9 290.45	124.1 377.05	239.05	328.4	



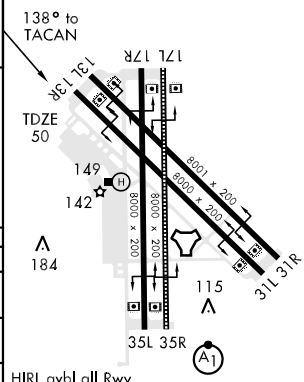
EMERG SAFE ALT 100 NM 16,000



CATEGORY	C	D	E
S-13R	500-1¼ 450 (500-1¼)	500-1½ 450 (500-1½)	
CIRCLING *	500-1½ 450 (500-1½)	620-2 570 (600.2)	680-2¼ 630 (700-2¼)
S-PAR 13R	150- ½ 100 (100-½)	GS 3.00°	

ELEV 50

TDZL/CL Rwy 17L



HIRL avbl all Rwy

KINGSVILLE, TEXAS

HI-TACAN RWY 35R

TACAN	APCH CRS	Rwy ldg	8000
NQI Chan 125	360°	TDZE	48
		Arpt Elev	50

JAL-918 [USN]

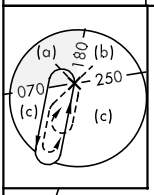
KINGSVILLE NAS (KNQI)

* When ALS inop, increase CAT C vis to 1 mile, CAT DE vis to 1¼ miles
** CAT E circling not authorized SW of Rwy 13-31.
*** When ALS inop, increase CAT CDE vis to ½ mile.

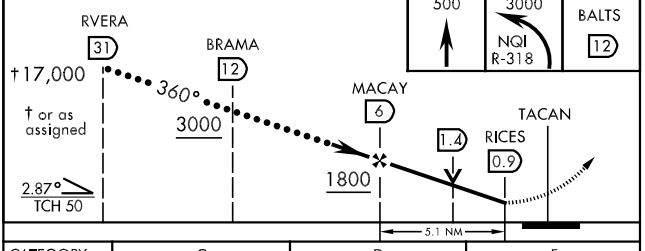
ALSF-1

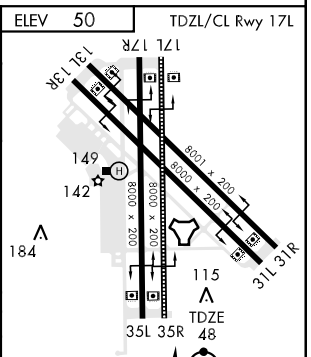
MISSED APPROACH: Climb to 500, then climbing left turn to 3000 via NQI TACAN R-318 to BALTS and hold.

ATIS ★	KINGSVILLE APP CON	KINGSVILLE TOWER★	GND CON	CLNC DEL	ASR/PAR
276.2	119.9 290.45	124.1 377.05	239.05	328.4	



EMERG SAFE ALT 100 NM 16,000





CATEGORY	C	D	E
S-35R *	400-¾	352 (400-¾)	
CIRCLING **	500-1½ 450 (500-1½)	620-2 570 (600-2)	680-2¼ 630 (700-2¼)
S-PAR 35R***	148-¼	100 (100-¼)	GS 3.00°

KINGSVILLE, TEXAS 27°30'N-97°49'W KINGSVILLE NAS (KNQI)

Orig 09043

HI-TACAN RWY 35R

SC-3, 08 APR 2010 to 06 MAY 2010

ILS Z or LOC/DME RWY 13R

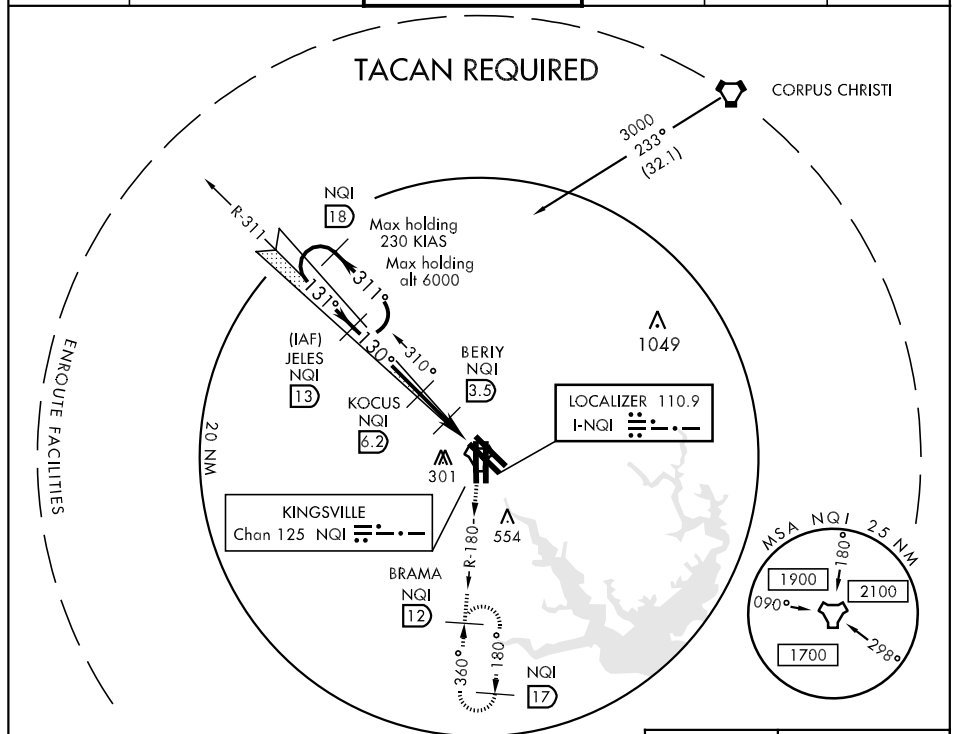
LOC I-NQI	APCH CRS	Rwy ldg 8000 TDZE 50 Arpt Elev 50
110.9	130°	

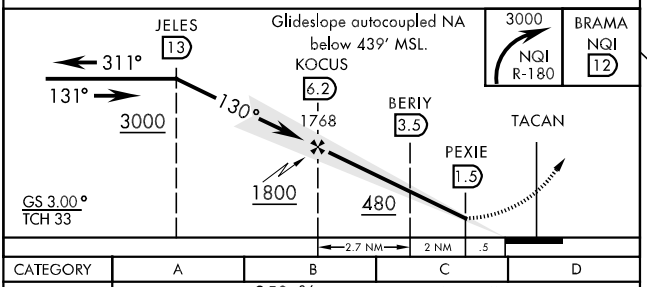
AL-918 [USN]

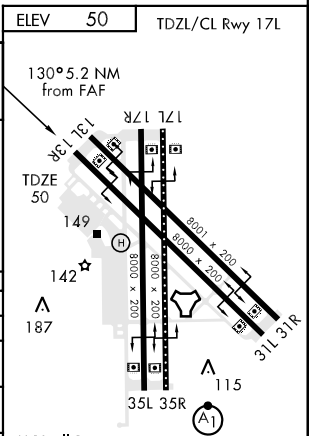
KINGSVILLE NAS (KNQI)

MISSED APPROACH: Climbing right turn to 3000 via NQI TACAN R-180 to BRAMA and hold.

ATIS ★	KINGSVILLE APP CON	KINGSVILLE TOWER ★	GND CON	CLNC DEL	ASR/PAR
276.2	119.9 290.45	124.1 377.05	239.05	328.4	







CATEGORY	A	B	C	D
S-ILS 13R	250-¾	200	(200-¾)	
S-LOC 13R	400-1	350	(400-1)	400-1¼ 350 (400-1¼)
CIRCLING	500-1	450	(500-1)	500-1½ 450 (500-1½) 620-2 570 (600-2)
S-PAR 13R	150-½	100	(100-½)	GS 3.00°

KINGSVILLE-TWO DEPARTURE (NQI2 • NQI)

SHL-918 [USN]

KINGSVILLE, TEXAS

Rwy	Knots	60	120	180	240	300	360
13L/R ⓐ	V/V(fpm)	380	760	1140	1520	1900	2280
17L/R ⓐ	V/V(fpm)	310	620	930	1240	1550	1860
31L/R ⓐ	V/V(fpm)	400	800	1200	1600	2000	2400
35L/R ⓐ	V/V(fpm)	585	1170	1755	2340	2925	3510

ATC Minimum Climb Rate

ⓐ CORPUS CHRISTI transition to 8000

ATIS★ 276.2
CLNC DEL
328.4
GND CON
239.05
KINGSVILLE TOWER ★
124.1 377.05
KINGSVILLE DEP CON
266.8

CORPUS CHRISTI
115.5 CRP
Chan 102
L-20, L-21, H-7

HOBOZ

R-339

HOBOZ TRANSITION
339°

CORPUS CHRISTI TRANSITION
038°
(21)

8000
JERIR

R-038

1049

NQI 7 Arc

355°
310°
130°
175°

KINGSVILLE
Chan 125 NQI

RICTO TRANSITION
225°

* RICTO

R-225

JUBAK TRANSITION
125°

M.S.A. NQI 2.5 NM
180°
1900
2100
090°
298°
1700

* Local Military Use only
for Special Use Airspace entry

* JUBAK

R-125

EMERG SAFE ALT 100 NM 16,000

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 13L/R: Climb via heading 130° to join NQI TACAN 7 DME Arc, thence....

TAKE-OFF RWY 17L/R: Climb via heading 175° to join NQI TACAN 7 DME Arc, thence....

TAKE-OFF RWY 31L/R: Climb via heading 310° to join NQI TACAN 7 DME Arc, thence....

TAKE-OFF RWY 35L/R: Climb via heading 355° to join NQI TACAN 7 DME Arc, thence....

CORPUS CHRISTI TRANSITION (NQI2 • CRP):

Rwys 13L/R and 17L/R: Turn left to join and arc SE on the NQI 7 DME arc to join and fly NQI R-038 to CRP VORTAC. Cross JERIR (NQI R-038/10) at 8000 min.

Rwys 31L/R and 35L/R: Turn right to join and arc N on the NQI 7 DME arc to join and fly NQI R-038 to CRP VORTAC. Cross JERIR (NQI R-038/10) at 8000 min. Departure Rwy 35L/R military use only.

(Continued on next page)

KINGSVILLE-TWO DEPARTURE (NQI2 • NQI)

SC-3, 08 APR 2010 to 06 MAY 2010

DEPARTURE ROUTE DESCRIPTION
(Continued)

HOBOZ TRANSITION (NQI2 • HOBOZ):

Rwys 13L/R and 35L/R: Turn left to join and arc NE on the NQI 7 DME arc to join and fly NQI R-339 to HOBOZ.

Rwys 17L/R and 31L/R: Turn right to join and arc W on the NQI 7 DME arc to join and fly NQI R-339 to HOBOZ.

JUBAK TRANSITION (NQI2 • JUBAK): *

Rwys 13L/R and 17L/R: Turn left to join and arc SE on the NQI 7 DME arc to join and fly NQI R-125 to JUBAK.

Rwys 31L/R and 35L/R: Turn right to join and arc NE on the NQI 7 DME arc to join and fly NQI R-125 to JUBAK.

RICTO TRANSITION (NQI2 • RICTO): *

Rwys 13L/R and 17L/R: Turn right to join and arc S on the NQI 7 DME arc to join and fly NQI R-225 to RICTO.

Rwys 31L/R and 35L/R: Turn left to join and arc W on the NQI 7 DME arc to join and fly NQI R-225 to RICTO.

* RICTO and JUBAK transitions are for local use for Special Use Airspace entry only.

LOST COMMUNICATIONS: If no transmissions are received one minute after departure, climb to assigned altitude, proceed direct assigned navaid or intercept NQI TACAN 7 DME arc, arc to respective departure radial then via departure radial to assigned departure fix. Then via assigned transition or route. Once established on departure radial climb to filed altitude.

SC-3, 08 APR 2010 to 06 MAY 2010

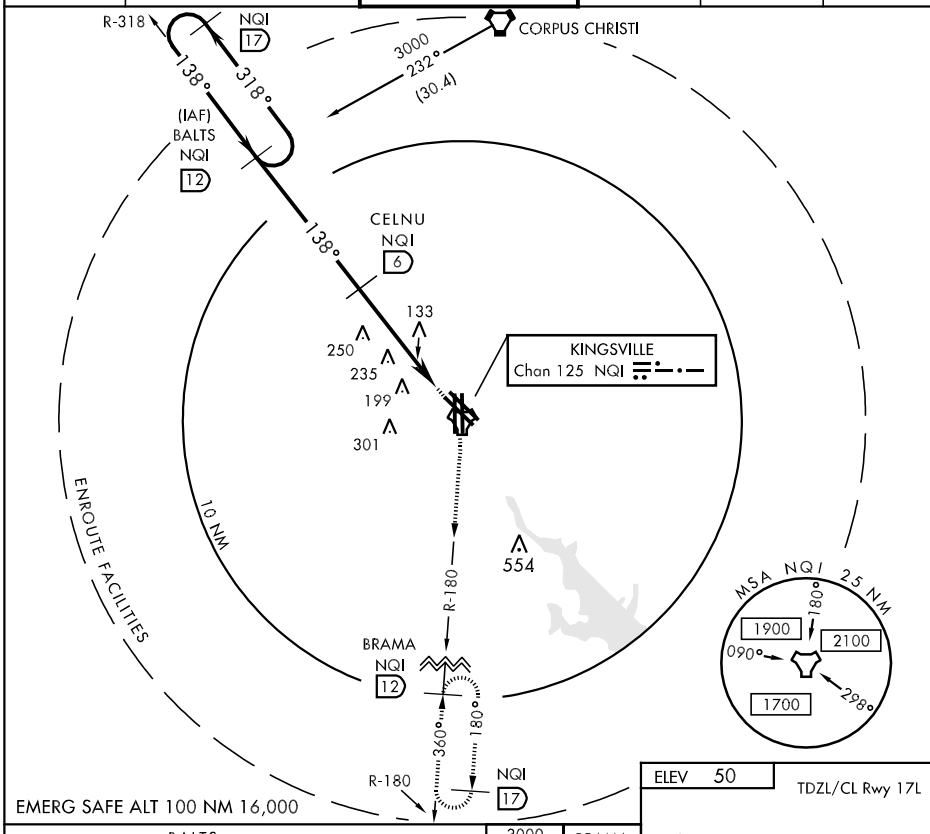
TACAN RWY 13L/R

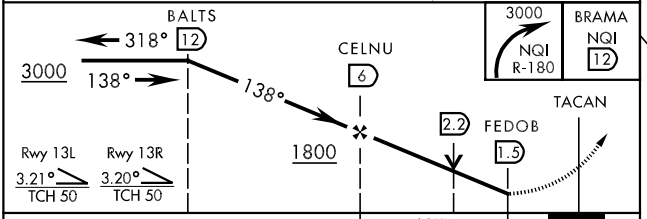
TACAN NQI Chan 125	APCH CRS 138°	Rwy 13L ldg 8001 TDZE 49 Arpt Elev 50	Rwy 13R ldg 8000 TDZE 50 Arpt Elev 50

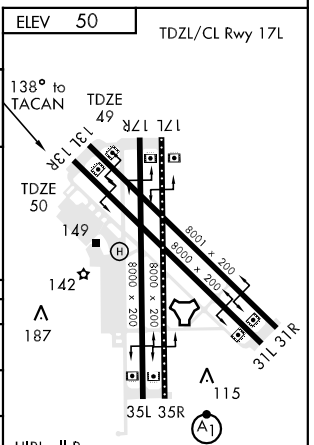
AL-918 [USN] KINGSVILLE NAS (KNQI)

MISSED APPROACH: Climbing right turn to 3000 via NQI R-180 to BRAMA and hold.

ATIS ★ 276.2	KINGSVILLE APP CON 119.9 290.45	KINGSVILLE TOWER ★ 124.1 377.05	GND CON 239.05	CLNC DEL 328.4	ASR/PAR







CATEGORY	A		B	C	D
S-13L	500-1	451	(500-1)	500-1¼ 451 (500-1¼)	500-1½ 451 (500-1½)
S-13R	500-1	450	(500-1)	500-1¼ 450 (500-1¼)	500-1½ 450 (500-1½)
CIRCLING	500-1	450	(500-1)	500-1½ 450 (500-1½)	620-2 570 (600-2)

TACAN RWY 17L

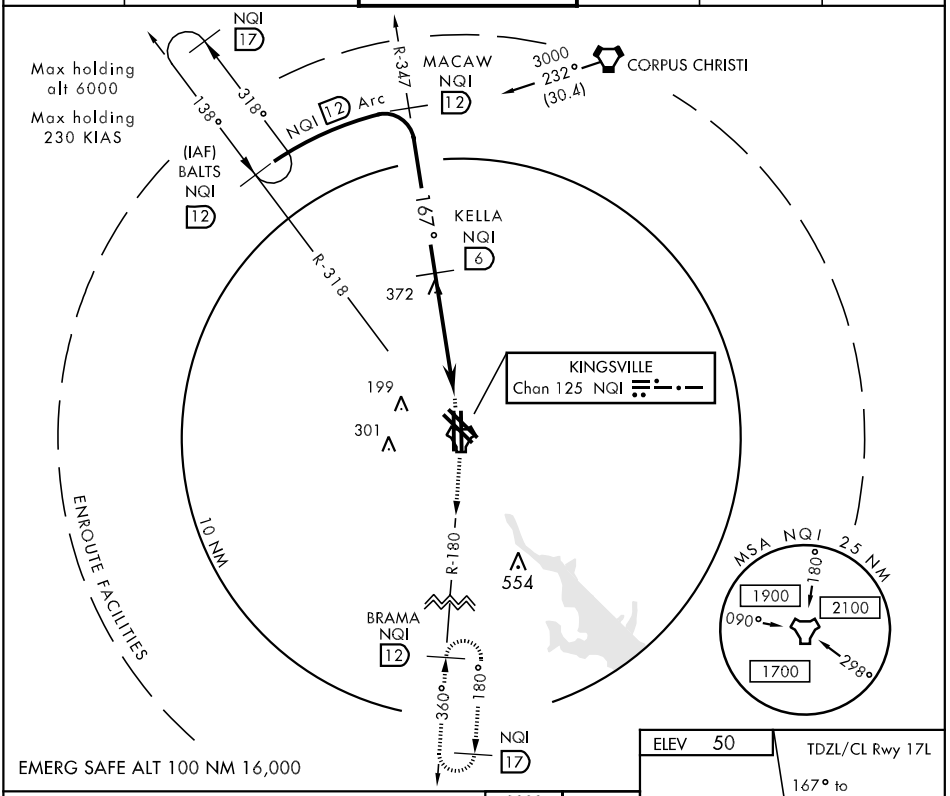
TACAN	APCH CRS	Rwy Idg	8000
NQI Chan **125**	**167°**	TDZE	**50**
		Arpt Elev	**50**

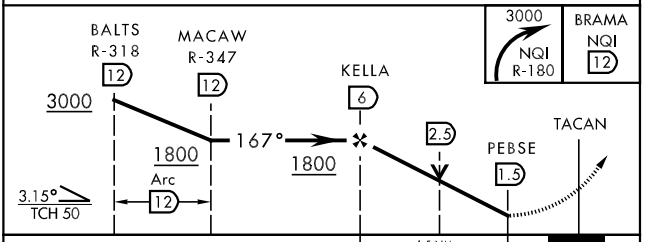
AL-918 [USN]

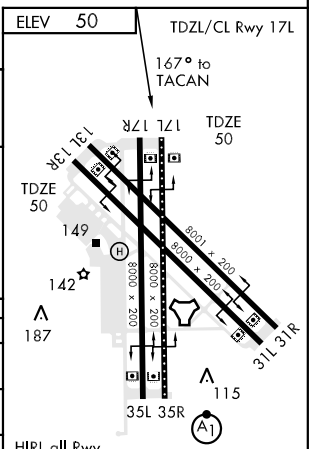
KINGSVILLE NAS (KNQI)

MISSED APPROACH: Climbing right turn to 3000 via NQI R-180 to BRAMA and hold.

ATIS ★	KINGSVILLE APP CON	KINGSVILLE TOWER ★	GND CON	CLNC DEL	ASR/PAR
276.2	**119.9 290.45**	**124.1 377.05**	**239.05**	**328.4**	







CATEGORY	A	B	C	D
S-17L	640-1 590	(600-1)	640-1½ 590 (600-1½)	640-1¾ 590 (600-1¾)
CIRCLING	640-1 590	(600-1)	640-1½ 590 (600-1½)	640-1¾ 590 (600-1¾)
S-PAR-17L	150-½ 100	(100-½)	GS 3.00°	

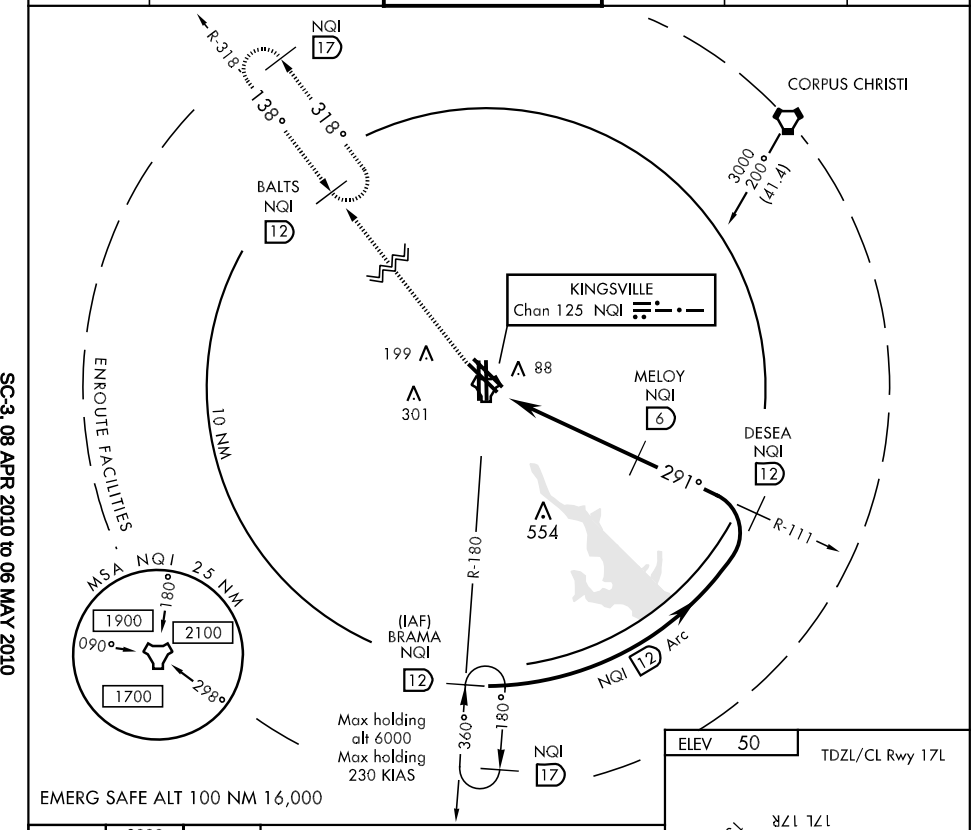
TACAN RWY 31L/R

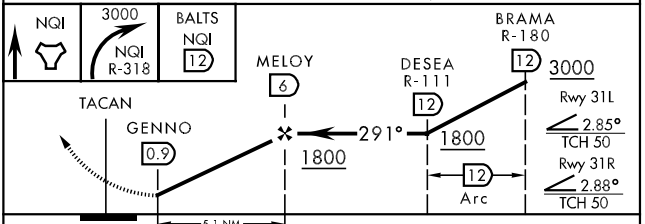
TACAN NQI Chan 125	APCH CRS 291°	Rwy 31L ldg 8000 TDZE 44 Arpt Elev 50	Rwy 31R ldg 8001 TDZE 45 Arpt Elev 50

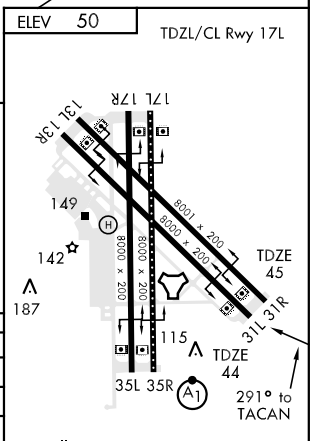
AL-918 [USN] KINGSVILLE NAS (KNQI)

MISSED APPROACH: Climb to NQI TACAN via R-111, then climb to 3000 via R-318 to BALTS and hold.

ATIS ★	KINGSVILLE APP CON	KINGSVILLE TOWER ★	GND CON	CLNC DEL	ASR/PAR
276.2	119.9 290.45	124.1 377.05	239.05	328.4	







CATEGORY	A	B	C	D
S-31L	340-1		296 (300-1)	
S-31R	340-1		295 (300-1)	
CIRCLING	500-1 450 (500-1)		500-1½ 450 (500-1½)	620-2 570 (600-2)

TACAN RWY 35R

TACAN NQI Chan 125	APCH CRS 360°	Rwy ldg 8000 TDZE 48 Arpt Elev 50

AL-918 [USN]

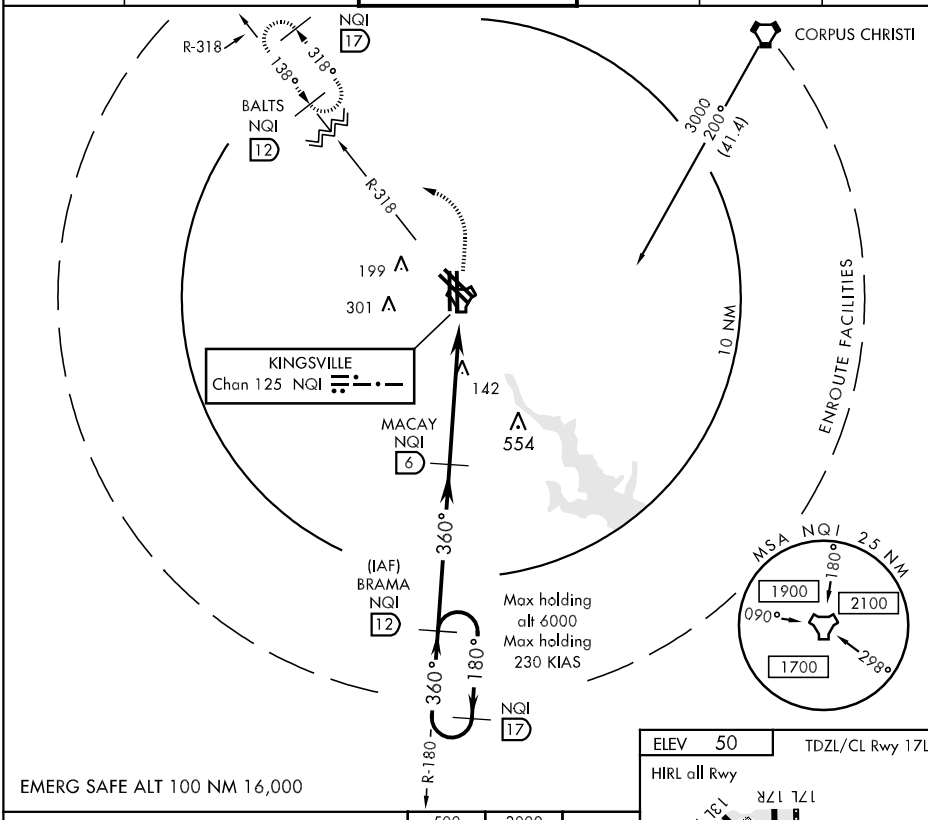
KINGSVILLE NAS (KNQI)

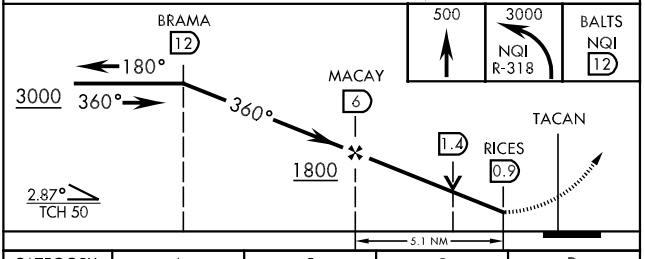
* When ALS inop, increase vis CAT ABC to 1 mile, CAT D to 1¼ miles.
** When ALS inop, increase vis CAT ABCD to ½ mile.

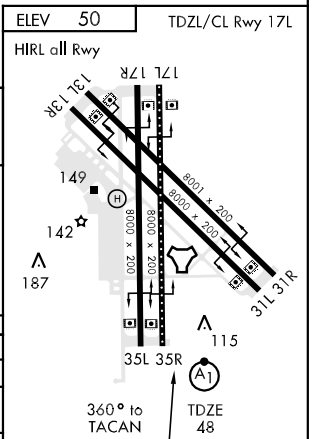
ALSF-1 (A1)

MISSED APPROACH: Climb to 500, then climbing left turn to 3000 via NQI TACAN R-318 to BALTS and hold.

ATIS ★	KINGSVILLE APP CON	KINGSVILLE TOWER ★	GND CON	CLNC DEL	ASR/PAR
276.2	119.9 290.45	124.1 377.05	239.05	328.4	







CATEGORY	A	B	C	D
S-35R *	400- ½ 352 (400-½)		400- ¾ 352 (400-¾)	
CIRCLING	500-1 450 (500-1)		500-1½ 450 (500-1½)	620-2 570 (600-2)
S-PAR 35R **	148- ¼ 100	(100-¼)	GS 3.00°	

TACAN Y RWY 17R

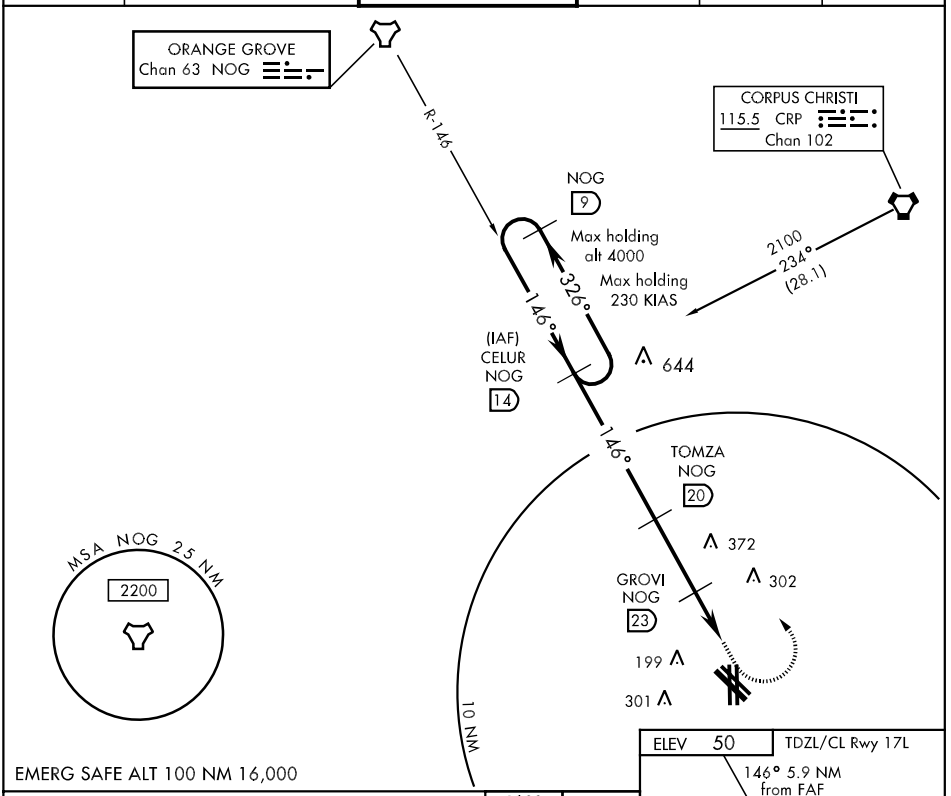
TACAN	APCH CRS	Rwy Idg	8000
Chan 63 NOG	146°	TDZE	50
		Arpt Elev	50

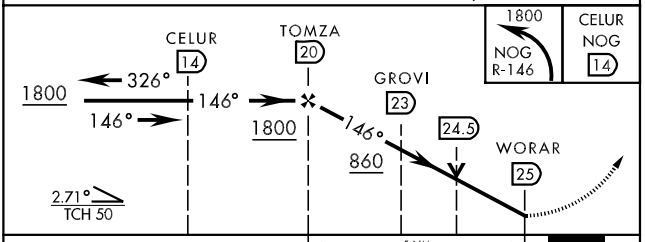
AL-918 [USN]

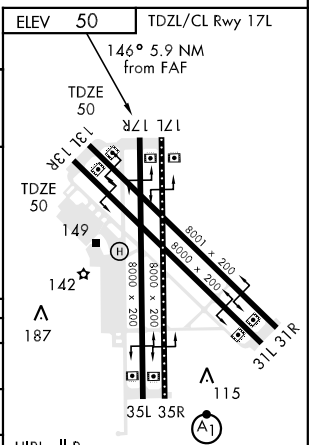
KINGSVILLE NAS (KNQI)

MISSED APPROACH: Climbing left turn to 1800, intercept NOG TACAN R-146 to CELUR and hold.

ATIS ★	KINGSVILLE APP CON	KINGSVILLE TOWER ★	GND CON	CLNC DEL	ASR/PAR
276.2	119.9 290.45	124.1 377.05	239.05	328.4	







CATEGORY	A	B	C	D
S-17R	560-1¼ 510	(600-1¼)	560-1½ 510 (600-1½)	560-1¾ 510 (600-1¾)
CIRCLING	560-1¼ 510	(600-1¼)	560-1½ 510 (600-1½)	620-2 570 (600-2)
S-PAR-17R	150-½	100	(100-½)	GS 3.00°

TACAN Z RWY 17R

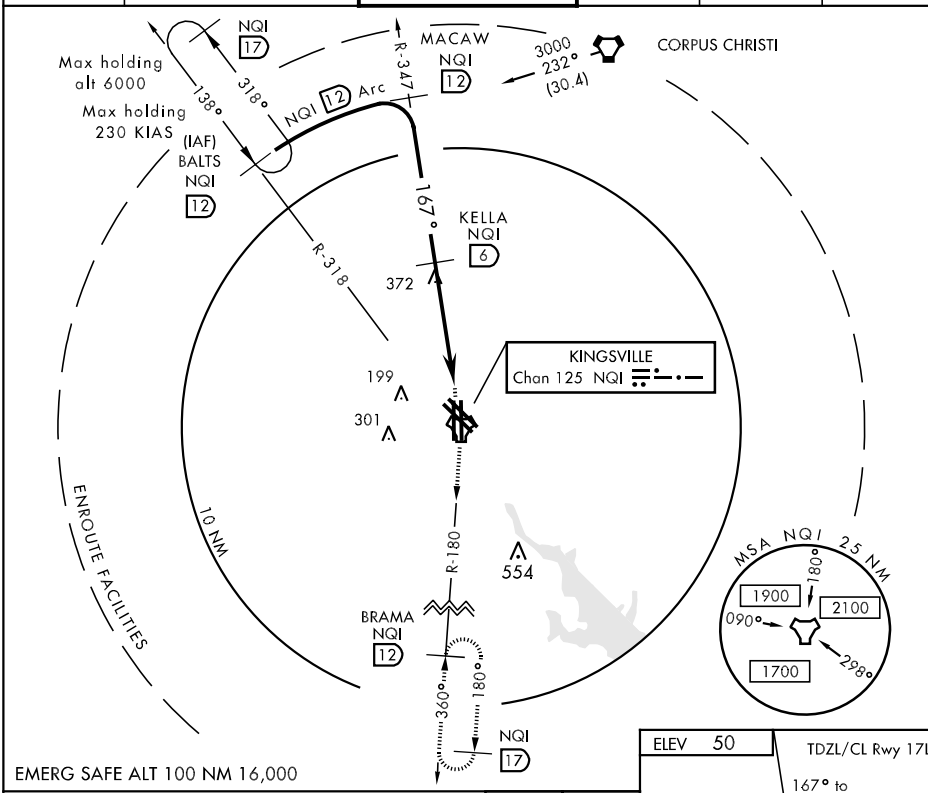
TACAN	APCH CRS	Rwy ldg	8000
Chan 125	167°	TDZE	50
		Arpt Elev	50

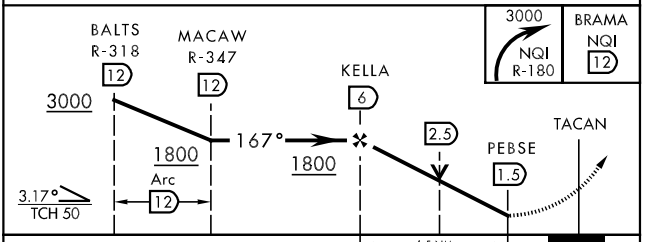
AL-918 [USN]

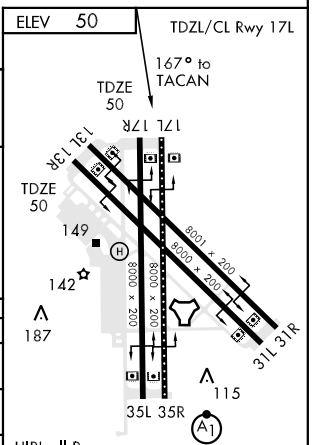
KINGSVILLE NAS (KNQI)

MISSED APPROACH: Climbing right turn to 3000 via NQI R-180 to BRAMA and hold.

ATIS ★	KINGSVILLE APP CON	KINGSVILLE TOWER ★	GND CON	CLNC DEL	ASR/PAR
276.2	119.9 290.45	124.1 377.05	239.05	328.4	







CATEGORY	A	B	C	D
S-17R	640-1 590	(600-1)	640-1½ 590 (600-1½)	640-1¾ 590 (600-1¾)
CIRCLING	640-1 590	(600-1)	640-1½ 590 (600-1½)	640-1¾ 590 (600-1¾)
S-PAR-17R	150-½ 100		(100- ½)	GS 3.00°

NDB HRD	APP CRS		
524	141°	Rwy Idg	4303
		TDZE	71
		Apt Elev	71

NDB RWY 13

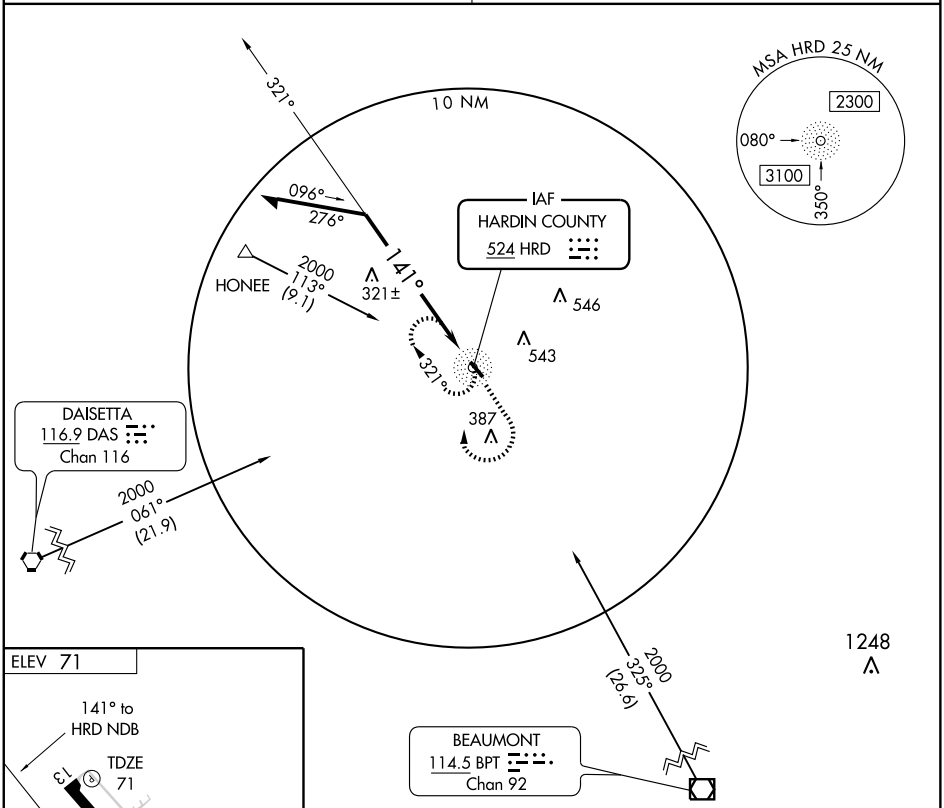
KOUNTZE/SILSBEE/ HAWTHORNE FIELD (45R)

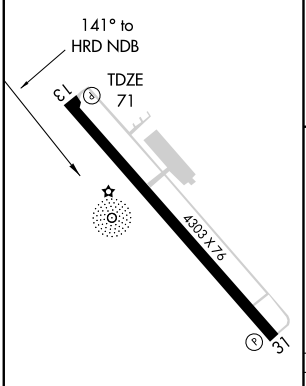
Use Southeast Texas Rgnl altimeter setting; when not received, use Orange altimeter setting. Visibility reduction by helicopters NA.

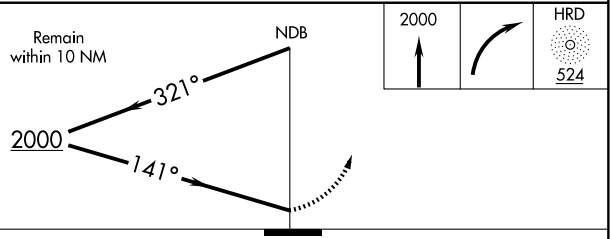
NA

MISSED APPROACH: Climb to 2000 then right turn direct HRD NDB and hold.

HOUSTON APP CON	UNICOM
121.3 377.1	122.8 (CTAF)







Knots	60	90	120	150	180
Min:Sec					

CATEGORY	A	B	C	D
S-13	800-1 729 (800-1)		800-2 729 (800-2)	NA
CIRCLING	800-1 729 (800-1)		800-2 729 (800-2)	NA

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KOUNTZE/SILSBEE, TEXAS AL-6577 (FAA)

APP CRS	Rwy Idg	4303
136°	TDZE	71
	Apt Elev	71

RNAV (GPS) RWY 13

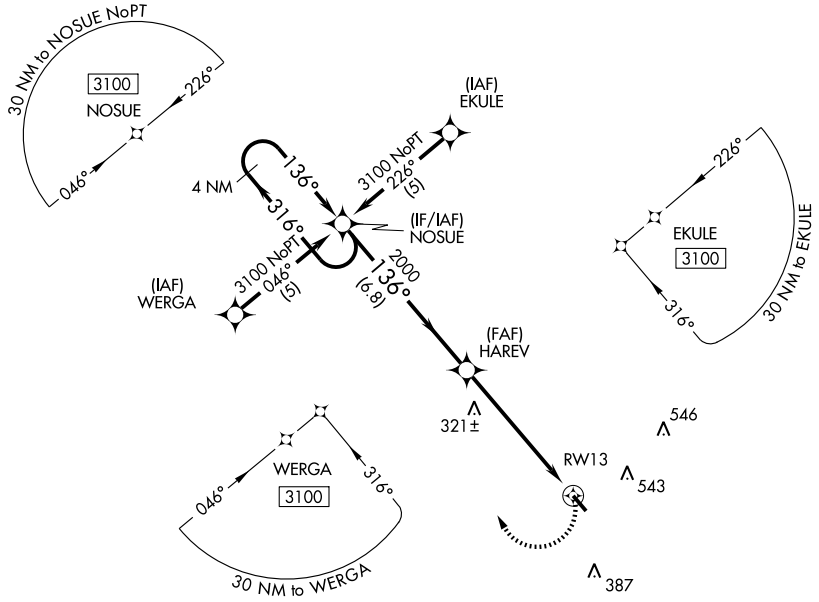
KOUNTZE/SILSBEE/ HAWTHORNE FIELD (45R)

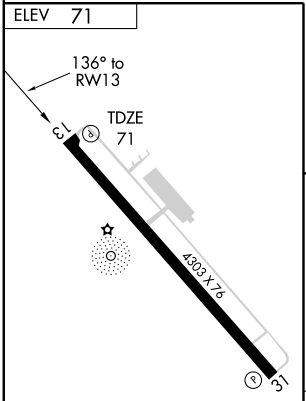
▼ NA

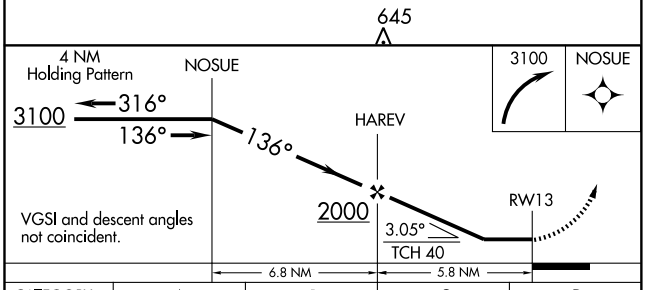
Use Southeast Texas Rgnl altimeter setting; when not received, use Orange altimeter setting. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing right turn to 3100 direct NOSUE and hold.

HOUSTON APP CON	UNICOM
121.3 377.1	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	700-1 629 (700-1)		700-1¾ 629 (700-1¾)	NA
CIRCLING	700-1 629 (700-1)		700-1¾ 629 (700-1¾)	NA

MIRL Rwy 13-31 L

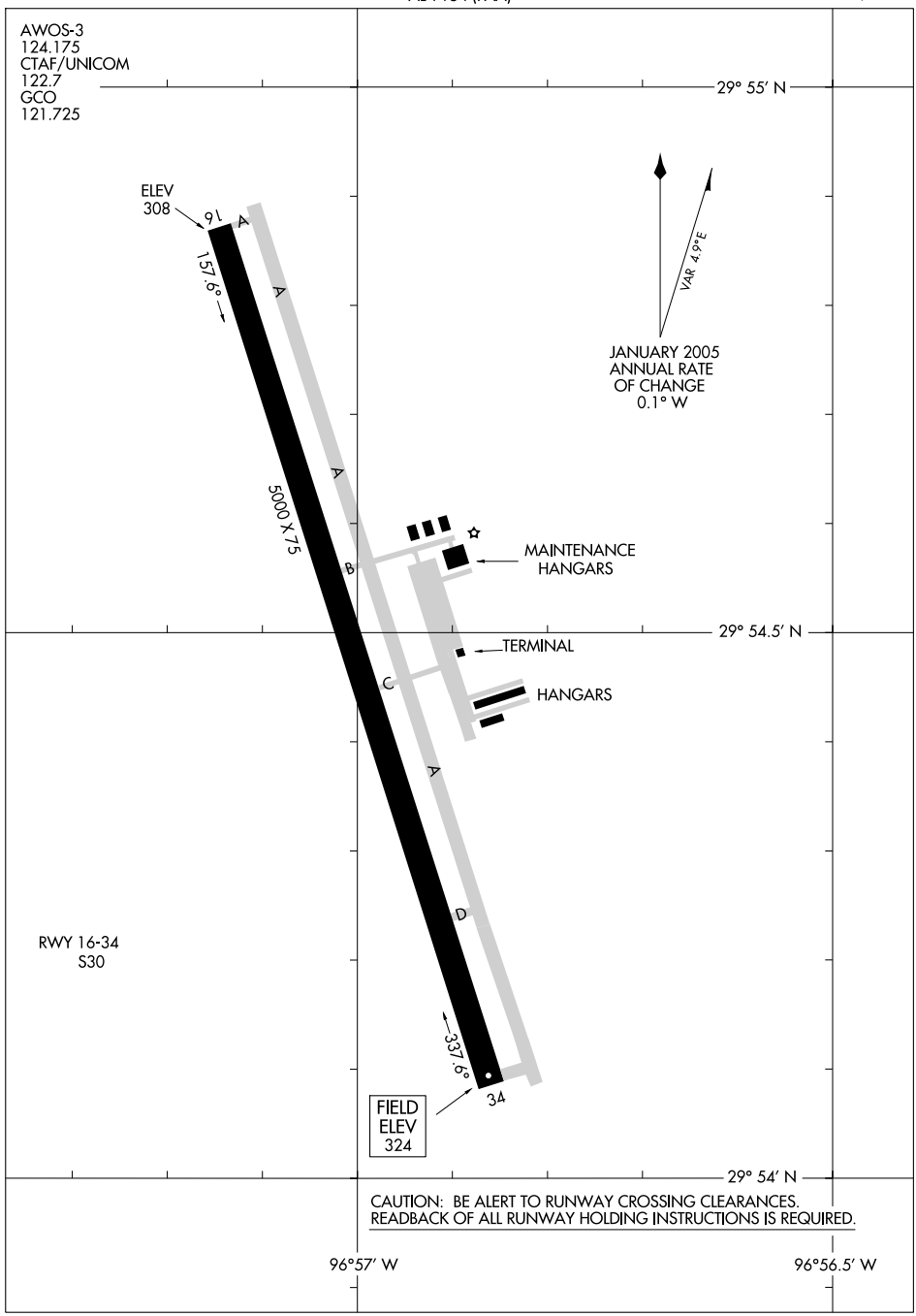
SC-5, 08 APR 2010 to 06 MAY 2010

09239

AIRPORT DIAGRAM

LA GRANGE/ FAYETTE RGNL AIR CENTER (3T5)
LA GRANGE, TEXAS

AL-9154 (FAA)



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APP CRS	Rwy Idg	5001
156°	TDZE	318
	Apt Elev	324

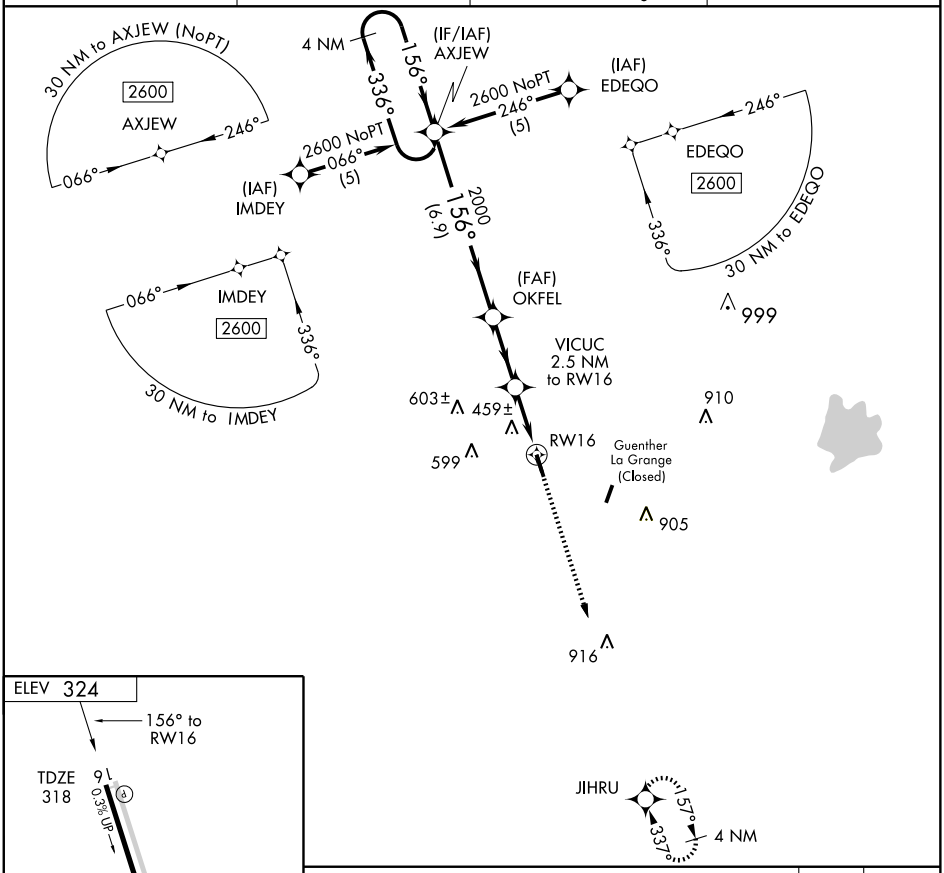
RNAV (GPS) RWY 16

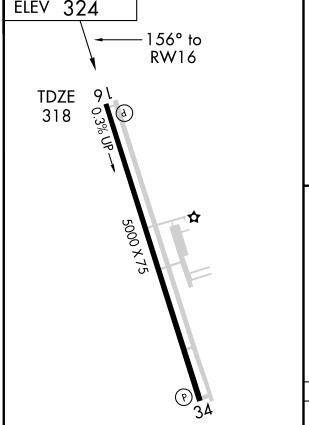
LA GRANGE/FAYETTE RGNL AIR CENTER (3T5)

DME/DME RNP-0.3 NA. When local altimeter setting not received, use Giddings-Lee County altimeter settings and increase all MDA 60 feet.

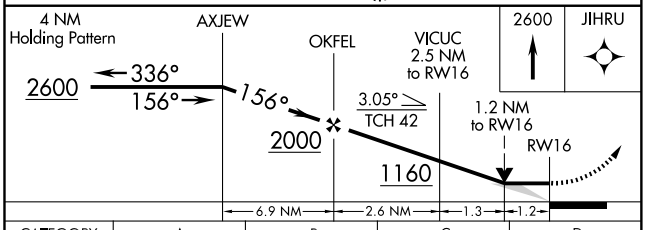
MISSED APPROACH: Climb to 2600 direct JIHRU and hold.

AWOS-3	HOUSTON CENTER	UNICOM	GCO
124.175	132.15 279.6	122.7 (CTAF) L	121.725





REIL Rwy 16 and 34
MIRL Rwy 16-34 L



CATEGORY	A	B	C	D
LNAV MDA	720-1	402 (400-1)	720-1¼ 402 (400-1¼)	NA
CIRCLING	780-1	456 (500-1)	780-1½ 456 (500-1½)	NA

SC-5, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	5001
336°	TDZE	324
	Apt Elev	324

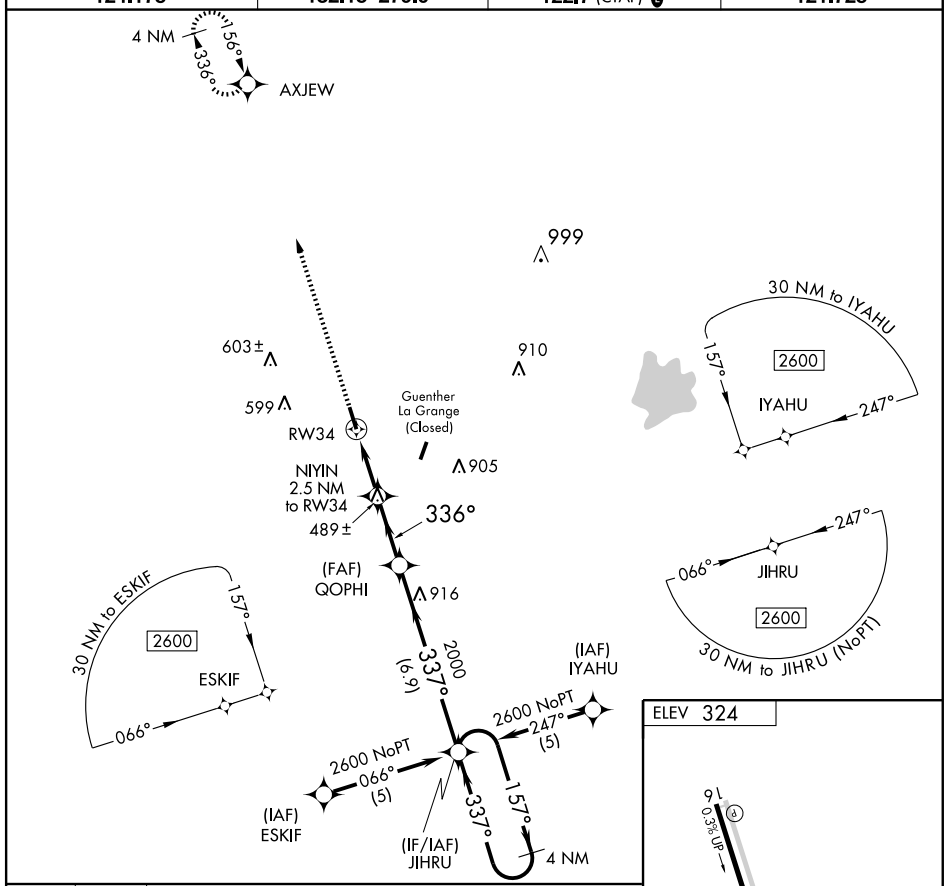
RNAV (GPS) RWY 34

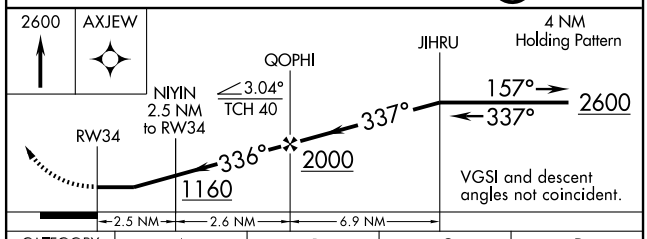
LA GRANGE/ FAYETTE RGNL AIR CENTER (3T5)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Giddings-Lee County altimeter setting and increase all MDA 60 feet.

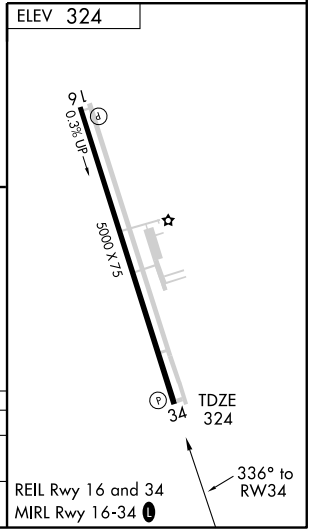
MISSED APPROACH: Climb to 2600 direct AXJEW and hold.

AWOS-3	HOUSTON CENTER	UNICOM	GCO
124.175	132.15 279.6	122.7 (CTAF) L	121.725





CATEGORY	A	B	C	D
LNAV MDA	740-1 416 (500-1)		740-1¼ 416 (500-1¼)	NA
CIRCLING	780-1 456 (500-1)		780-1½ 456 (500-1½)	NA



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VORTAC IDU	APP CRS	Rwy Idg	N/A
110.2	254°	TDZE	N/A
Chan 39		Apt Elev	322

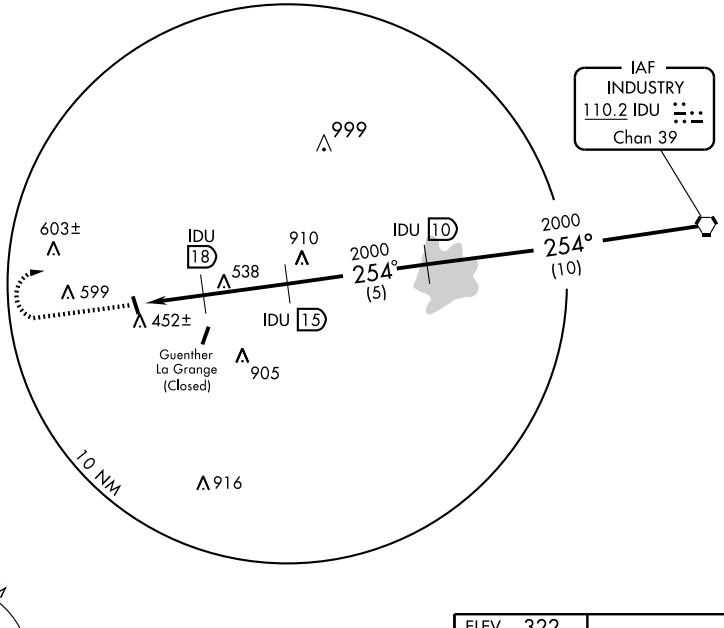
VOR/DME-A

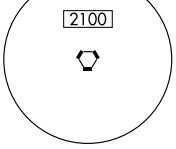
LA GRANGE/ FAYETTE RGNL AIR CENTER (3T5)

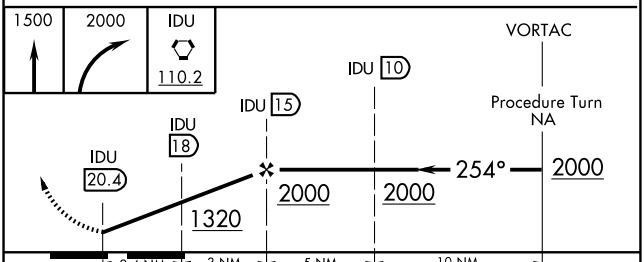
T
NA

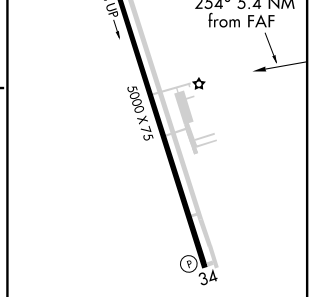
MISSED APPROACH: CLIMB to 1500 then climb right turn to 2000 direct IDU VORTAC.

AWOS-3	HOUSTON CENTER	UNICOM	GCO
124.175	132.15 279.6	122.7 (CTAF) L	121.725









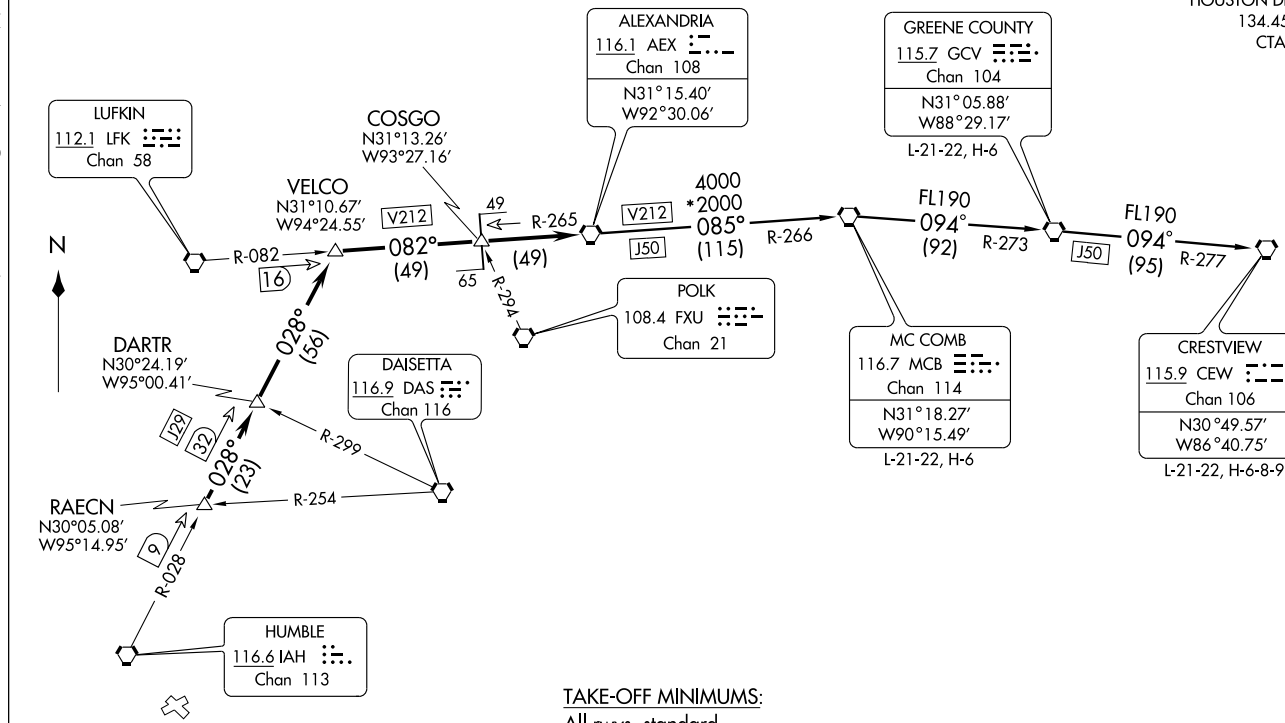
CATEGORY	A	B	C	D
CIRCLING	780-1 458 (500-1)	780-1¼ 458 (500-1¼)	780-1½ 458 (500-1½)	NA

REIL Rwy 16 and 34
MIRL Rwy 16-34 L

SC-5, 08 APR 2010 to 06 MAY 2010

ALEXANDRIA FOUR DEPARTURE

CLNC DEL
125.6
HOUSTON DEP CON
134.45 284.0
CTAF 122.7



TAKE-OFF MINIMUMS:
All rwys, standard.

TAKE-OFF OBSTACLES:
Rwy 5, Stack 2.1 NM from DER, 3297′ left of centerline, 330′ AGL/334′ MSL.
Rwy 12, Pole 131′ from DER, 261′ right of centerline, 14′ AGL/38′ MSL.
Stack 2.2 NM from DER, 1.6 NM right of centerline, 479′ AGL/499′ MSL.

NOTE: Radar Required.
NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to RAECN INT, maintain 4000', expect filed altitude 10 minutes after departure. Thence . . . .

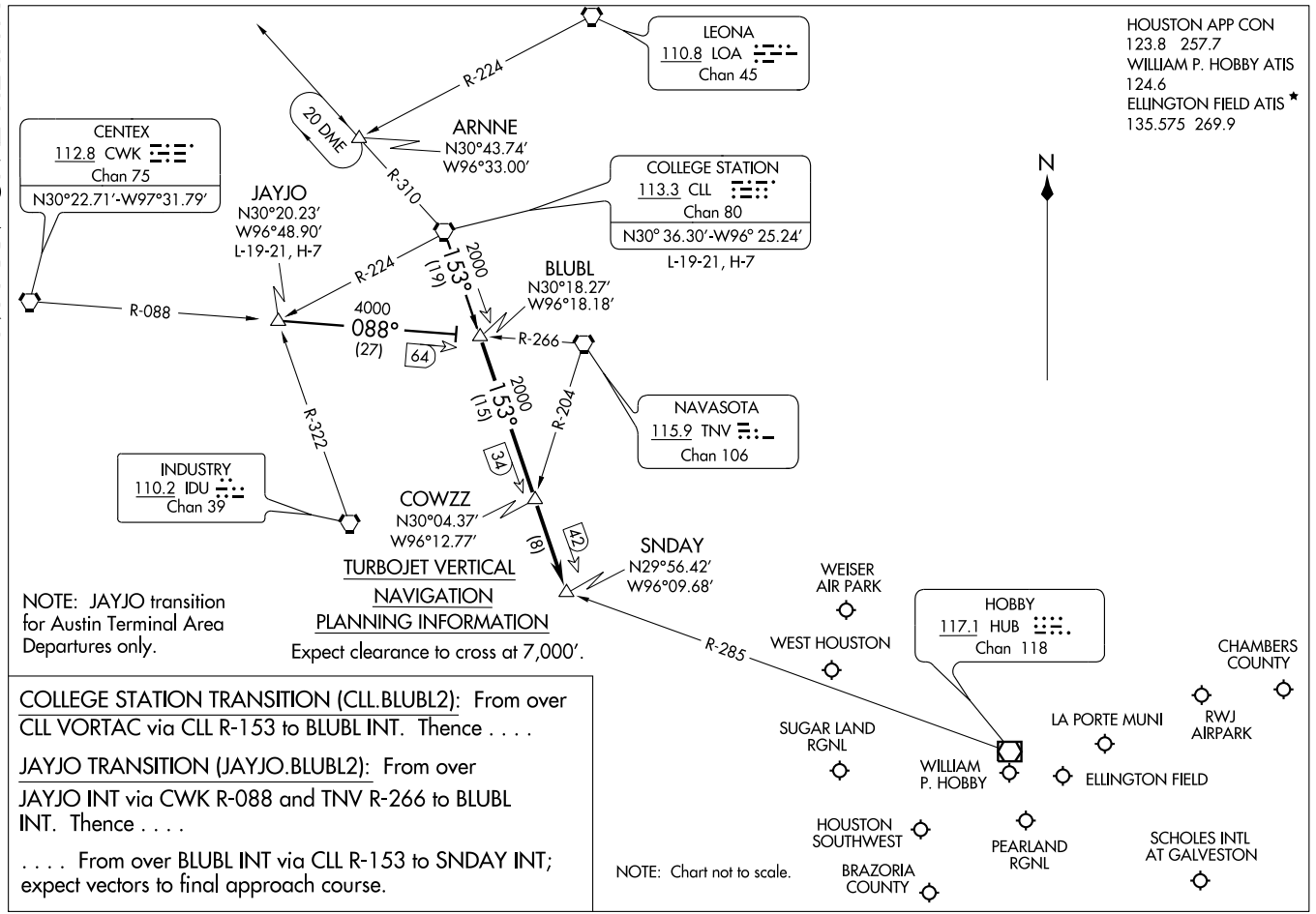
. . . . via IAH R-028 to VELCO INT, then right turn via LFK R-082 and AEX R-265 to AEX VORTAC.

THE FOLLOWING TRANSITIONS ARE ATC ASSIGNED ONLY DO NOT FILE:

CRESTVIEW TRANSITION (AEX4.CEW): (For aircraft being weather rerouted to join a jet route off CEW VORTAC or overflying CEW VORTAC to join a direct route). From over AEX VORTAC via AEX R-085 and MCB R-266 to MCB VORTAC, then via MCB R-094 and GCV R-273 to GCV VORTAC, then via GCV R-094 and CEW R-277 to CEW VORTAC.

GREENE COUNTY TRANSITION (AEX4.GCV): (For aircraft being weather rerouted to join a jet route off GCV VORTAC or overflying GCV VORTAC to join a direct route). From over AEX VORTAC via AEX R-085 and MCB R-266 to MCB VORTAC, then via MCB R-094 and GCV R-273 to GCV VORTAC.

MC COMB TRANSITION (AEX4.MCB): (For aircraft being weather rerouted to join a jet route off MCB VORTAC or overflying MCB VORTAC to join a direct route). From over AEX VORTAC via AEX R-085 and MCB R-266 to MCB VORTAC.



COLLEGE STATION TRANSITION (CLL.BLUBL2): From over CLL VORTAC via CLL R-153 to BLUBL INT. Thence . . . .

JAYJO TRANSITION (JAYJO.BLUBL2): From over JAYJO INT via CWK R-088 and TNV R-266 to BLUBL INT. Thence . . . .

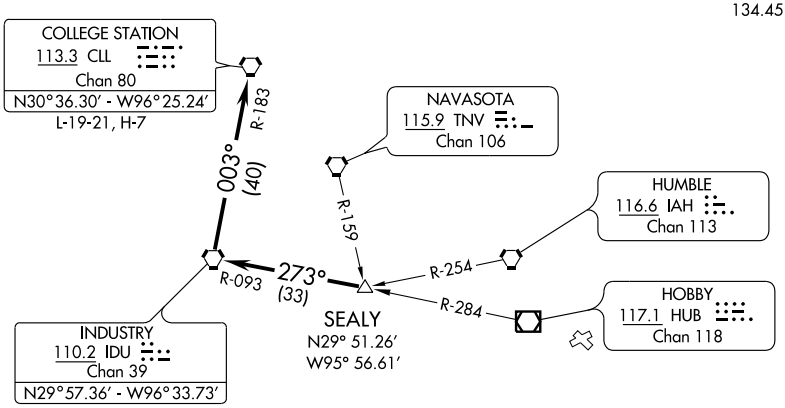
. . . . From over BLUBL INT via CLL R-153 to SNDAY INT; expect vectors to final approach course.

COLLEGE TWO DEPARTURE

SL-5433 (FAA)

LA PORTE MUNI (T41)
LA PORTE, TEXAS

CLNC DEL
125.6
HOUSTON DEP CON
134.45 284.0
CTAF
122.7



TAKE-OFF OBSTACLES:
Rwy 5, Stack 2.1 NM from DER, 3297' left of centerline, 330' AGL/334' MSL.
Rwy 12, Pole 131' from DER, 261' right of centerline, 14' AGL/38' MSL. Stack 2.2 NM from DER, 1.6 NM right of centerline, 479' AGL/499' MSL.

TAKE-OFF MINIMUMS:
Rwys 5,12, 23, 30 standard.

NOTE: Radar Required.

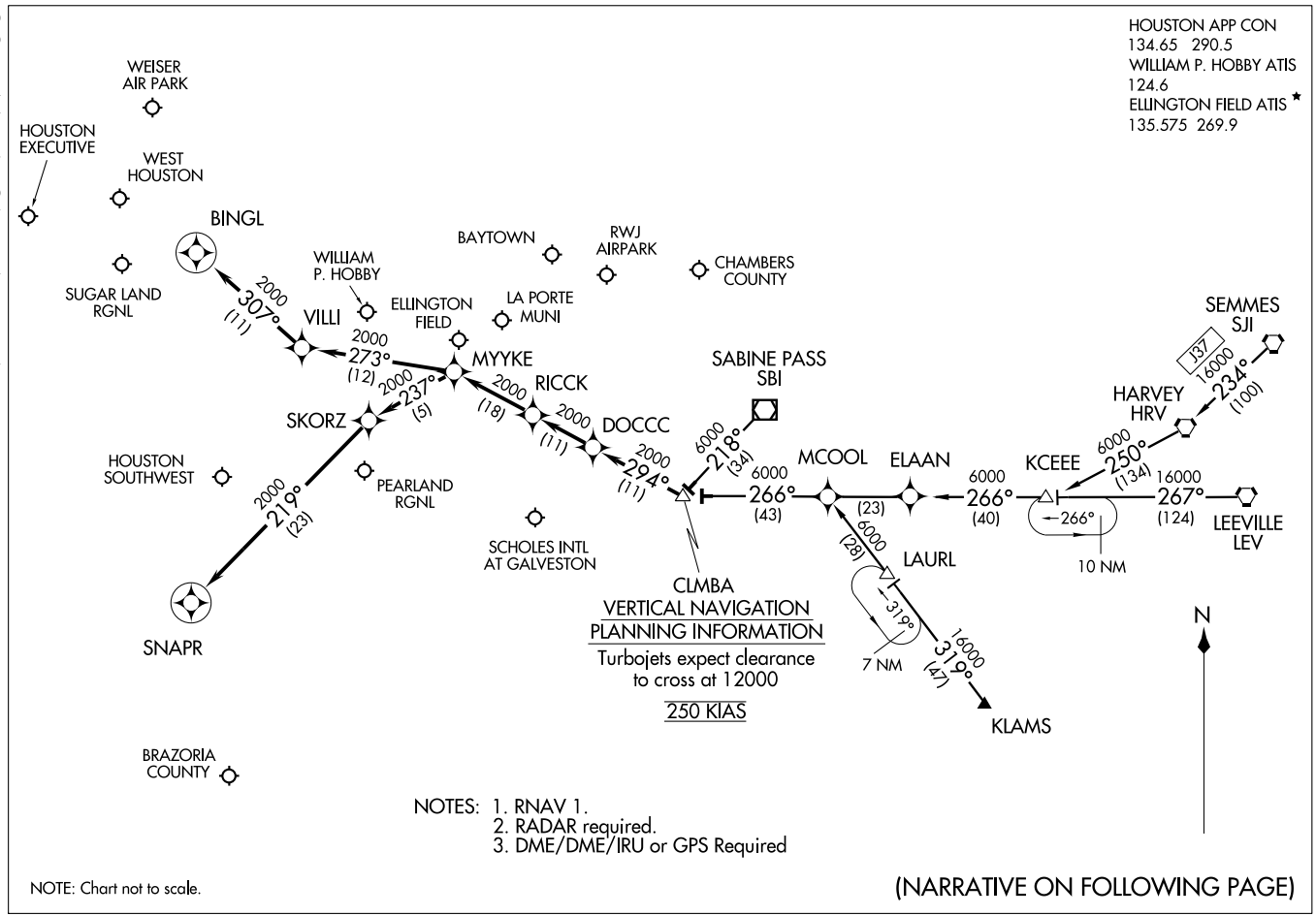
NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to SEALY INT, maintain 4000, expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IDU R-093 to IDU VORTAC, then right turn via IDU R-003 and CLL R-183 to CLL VORTAC.

SC-5, 08 APR 2010 to 06 MAY 2010



COLUMBIA ONE ARRIVAL (RNAV)

(CLMBA.CLMBA1) 09239

ST-198 (FAA)

HOUSTON, TEXAS

ARRIVAL DESCRIPTION

HARVEY TRANSITION (HRV.CLMBA1): (For non-GPS equipped aircraft LEV, HRV, RQR, LLA, LCH, and DAS must be operational.)
KCEEE TRANSITION (KCEEE.CLMBA1): (For non-GPS equipped aircraft LLA, LCH, and DAS must be operational.)
KLAMS TRANSITION (KLAMS.CLMBA1): (For non-GPS equipped aircraft DAS, LCH, MHF, and VUH must be operational.)
LEEVILLE TRANSITION (LEV.CLMBA1): (For non-GPS equipped aircraft LCH, LLA, and DAS must be operational.)
SABINE PASS TRANSITION (SBI.CLMBA1):
SEMMES TRANSITION (SJI.CLMBA1): (For non-GPS equipped aircraft LEV, HRV, RQR, LLA, LCH, and DAS must be operational.)

From CLMBA WP via 294° track to DOCCC, thence as depicted to RICCK . . . .

WILLIAM P. HOBBY/HOUSTON (HOU):

LANDING RUNWAY 4: . . . . From RICCK via 294° track to MYYKE, thence as depicted to SNAPR. Expect vectors to final approach course prior to SNAPR, if not received by SNAPR fly present heading.

LANDING RUNWAY 12R: . . . . From RICCK via 294° track to MYYKE, thence as depicted to BINGL. Expect vectors to final approach course prior to BINGL, if not received by BINGL fly present heading.

FOR ALL OTHER RUNWAYS: From RICCK via 294° track to MYYKE. Expect vectors to final approach course prior to MYYKE.

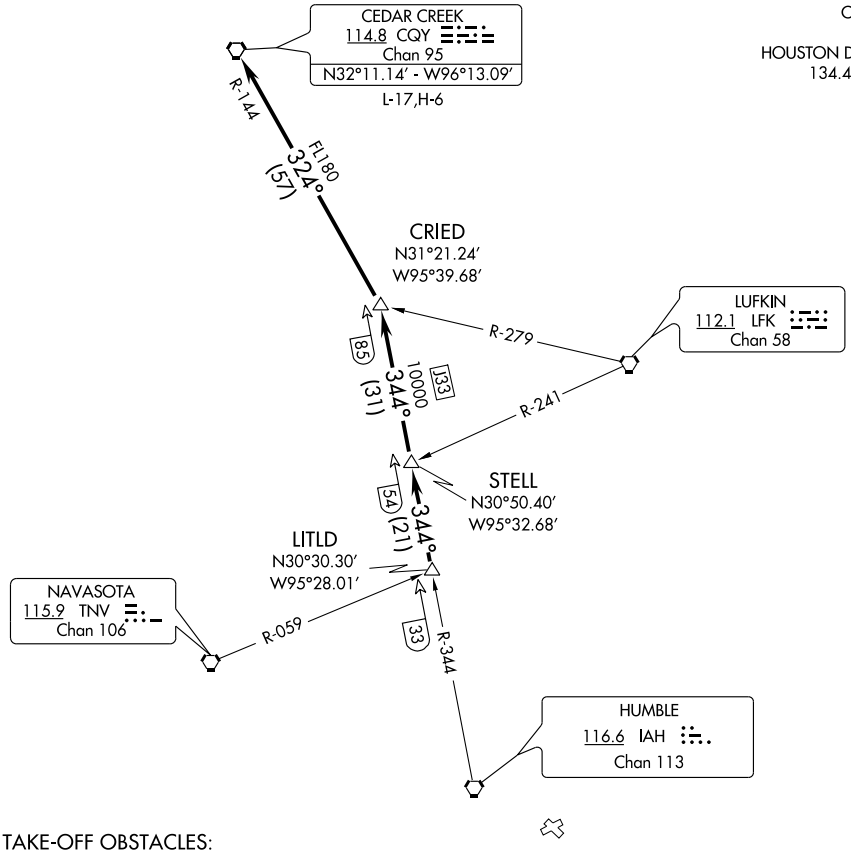
FOR ALL OTHER AIRPORTS: From RICCK via 294° track to MYYKE. Expect vectors to final approach course prior to MYYKE.

SC-5, 08 APR 2010 to 06 MAY 2010

CRIED THREE DEPARTURE

SL-5433 (FAA)

CLNC DEL
125.6
HOUSTON DEP CON
134.45 284.0
CTAF
122.7



TAKE-OFF OBSTACLES:

Rwy 5, Stack 2.1 NM from DER, 3297' left of centerline, 330' AGL/334' MSL.

Rwy 12, Pole 131' from DER, 261' right of centerline, 14' AGL/38' MSL. Stack, 2.2 NM from DER, 1.6 NM right of centerline, 479' AGL/499' MSL.

TAKE-OFF MINIMUMS:

All rwys, standard.

NOTE: Radar Required.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to LITLD INT, maintain 4000. Expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-344 to STELL INT, then via IAH R-344 to CRIED INT, then left turn via CQY R-144 to CQY VORTAC.

SC-5, 08 APR 2010 to 06 MAY 2010

DAISETTA EIGHT ARRIVAL (DAS.DAS8)

HOUSTON APP CON
120.05 379.1
GEORGE BUSH INTERCONTINENTAL/
HOUSTON ATIS 124.05
WILLIAM P. HOBBY ATIS
124.6
ELLINGTON FIELD ATIS *
135.575 269.9

NOTE: For all conventional navigation aircraft landing in the Houston terminal area. For all turboprops/pistons landing IAH. ATC assigned only for all others.

NOTE: For RNAV equipped aircraft landing IAH runways 8L/R and 9 from over DAETN INT direct JOESZ INT, expect vectors to final approach course prior to JOESZ INT, if not received by JOESZ INT fly present heading.

ELM GROVE
111.2 EMG
Chan 49
N32°24.01'-W93°35.71'
L-17, H-6

QUESO
N30°46.86'
W94°06.54'

BROWW
N30°54.22'
W93°52.20'

SAWMILL
113.75 SWB
Chan 84(Y)
N31°58.39' - W92°40.63'
L-22, H-6

LUFKIN
112.1 LFK
Chan 58
N31°09.74'
W94°43.02'
L-19-21, H-6

VIERA
N30°44.51'
W94°02.83'

TQELA
N30°32.39'
W93°46.23'

ALEXANDRIA
116.1 AEX
Chan 108
N31°15.40' -W92°30.06'
L-21-22, H-6

INDUSTRY
110.2 IDU
Chan 39

JOESZ
N30°06.40'
W95°46.72'

INNIS
N30°02.07'
W95°06.83'

REHAB
N29°59.59'
W95°14.25'

COMBS
N30°23.32'
W94°25.84'

DAETN
N30°06.31'
W94°54.07'

YAAOW
N29°53.12'
W95°10.69'

DRXLR
N29°45.59'
W95°13.92'

GEORGE BUSH
INTERCONTINENTAL/
HOUSTON

HUMBLE
116.6 IAH
Chan 113

HOBBY
117.1 HUB
Chan 118

DAISETTA
116.9 DAS
Chan 116
N30°11.38' -W94°38.70'

LAKE CHARLES
113.4 LCH
Chan 81
N30°08.49' -W93°06.33'
L-21-22, H-7

BEAUMONT
114.5 BPT
Chan 92
N29°56.76' -W94°00.97'

VERTICAL NAVIGATION
PLANNING INFORMATION
Turbojets: 280K IAS
Expect clearance
to cross at 13,000'

RADAR REQUIRED

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

WEISER AIRPARK
WEST HOUSTON
HOUSTON EXECUTIVE
SUGAR LAND RGNL
LA PORTE MUNI
CHAMBERS COUNTY
WILLIAM P. HOBBY
BAYTOWN
RWJ AIRPARK
PEARLAND RGNL
ELLINGTON FIELD
HOUSTON-SOUTHWEST
SCHOLES INTL AT GALVESTON
BRAZORIA COUNTY

DAISETTA EIGHT ARRIVAL (DAS.DAS8)

ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.DAS8): From over AEX VORTAC via AEX R-246 to VIERA INT, then via DAS R-038 to DAS VORTAC. Thence . . . .

ELM GROVE TRANSITION (EMG.DAS8): From over EMG VORTAC via EMG R-182 to BROWW INT, then via DAS R-038 to DAS VORTAC. Thence . . . .

LAKE CHARLES TRANSITION (LCH.DAS8): From over LCH VORTAC via LCH R-275 to COMBS INT, then via DAS R-038 to DAS VORTAC. Thence . . . .

LUFKIN TRANSITION (LFK.DAS8): From over LFK VORTAC via LFK R-157 to COMBS INT, then via DAS R-038 to DAS VORTAC Thence . . . .

SAWMILL TRANSITION (SWB.DAS8): From over SWB VOR/DME via SWB R-222 and DAS R-038 to BROWW INT, then via DAS R-038 to DAS VORTAC. Thence . . . .

GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):

. . . . From over DAS VORTAC via DAS R-244 to DAETN INT.

LANDING RUNWAYS 8L/R and 9:

. . . . From DAETN INT fly heading 265° for vectors to final approach course.

FOR ALL OTHER RUNWAYS: Expect vectors to final approach course at or prior to REHAB INT.

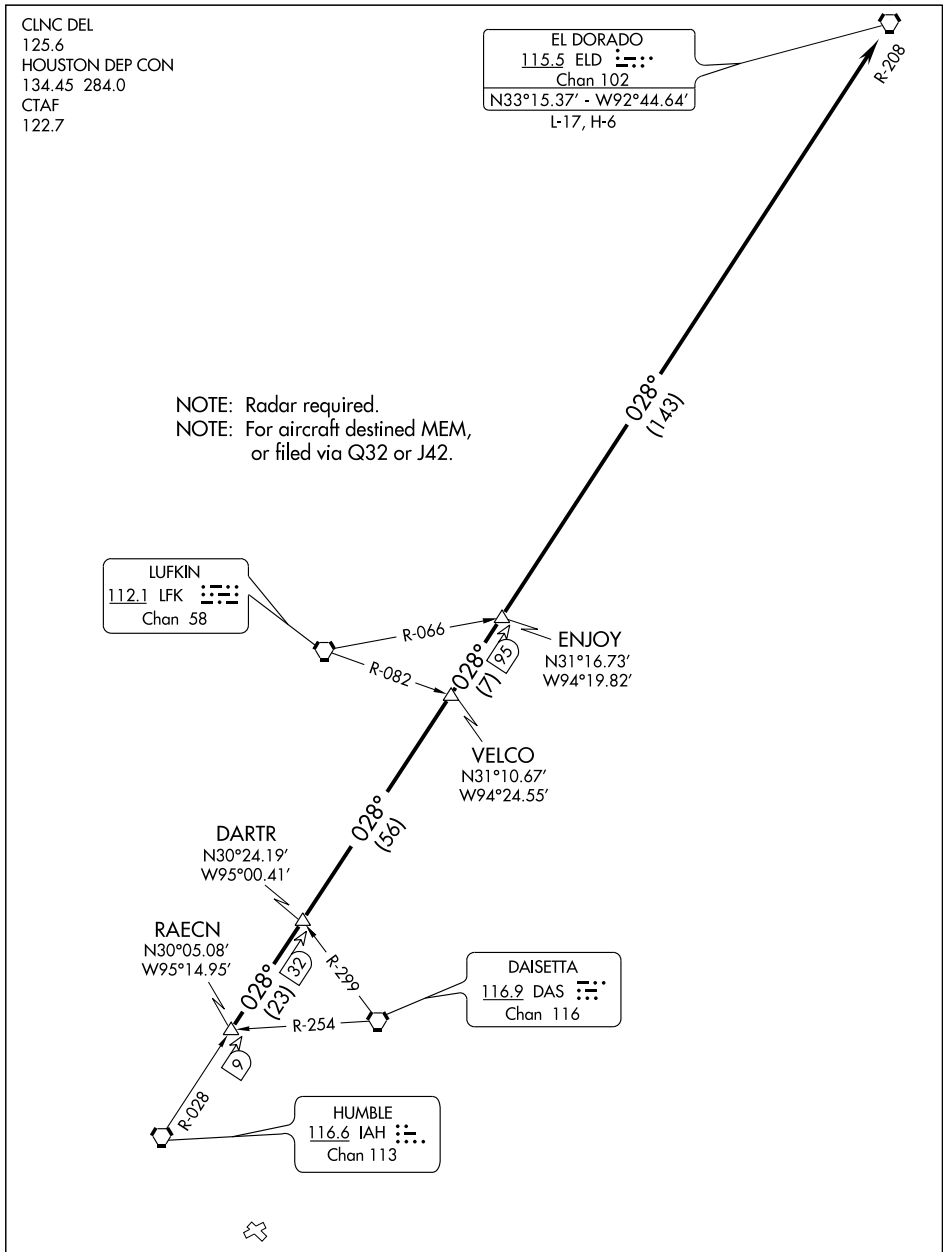
FOR ALL OTHER AIRPORTS:

. . . . From over DAS VORTAC via DAS R-244 to INNIS INT, thence via HUB R-015 to HUB VOR/DME, expect vectors to final approach course at or prior to HUB VOR/DME.

SC-5, 08 APR 2010 to 06 MAY 2010

EL DORADO ONE DEPARTURE

SL-5433 (FAA)



TAKE-OFF MINIMUMS:
All rwys, standard.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SC-5, 08 APR 2010 to 06 MAY 2010

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to RAECN INT, maintain 4000, expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-028 and the ELD R-208 to ELD VORTAC.

TAKE-OFF OBSTACLES

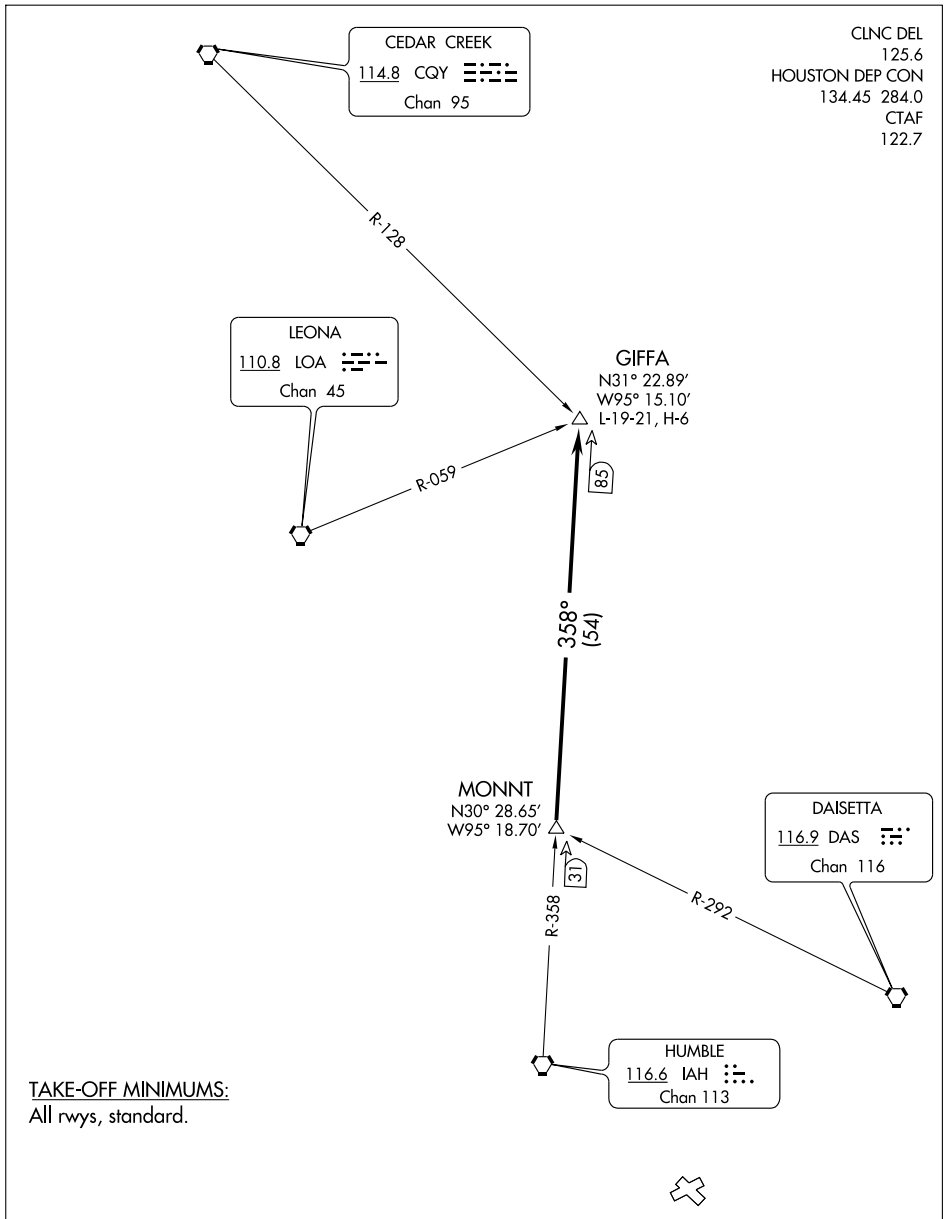
Rwy 5, Stack 2.1 NM from DER, 3297′ left of centerline, 330′ AGL/334′ MSL.
Rwy 12, Pole 131′ from DER, 261′ right of centerline, 14′ AGL/38′ MSL. Stack 2.2 NM from DER, 1.6 NM right of centerline, 479′ AGL/499′ MSL.

SC-5, 08 APR 2010 to 06 MAY 2010

GIFFA THREE DEPARTURE

SL-5433 (FAA)

LA PORTE MUNI (T41)
LA PORTE, TEXAS



TAKE-OFF MINIMUMS:
All rwys, standard.

NOTE: Radar Required.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SC-5, 08 APR 2010 to 06 MAY 2010

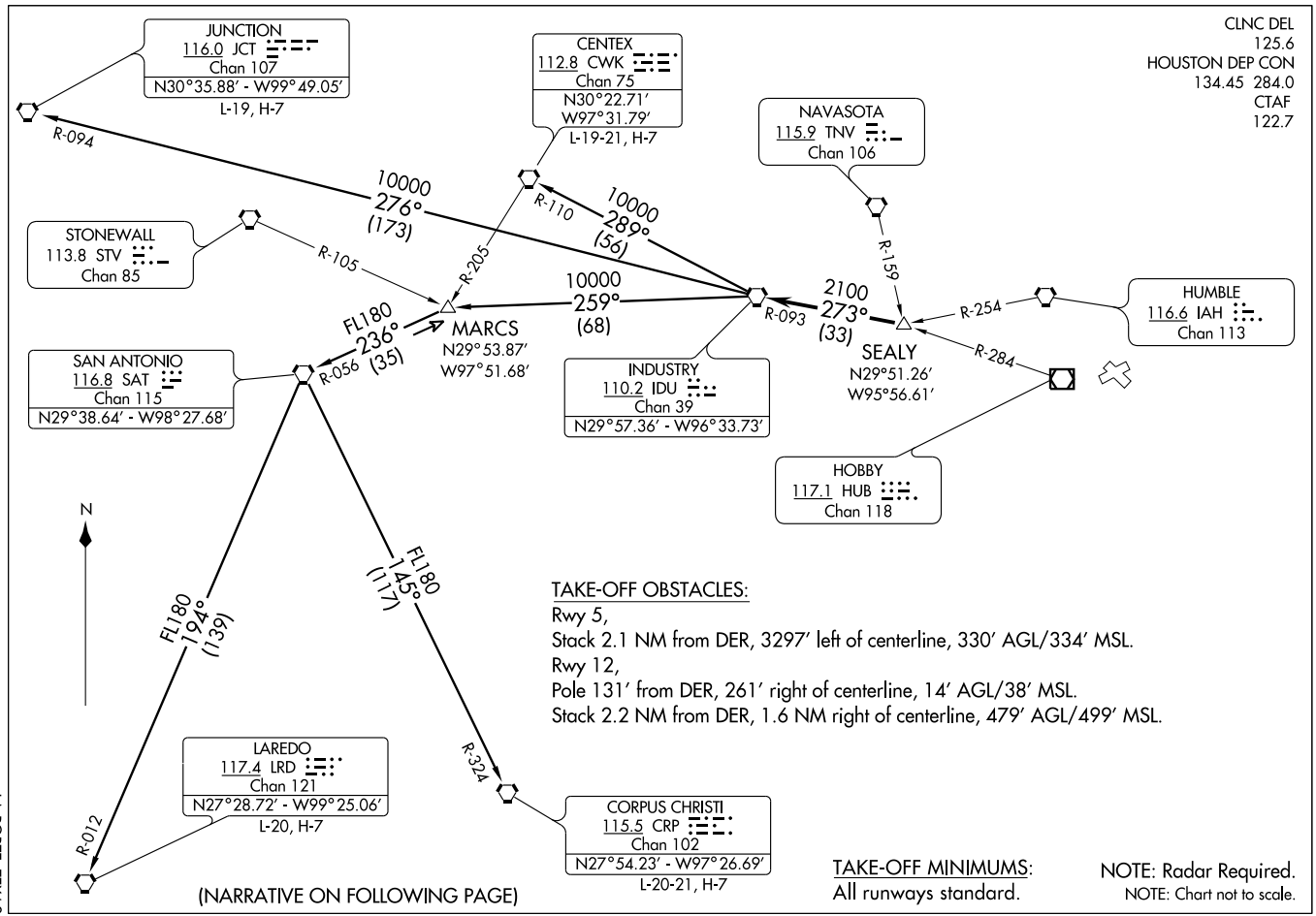
DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to MONNT INT, maintain 4000, expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-358 to GIFFA INT.

TAKE-OFF OBSTACLES:
Rwy 5, Stack 2.1 NM from DER, 3297′ left of centerline, 330′ AGL/334′ MSL.
Rwy 12, Pole 131′ from DER, 261′ right of centerline, 14′ AGL/38′ MSL.
Stack 2.2 NM from DER, 1.6 NM right of centerline, 479′ AGL/499′ MSL.

SC-5, 08 APR 2010 to 06 MAY 2010


JUNCTION
116.0 JCT
Chan 107
N30°35.88′ - W99°49.05′
L-19, H-7
CENTEX
112.8 CWK
Chan 75
N30°22.71′
W97°31.79′
L-19-21, H-7
NAVASOTA
115.9 TNV
Chan 106
CLNC DEL
125.6
HOUSTON DEP CON
134.45 284.0
CTAF
122.7
R-094
10000
276°
(173)
R-110
10000
289°
(56)
R-159
STONEWALL
113.8 STV
Chan 85
R-105
R-205
10000
259°
(68)
2100
273°
(33)
R-093
R-254
HUMBLE
116.6 IAH
Chan 113
FL180
236°
(35)
MARCS
N29°53.87′
W97°51.68′
SEALY
N29°51.26′
W95°56.61′
R-284
SAN ANTONIO
116.8 SAT
Chan 115
N29°38.64′ - W98°27.68′
R-056
INDUSTRY
110.2 IDU
Chan 39
N29°57.36′ - W96°33.73′
HOBBY
117.1 HUB
Chan 118
N
FL180
194°
(139)
FL180
145°
(117)
TAKE-OFF OBSTACLES:
Rwy 5,
Stack 2.1 NM from DER, 3297′ left of centerline, 330′ AGL/334′ MSL.
Rwy 12,
Pole 131′ from DER, 261′ right of centerline, 14′ AGL/38′ MSL.
Stack 2.2 NM from DER, 1.6 NM right of centerline, 479′ AGL/499′ MSL.
LAREDO
117.4 LRD
Chan 121
N27°28.72′ - W99°25.06′
L-20, H-7
R-324
CORPUS CHRISTI
115.5 CRP
Chan 102
N27°54.23′ - W97°26.69′
L-20-21, H-7
R-012
(NARRATIVE ON FOLLOWING PAGE)
TAKE-OFF MINIMUMS:
All runways standard.
NOTE: Radar Required.
NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to SEALY INT. Maintain 4000'. Expect filed altitude 10 minutes after departure. Thence . . . .

. . . . VIA IDU R-093 to IDU VORTAC.

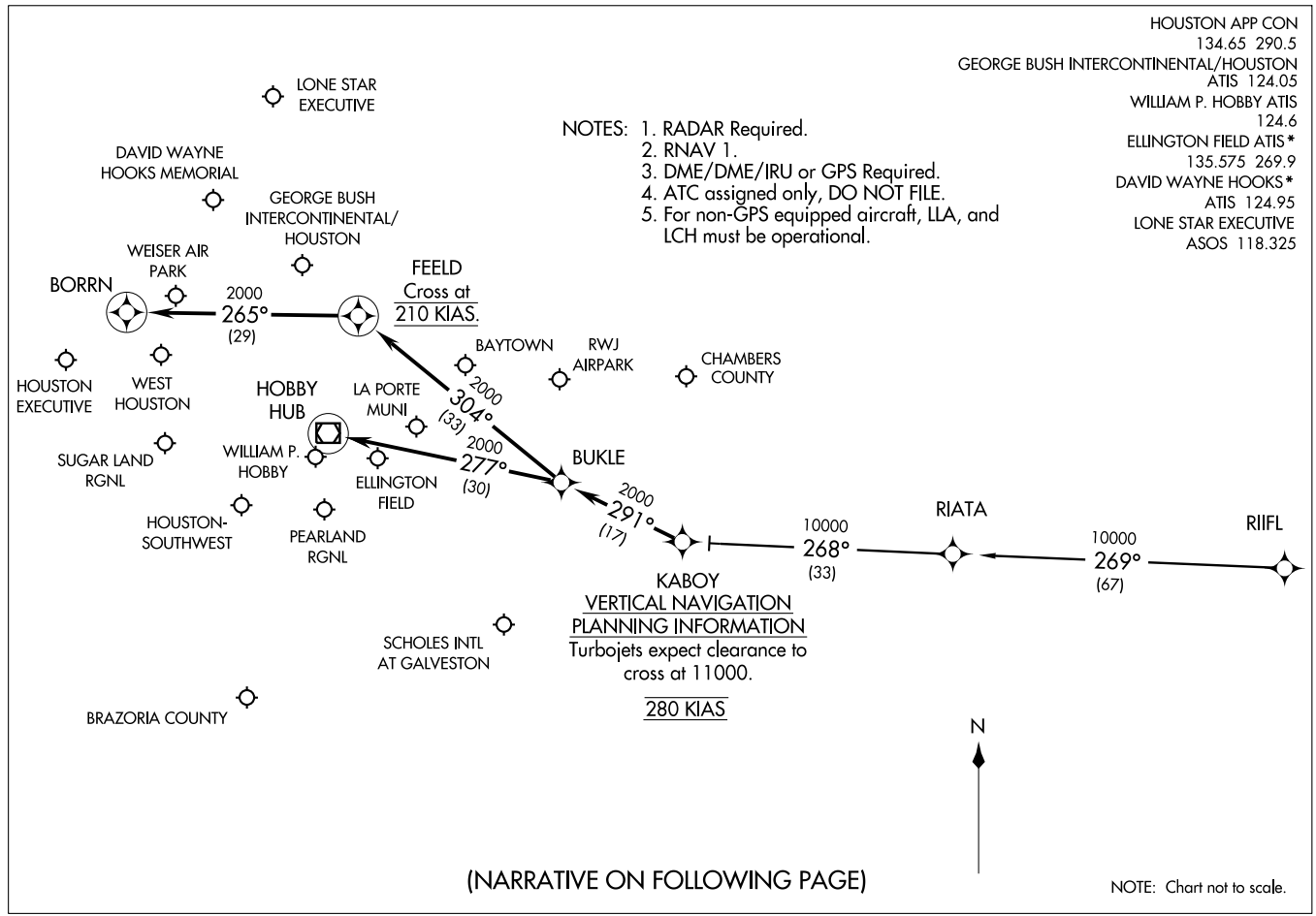
CENTEX TRANSITION (IDU3.CWK): (ATC assigned only. For aircraft inbound to the DFW Metroplex area that are being rerouted due to bad weather.) From over IDU VORTAC via IDU R-289 and CWK R-110 to CWK VORTAC.

CORPUS CHRISTI TRANSITION (IDU3.CRP): (ATC assigned only.) From over IDU VORTAC via IDU R-259 to MARCS INT, then via SAT R-056 to SAT VORTAC, then via SAT R-145 and CRP R-324 to CRP VORTAC.

JUNCTION TRANSITION (IDU3.JCT): (For aircraft overflying JCT VORTAC via J2, J15, or J86.) From over IDU VORTAC via IDU R-276 and JCT R-094 to JCT VORTAC.

LAREDO TRANSITION (IDU3.LRD): (ATC assigned only.) From over IDU VORTAC via IDU R-259 to MARCS INT, then via SAT R-056 to SAT VORTAC, then via SAT R-194 and LRD R-012 to LRD VORTAC.

SC-5, 08 APR 2010 to 06 MAY 2010


HOUSTON APP CON
134.65 290.5
GEORGE BUSH INTERCONTINENTAL/HOUSTON
ATIS 124.05
WILLIAM P. HOBBY ATIS
124.6
ELLINGTON FIELD ATIS*
135.575 269.9
DAVID WAYNE HOOKS*
ATIS 124.95
LONE STAR EXECUTIVE
ASOS 118.325
(KABOY.KABOY1) 09071
KABOY ONE ARRIVAL (RNAV)
ST-5461(FAA)
HOUSTON, TEXAS
NOTES: 1. RADAR Required.
2. RNAV 1.
3. DME/DME/IRU or GPS Required.
4. ATC assigned only, DO NOT FILE.
5. For non-GPS equipped aircraft, LLA, and LCH must be operational.
LONE STAR EXECUTIVE
DAVID WAYNE HOOKS MEMORIAL
GEORGE BUSH INTERCONTINENTAL/ HOUSTON
WEISER AIR PARK
BORRN
2000
265°
(29)
FEELD
Cross at
210 KIAS.
BAYTOWN
RWJ AIRPARK
CHAMBERS COUNTY
HOUSTON EXECUTIVE
WEST HOUSTON
HOBBY HUB
LA PORTE MUNI
2000
304°
(33)
SUGAR LAND RGNL
WILLIAM P. HOBBY
2000
277°
(30)
ELLINGTON FIELD
BUKLE
2000
291°
(17)
HOUSTON-SOUTHWEST
PEARLAND RGNL
10000
268°
(33)
RIATA
10000
269°
(67)
RIIFL
KABOY
VERTICAL NAVIGATION
PLANNING INFORMATION
Turbojets expect clearance to cross at 11000.
280 KIAS
SCHOLES INTL AT GALVESTON
BRAZORIA COUNTY
N
(NARRATIVE ON FOLLOWING PAGE)
NOTE: Chart not to scale.

ARRIVAL DESCRIPTION

RIIFL TRANSITION (RIIFL.KABOY1)

From KABOY via 291° track to BUKLE . . . .

GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):

LANDING RUNWAYS 8L/8R, OR 9: . . . . From BUKLE via 304° track to FEELD, thence as depicted to BORRN. Expect vectors to final approach course prior to BORRN, if not received by BORRN, fly present heading.

ALL OTHER RUNWAYS: . . . . From BUKLE via 304° track to FEELD. Expect vectors to final approach course prior to FEELD.

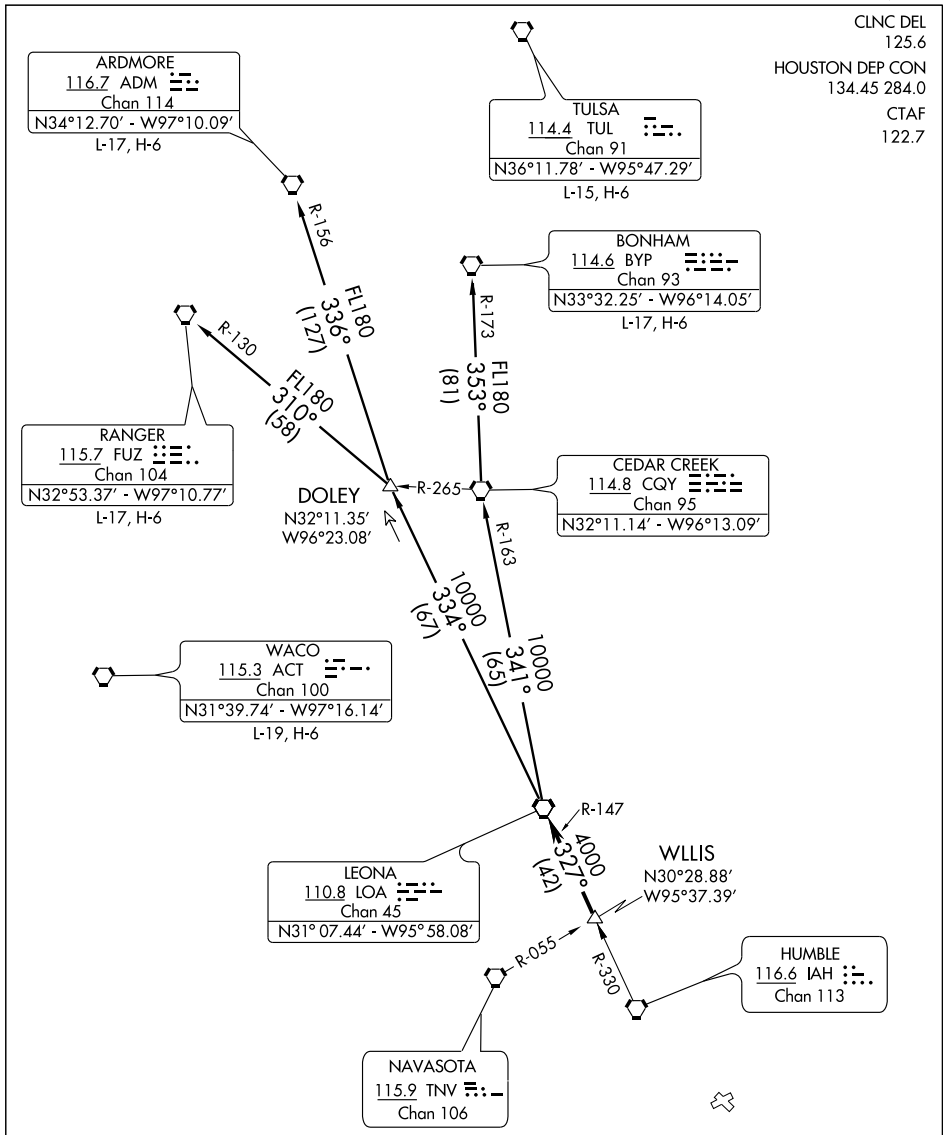
DAVID WAYNE HOOKS MEMORIAL (DWH) AND LONE STAR EXECUTIVE (CXO): . . . . From BUKLE via 304° track to FEELD. Expect vectors to final approach course prior to FEELD.

ALL OTHER AIRPORTS: . . . . From BUKLE via 277° track to HUB VOR/DME. Expect vectors to final approach course prior to HUB VOR/DME.

LEONA SIX DEPARTURE

SL-5433 (FAA)

LA PORTE MUNI (T41)
LA PORTE, TEXAS



TAKE-OFF MINIMUMS:
Rwy 5, 12, 23, 30 standard.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Radar required.

SC-5, 08 APR 2010 to 06 MAY 2010

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to WLLIS INT, maintain 4000, expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via LOA R-147 to LOA VORTAC.

ARDMORE TRANSITION (LOA6.ADM): (For aircraft overflying North/Northwest of the DFW terminal area FL240 and above.) From over LOA VORTAC via LOA R-334 to DOLEY INT, then via ADM R-156 to ADM VORTAC.

BONHAM TRANSITION (LOA6.BYP): (For aircraft overflying/landing TUL VORTAC FL240 and above.) From over LOA VORTAC via LOA R-341 and CQY R-163 to CQY VORTAC, then via CQY R-353 and BYP R-173 to BYP VORTAC.

RANGER TRANSITION (LOA6.FUZ): (For aircraft overflying west/northwest of the DFW terminal area FL240 and above.) From over LOA VORTAC via LOA R-334 to DOLEY INT, then via FUZ R-130 to FUZ VORTAC.

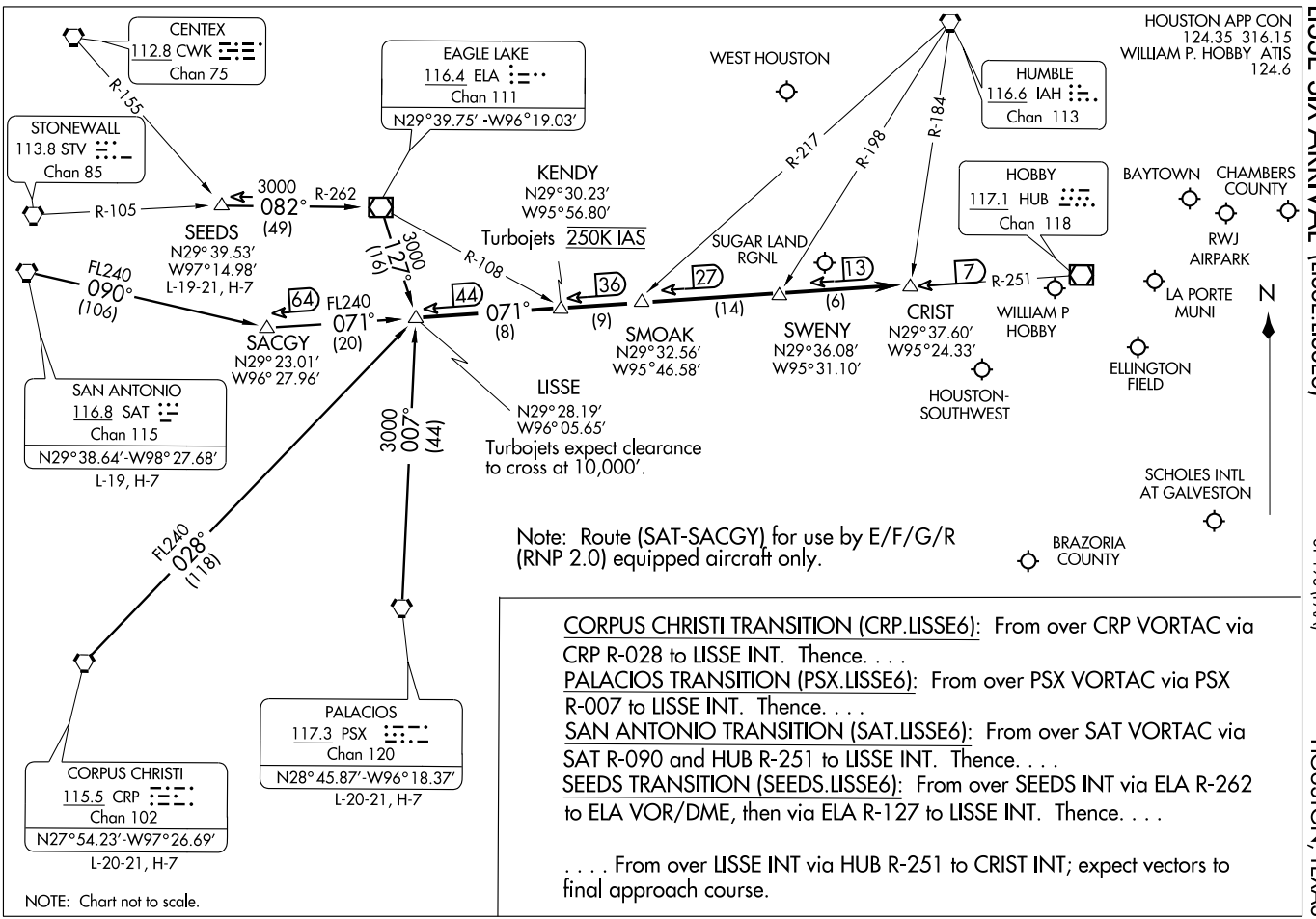
TAKE-OFF OBSTACLES

Rwy 5, Stack 2.1 NM from DER, 3297′ left of centerline, 330′ AGL/334′ MSL.
Rwy 12, Pole 131′ from DER, 261′ right of centerline, 14′ AGL/38′ MSL. Stack 2.2 NM from DER, 1.6 NM right of centerline, 479′ AGL/499′ MSL.

SC-5, 08 APR 2010 to 06 MAY 2010

LISSE SIX ARRIVAL (LISSE.LISSE6)

HOUSTON, TEXAS



CORPUS CHRISTI TRANSITION (CRP.LISSE6): From over CRP VORTAC via CRP R-028 to LISSE INT. Thence. . . .

PALACIOS TRANSITION (PSX.LISSE6): From over PSX VORTAC via PSX R-007 to LISSE INT. Thence. . . .

SAN ANTONIO TRANSITION (SAT.LISSE6): From over SAT VORTAC via SAT R-090 and HUB R-251 to LISSE INT. Thence. . . .

SEEDS TRANSITION (SEEDS.LISSE6): From over SEEDS INT via ELA R-262 to ELA VOR/DME, then via ELA R-127 to LISSE INT. Thence. . . .

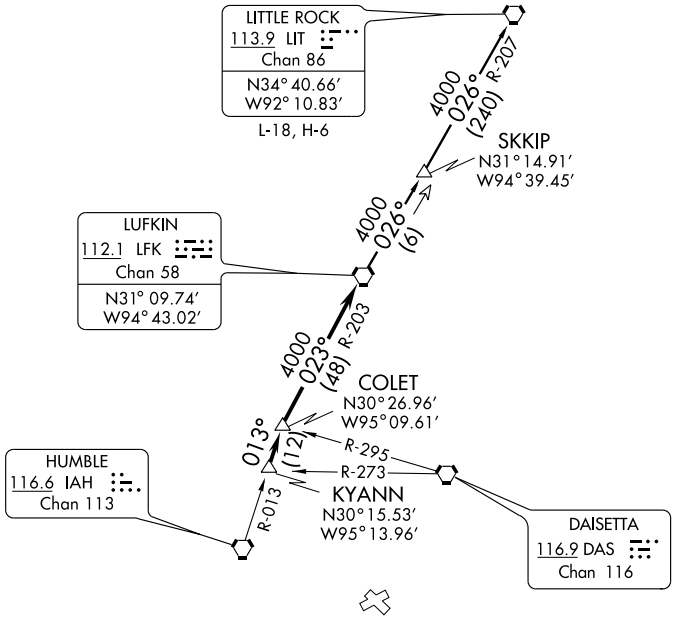
. . . . From over LISSE INT via HUB R-251 to CRIST INT; expect vectors to final approach course.

NOTE: Chart not to scale.

LUFKIN FIVE DEPARTURE

SL-5433 (FAA)

CLNC DEL
125.6
HOUSTON DEP CON
134.45 284.0
CTAF
122.7



TAKE-OFF MINIMUMS:
All rwys, standard.

NOTE: Chart not to scale.

NOTE: Radar Required.
NOTE: For aircraft destined LIT, or overflying LIT or PXV.

TAKE-OFF OBSTACLES:
Rwy 5, Stack 2.1 NM from DER, 3297′ left of centerline, 330′ AGL/334′ MSL.
Rwy 12, Pole 131′ from DER, 261′ right of centerline, 14′ AGL/38′ MSL. Stack 2.2 NM from DER, 1.6 NM right of centerline, 479′ AGL/499′ MSL.

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to KYANN INT, maintain 4000′, expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-013 to COLET INT, then right turn via LFK R-203 to LFK VORTAC.

LITTLE ROCK TRANSITION (LFK5.LIT): From over LFK VORTAC via LFK R-026 to SKKIP INT, then via LIT R-207 to LIT VORTAC.

SC-5, 08 APR 2010 to 06 MAY 2010

NDB JPA 347	APP CRS 289°	Rwy Idg 3763 / TDZE 24 / Apt Elev 25

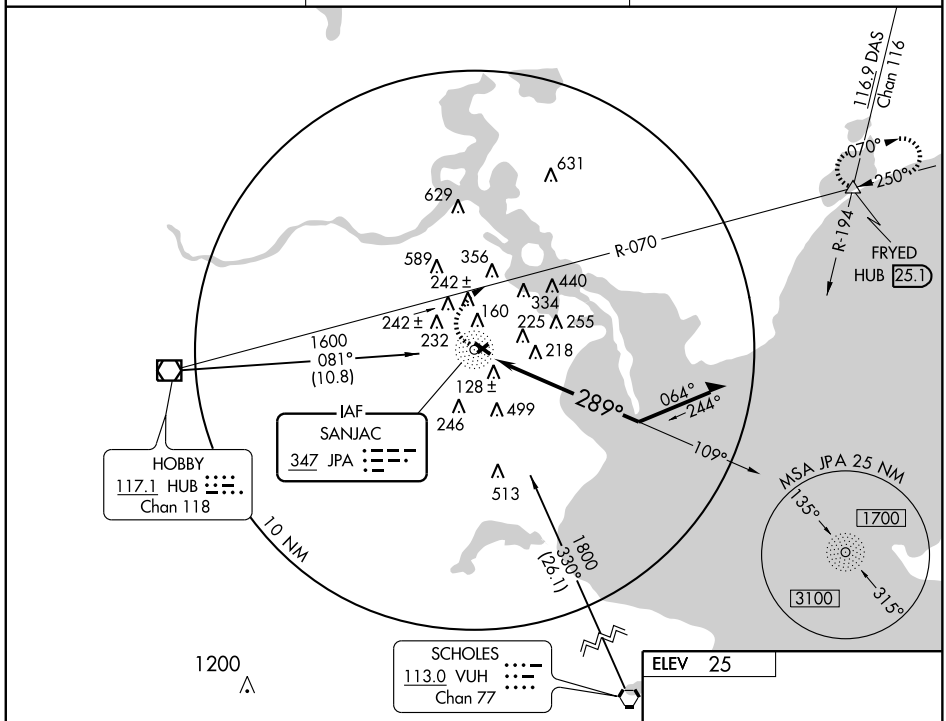
NDB RWY 30
LA PORTE MUNI (T41)

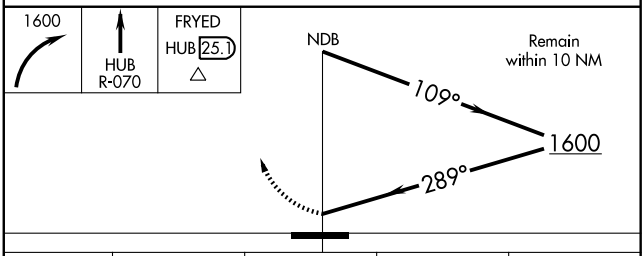
Use Ellington Field altimeter setting.

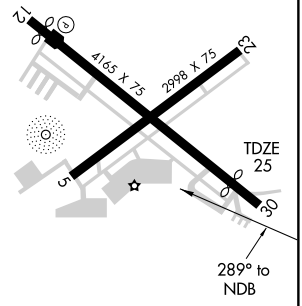
NA

MISSED APPROACH: Climbing right turn to 1600 via HUB R-070 to FRYED Int and hold.

HOUSTON APP CON	CLNC DEL	UNICOM
134.45 284.0	125.6	122.7 (CTAF)







CATEGORY	A	B	C	D
S-30	740-1	715 (800-1)	740-2 715 (800-2)	NA
CIRCLING	740-1	715 (800-1)	740-2 715 (800-2)	NA

REIL Rwy 12
MIRL Rwys 5-23 and 12-30

SC-5, 08 APR 2010 to 06 MAY 2010

PALACIOS THREE DEPARTURE

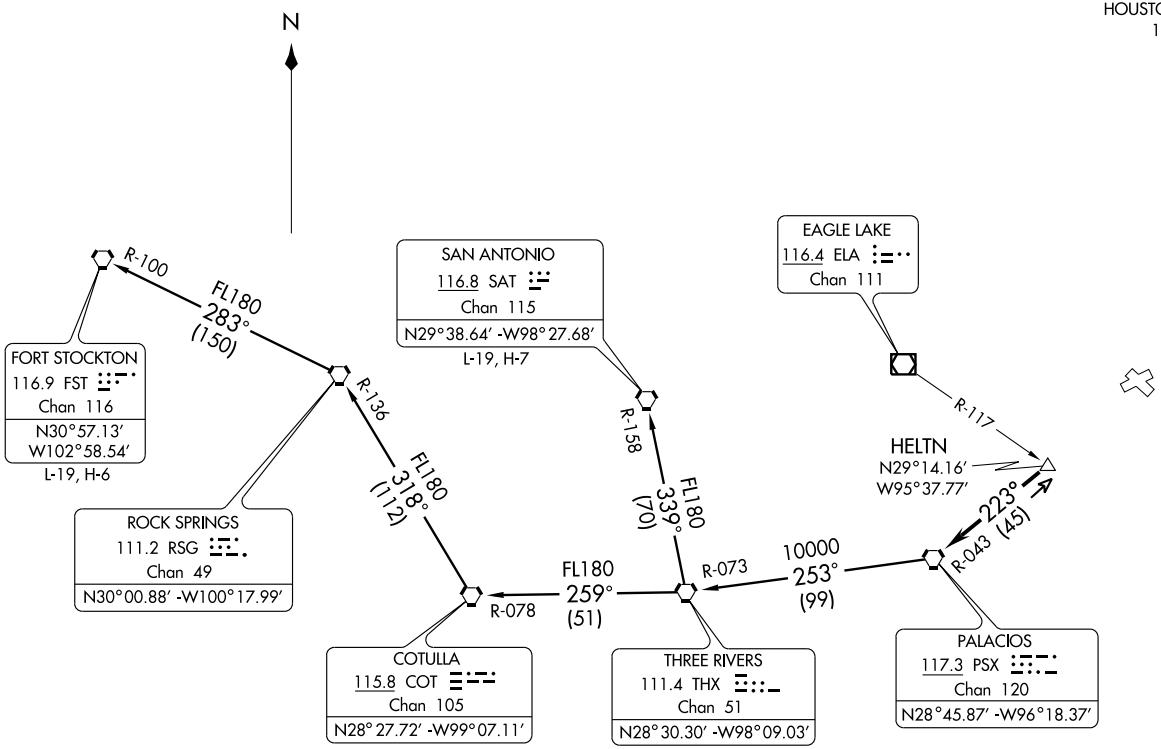
(PSX3.PSX) 08157

SL-5433 (FAA)

LA PORTE MUNI (T41)

LA PORTE, TEXAS

CLNC DEL
125.6
HOUSTON DEP CON
134.45 284.0
CTAF 122.7



TAKE-OFF MINIMUMS:
All runways standard.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Radar Required
NOTE: Chart not to scale

PALACIOS THREE DEPARTURE

SL-5433 (FAA)

LA PORTE, TEXAS

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to HELTN INT, maintain 4000'. Expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via PSX R-043 to PSX VORTAC.

FORT STOCKTON TRANSITION (PSX3.FST): From over PSX VORTAC via PSX R-253 and THX R-073 to THX VORTAC, then via THX R-259 and COT R-078 to COT VORTAC, then via COT R-318 and RSG R-136 to RSG VORTAC, then via RSG R-283 and FST R-100 to FST VORTAC.

SAN ANTONIO TRANSITION (PSX3.SAT): From over PSX VORTAC via PSX R-253 and THX R-073 to THX VORTAC, then via THX R-339 and SAT R-158 to SAT VORTAC.

TAKE-OFF OBSTACLES:

Rwy 5, Stack 2.1 NM from DER, 3297' left of centerline, 330' AGL/334' MSL.
Rwy 12, Pole 131' from DER, 261' right of centerline, 14' AGL/38' MSL.
Stack 2.2 NM from DER, 1.6 NM right of centerline, 479' AGL/499' MSL.

SC-5, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	3763
301°	TDZE	25
	Apt Elev	25

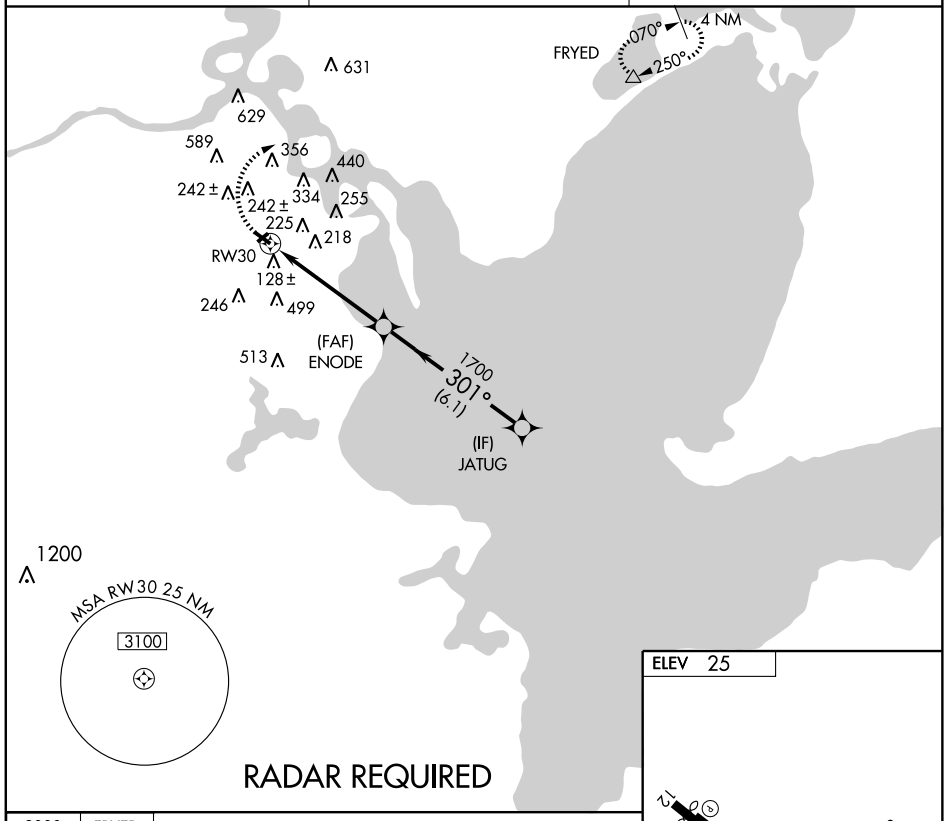
RNAV (GPS) RWY 30
LA PORTE MUNI (T41)

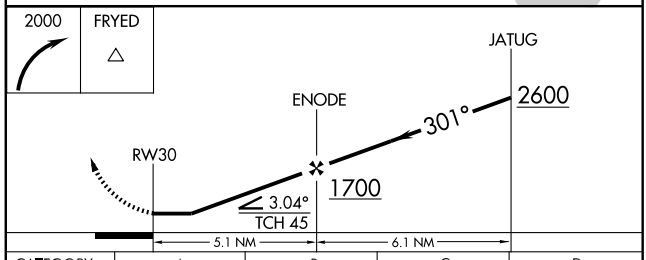
Use Ellington Field altimeter setting.
DME/DME RNP-0.3 NA.

NA

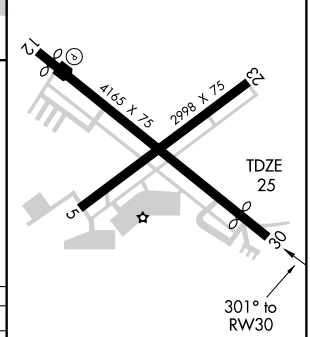
MISSED APPROACH: Climbing right turn to 2000 direct FRYED and hold.

HOUSTON APP CON	CLNC DEL	UNICOM
134.45 284.0	125.6	122.7 (CTAF)



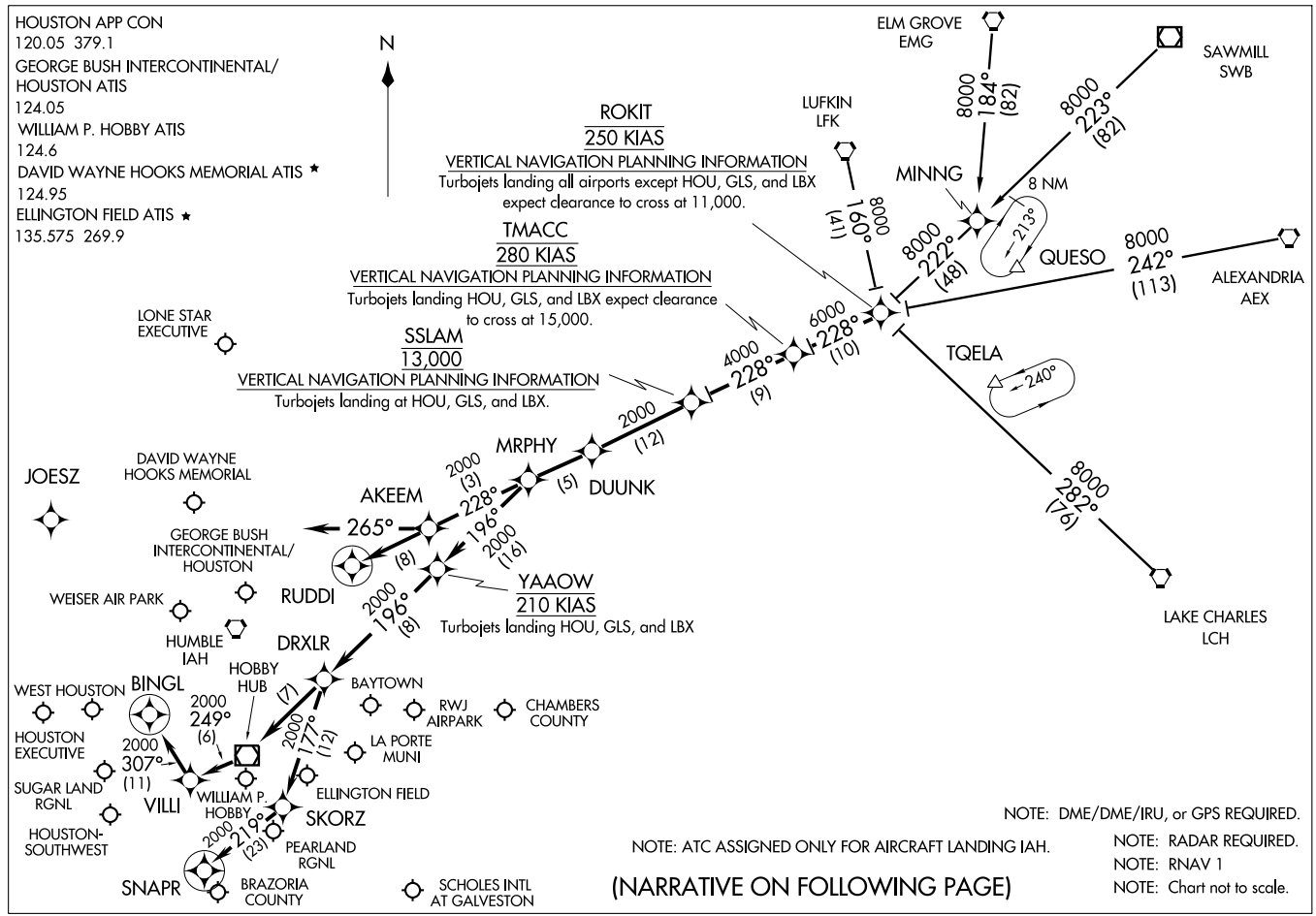


CATEGORY	A	B	C	D
LNAV MDA	520-1 495 (500-1)		520-1¼ 495 (500-1¼)	NA
CIRCLING	600-1 575 (600-1)	620-1 595 (600-1)	620-1½ 595 (600-1½)	NA



REIL Rwy 12
MIRL Rwys 5-23 and 12-30

SC-5, 08 APR 2010 to 06 MAY 2010



(ROKIT.ROKIT1) 09127

ROKIT ONE ARRIVAL (RNAV)

ST-5461(FAA)

HOUSTON, TEXAS

ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.ROKIT1): For non-GPS equiped aircraft: LCH, AEX, LFK, and DAS must be operational.
ELM GROVE TRANSITION (EMG.ROKIT1): For non-GPS equiped aircraft: LFK, EMG, LCH, and DAS must be operational.
LAKE CHARLES TRANSITION (LCH.ROKIT1): For non-GPS equiped aircraft: BPT, LCH, DAS, and IAH must be operational.
LUFKIN TRANSITION (LFK.ROKIT1): For non-GPS equiped aircraft: IAH and DAS must be operational.
SAWMILL TRANSITION (SWB.ROKIT1): For non-GPS equiped aircraft: LFK and DAS must be operational.

From ROKIT via 228° track to TMACC, thence as depicted to MRPHY. Thence . . . .

FOR DAVID WAYNE HOOKS MEMORIAL (DWH) AND LONE STAR EXECUTIVE (CXO):
. . . . From MRPHY via 228° track to AKEEM, thence as depicted to RUDDI. Expect vectors to final approach course prior to RUDDI.

FOR WILLIAM P. HOBBY (HOU):
RUNWAY 4 . . . . From MRPHY via 196° track to YAAOW, thence as depicted to SNAPR. Expect vectors to final approach course prior to SNAPR, if not received by SNAPR fly present heading.

RUNWAY 12R . . . . From MRPHY via 196° track to YAAOW, thence as depicted to BINGL. Expect vectors to final approach course prior to BINGL, if not received by BINGL fly present heading.

ALL OTHER RUNWAYS . . . . From MRPHY via 196° track to YAAOW, thence as depicted to DRXLR. Expect vectors to final approach course prior to DRXLR.

FOR GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):
RUNWAYS 8 L/R and 9 . . . . From MRPHY via 228° track to AKEEM, then via 265° heading. Expect radar vectors.

ALL OTHER RUNWAYS . . . . From MRPHY via 228° track to AKEEM, thence as depicted to RUDDI. Expect vectors to final appraoch course prior to RUDDI.

FOR OTHER SATELLITE AIRPORTS:
. . . . From MRPHY via 196° track to YAAOW, thence as depicted to DRXLR. Expect vectors to final approach course prior to DRXLR.

SC-5, 08 APR 2010 to 06 MAY 2010

SABINE PASS ONE DEPARTURE (RNAV)

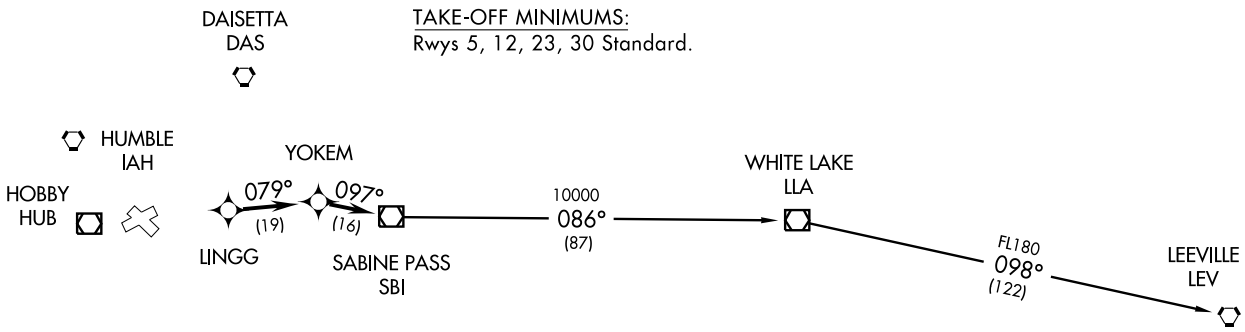
(SBI1.SBI) 09071

SL-5433 (FAA)

Note: RADAR Required.
Note: RNAV 1.
Note: DME/DME/IRU or GPS Required.
Note: For non-GPS equipped aircraft, BPT and LCH must be operational.

CLNC DEL
125.6
HOUSTON DEP CON
134.45 284.0
CTAF
122.7

TAKE-OFF MINIMUMS:
Rwys 5, 12, 23, 30 Standard.



DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to LINGG, maintain 4000, then via depicted route to SBI VOR/DME, thence. . . .

. . . .via (transition). Expect clearance to filed altitude/flight level 10 minutes after departure.

LEEVILLE TRANSITION: (SBI1.LEV)
WHITE LAKE TRANSITION: (SBI1.LLA)

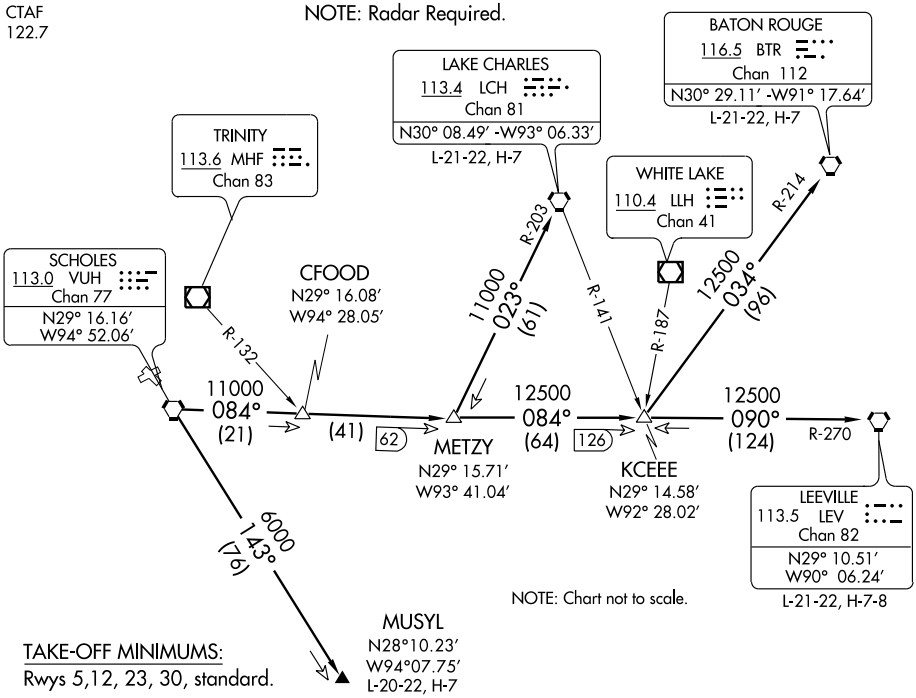
TAKE-OFF OBSTACLES:
Rwy 5,
Stack 2.1 NM from DER, 3297' left of centerline, 330' AGL/334' MSL.
Rwy 12,
Pole 131' from DER, 261' right of centerline, 14' AGL/ 38' MSL.
Stack 2.2 NM from DER, 1.6 NM right of centerline, 479' AGL/499' MSL.

NOTE: Chart not to scale.

LA PORTE MUNI (T41)
LA PORTE, TEXAS

CLNC DEL
125.6
HOUSTON DEP CON
134.45 284.0
CTAF
122.7

NOTE: LCH, BTR, and LEV transitions are ATC assigned only, do not file.
NOTE: For LCH, BTR, LEV transitions, this procedure requires over water flight not to exceed 35 miles from nearest shoreline.
NOTE: Radar Required.



NOTE: Chart not to scale.

TAKE-OFF MINIMUMS:
Rwys 5,12, 23, 30, standard.

TAKE-OFF OBSTACLES:
Rwy 5, Stack 2.1 NM from DER, 3297′ left of centerline, 330′ AGL/334′ MSL.
Rwy 12, Pole 131′ from DER, 261′ right of centerline, 14′ AGL/38′ MSL. Stack 2.2 NM from DER, 1.6 NM right of centerline, 479′ AGL/499′ MSL.

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to VUH VORTAC, maintain 4000′, expect filed altitude 10 minutes after departure.

BATON ROUGE TRANSITION (VUH3.BTR): From over VUH VORTAC via VUH R-084 to KCEEE INT, then via BTR R-214 to BTR VORTAC.

LAKE CHARLES TRANSITION (VUH3.LCH): From over VUH VORTAC via VUH R-084 to METZY INT, then via LCH R-203 to LCH VORTAC.

LEEVILLE TRANSITION (VUH3.LEV): From over VUH VORTAC via VUH R-084 to KCEEE INT, then via LEV R-270 to LEV VORTAC.

MUSYL TRANSITION (VUH3.MUSYL): From over VUH VORTAC via VUH R-143 to MUSYL.

SC-5, 08 APR 2010 to 06 MAY 2010

VOR/DME HUB	APP CRS	Rwy Idg	N/A
117.1	261°	TDZE	N/A
Chan 118		Apt Elev	25

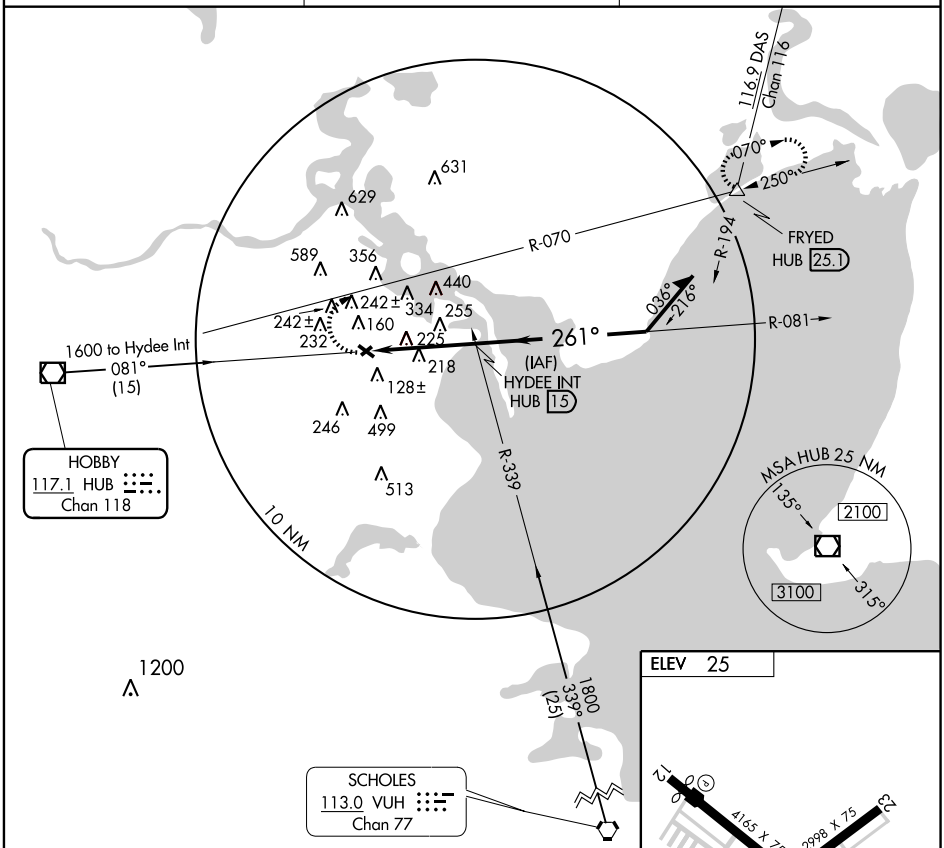
VOR-A

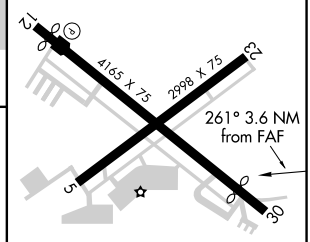
LA PORTE MUNI (T41)

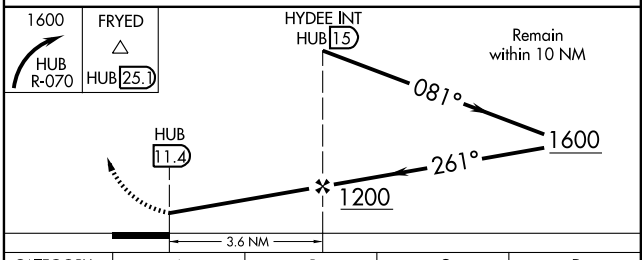
Use Ellington Field altimeter setting.
NA

MISSED APPROACH: Climbing right turn to 1600 via HUB R-070 to FRYED Int and hold.

HOUSTON APP CON	CLNC DEL	UNICOM
134.45 284.0	125.6	122.7 (CTAF)







REIL Rwy 12
MIRL Rwys 5-23 and 12-30

CATEGORY	A	B	C	D
CIRCLING	660-1	635 (700-1)	660-1¾ 635 (700-1¾)	NA

FAF to MAP 3.6 NM

Knots	60	90	120	150	180
Min:Sec	3:36	2:24	1:48	1:26	1:12

SC-5, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	3808
154°	TDZE	1231
	Apt Elev	1231

GPS RWY 15

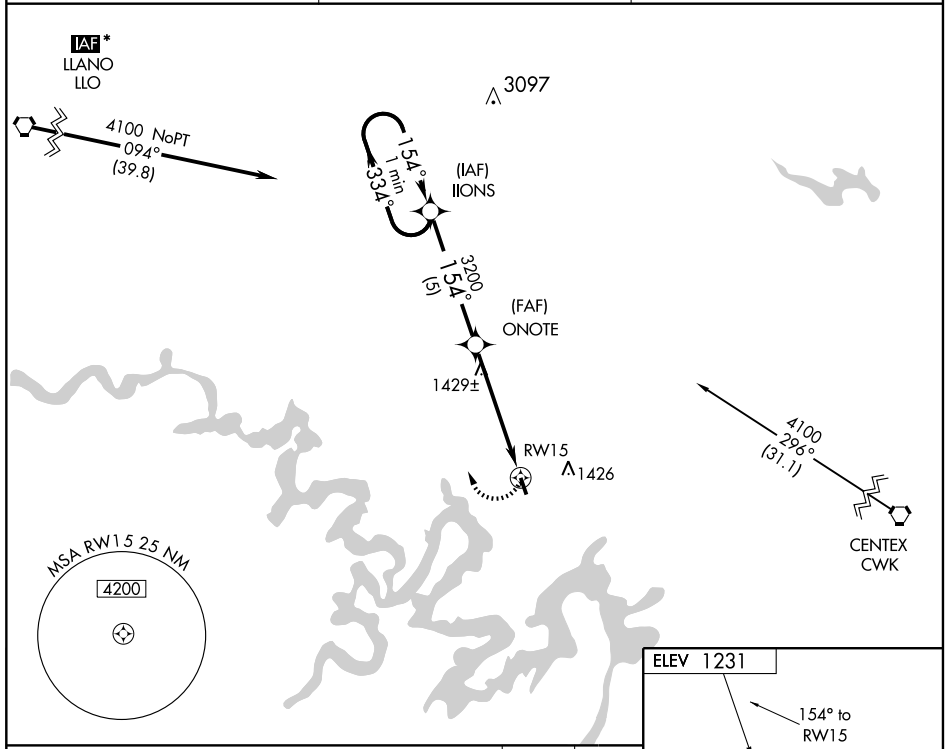
LAGO VISTA TX-RUSTY ALLEN (RYW)

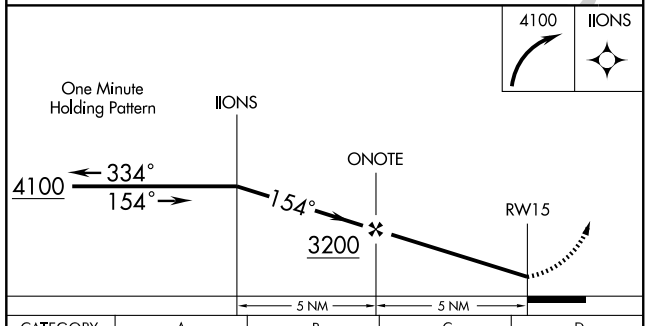
IAF
NA

Use Austin-Bergstrom Intl altimeter setting.
ARM APPROACH MODE 30 NM PRIOR TO IAF.*

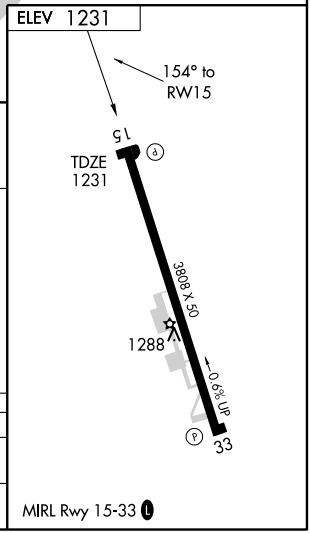
MISSED APPROACH: Climbing right turn to 4100 direct IIONS WP and hold.

AWOS-3	AUSTIN APP CON	UNICOM
119.375	119.0 370.85	122.725 (CTAF) L





CATEGORY	A	B	C	D
S-15	1880-1 649- (700-1)		1880-1¾ 649 (700-1¾)	NA
CIRCLING	1880-1 649 (700-1)		1940-2 709 (800-2)	NA



MIRL Rwy 15-33 L

NDB LSA	APP CRS	Rwy Idg	5000
338	155°	TDZE	2990
		Apt Elev	2998

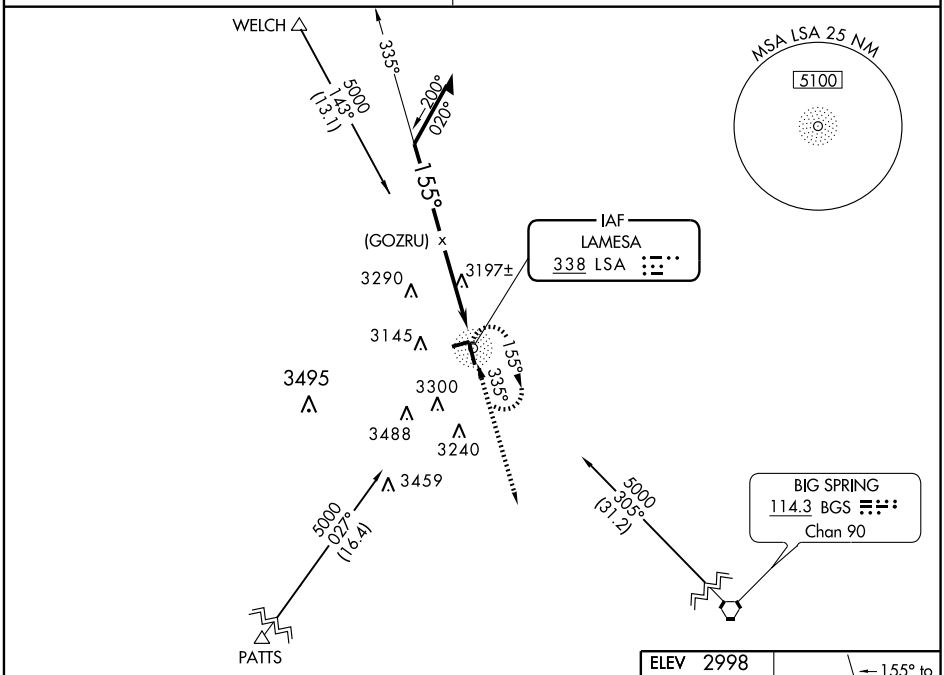
NDB or GPS RWY 16
LAMESA MUNI (2F5)

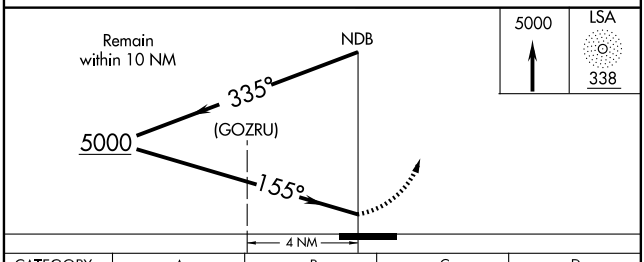
Obtain local altimeter setting on CTAF when not received, use Midland Intl. altimeter setting.
⚠ NA

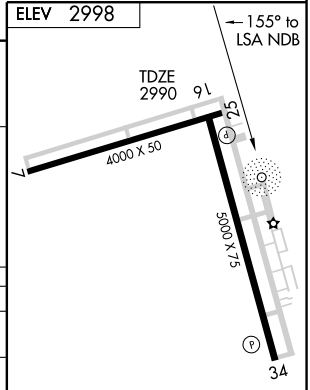
MISSED APPROACH: Climb to 5000 then direct LSA NDB and hold.

FORT WORTH CENTER
132.6 269.05

UNICOM
122.8 (CTAF) L







MIRL Rwys 7-25 and 16-34 L

CATEGORY	A	B	C	D
S-16	3640-1	650 (700-1)	3640-1¾ 650 (700-1¾)	3640-2 650 (700-2)
CIRCLING	3640-1	642 (700-1)	3640-1¾ 642 (700-1¾)	3660-2 662 (700-2)
MIDLAND INTL ALTIMETER SETTING MINIMUMS				
S-16	3780-1 790 (800-1)	3780-1¼ 790 (800-1¼)	3780-2¼ 790 (800-2¼)	3780-2½ 790 (800-2½)
CIRCLING	3780-1 782 (800-1)	3780-1¼ 782 (800-1¼)	3780-2¼ 782 (800-2¼)	3800-2½ 802 (800-2½)

Knots	60	90	120	150	180
Min:Sec					

SC-2, 08 APR 2010 to 06 MAY 2010

NDB LSA	APP CRS	Rwy Idg	5000
338	339°	TDZE	2995
		Apt Elev	2998

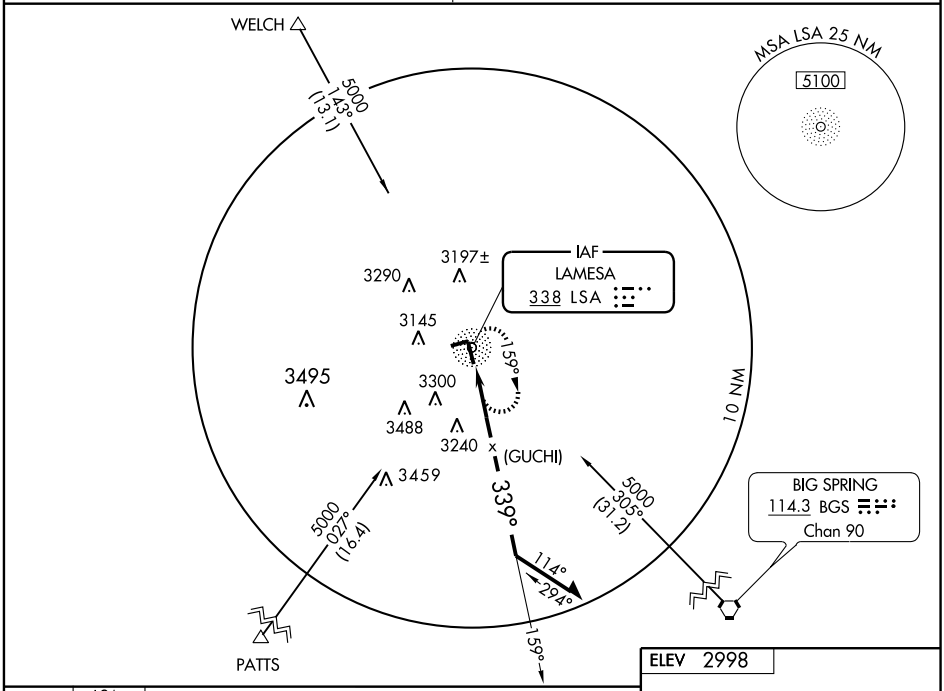
NDB or GPS RWY 34
LAMESA MUNI (2F5)

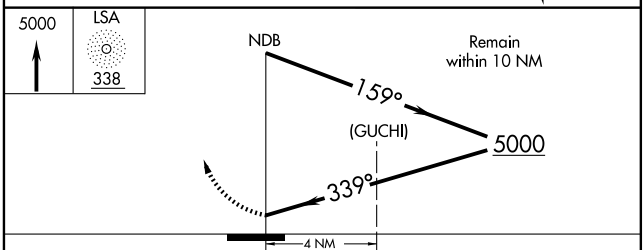
Obtain local altimeter setting on CTAF when not received, use Midland Intl. altimeter setting.
⚠ NA

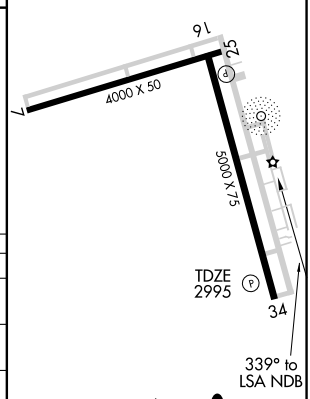
MISSED APPROACH: Climb to 5000 then direct LSA NDB and hold.

FORT WORTH CENTER
132.6 269.05

UNICOM
122.8 (CTAF) L







MIRL Rwys 7-25 and 16-34 L

CATEGORY	A	B	C	D
S-34	3600-1	605 (700-1)	3600-1¾ 605 (700-1¾)	3600-2 605 (700-2)
CIRCLING	3600-1	602 (700-1)	3600-1¾ 602 (700-1¾)	3660-2 662 (700-2)
MIDLAND INTL ALTIMETER SETTING MINIMUMS				
S-34	3740-1 745 (800-1)	3740-1¼ 745 (800-1¼)	3740-2¼ 745 (800-2¼)	3740-2½ 745 (800-2½)
CIRCLING	3740-1 742 (800-1)	3740-1¼ 742 (800-1¼)	3740-2¼ 742 (800-2¼)	3800-2½ 802 (800-2½)

Knots	60	90	120	150	180
Min:Sec					

SC-2, 08 APR 2010 to 06 MAY 2010

RNAV (GPS) RWY 34

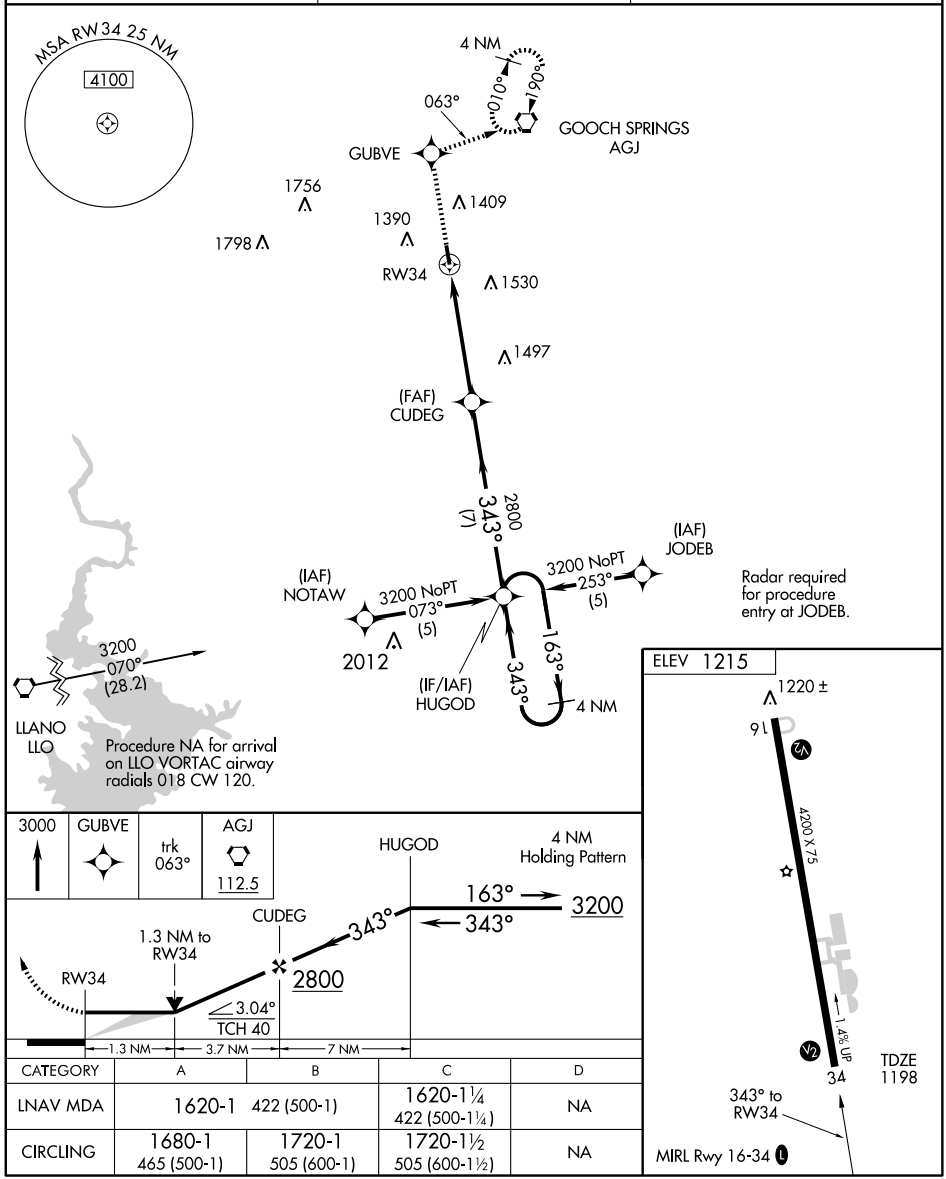
LAMPASAS (LZZ)

APP CRS	Rwy Idg	4200
343°	TDZE	1198
	Apt Elev	1215

DME/DME RNP-0.3 NA. When local altimeter setting not received, use Robert Gray AAF altimeter setting and increase all MDA 80 feet and LNAV Cat C visibility ¼ mile. VDP NA when using Robert Gray AAF altimeter setting.

MISSED APPROACH: Climb to 3000 direct GUBVE and via track 063° to AGJ VORTAC and hold.

AWOS-3	GRAY APP CON	UNICOM
119.075	120.075 323.15	122.8 (CTAF)



CATEGORY	A	B	C	D
LNAV MDA	1620-1 422 (500-1)		1620-1¼ 422 (500-1¼)	NA
CIRCLING	1680-1 465 (500-1)	1720-1 505 (600-1)	1720-1½ 505 (600-1½)	NA

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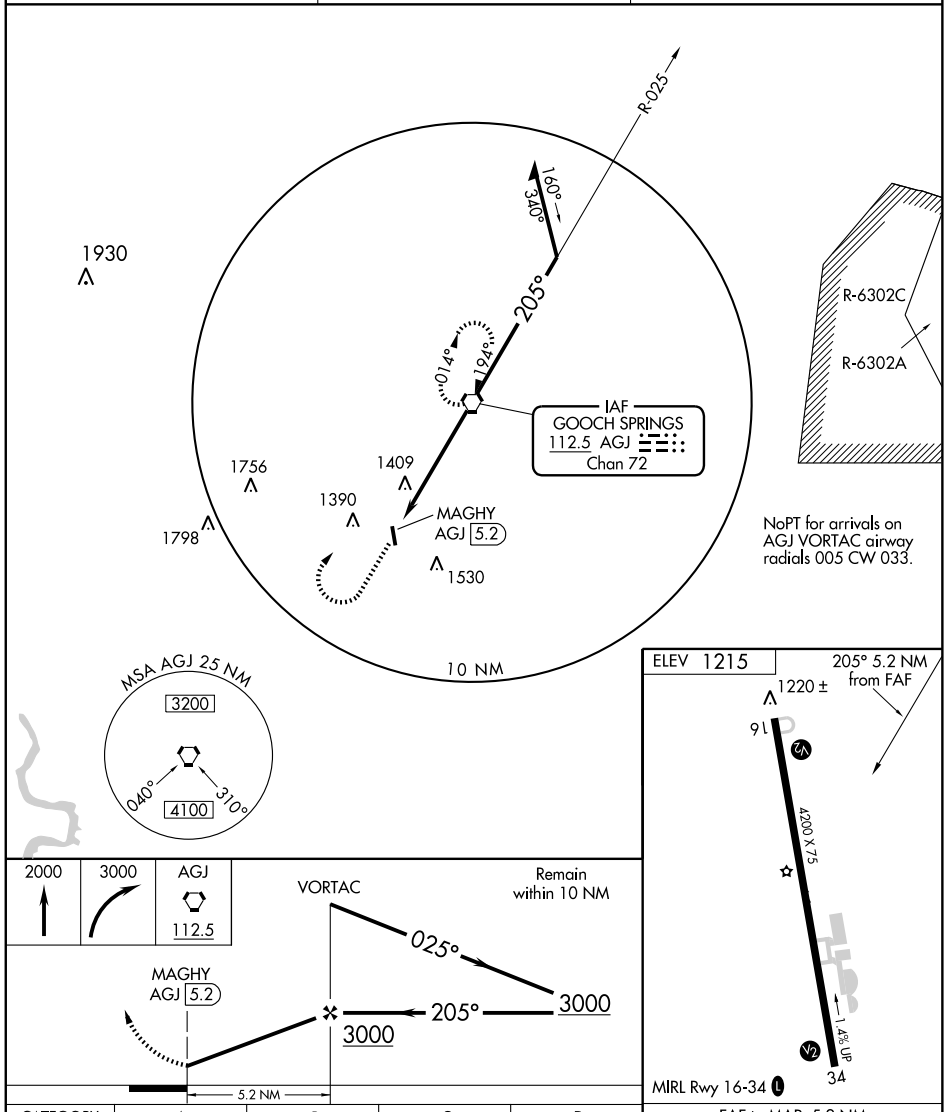
VORTAC AGJ 112.5 Chan 72	APP CRS 205°	Rwy Idg N/A TDZE N/A Apt Elev 1215

VOR-A
LAMPASAS (LZZ)

When local altimeter setting not received, use Robert Gray AAF altimeter setting and increase all MDA 80 feet.

MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct AGJ VORTAC and hold.

AWOS-3	GRAY APP CON	UNICOM
119.075	120.075 323.15	122.8 (CTAF) L

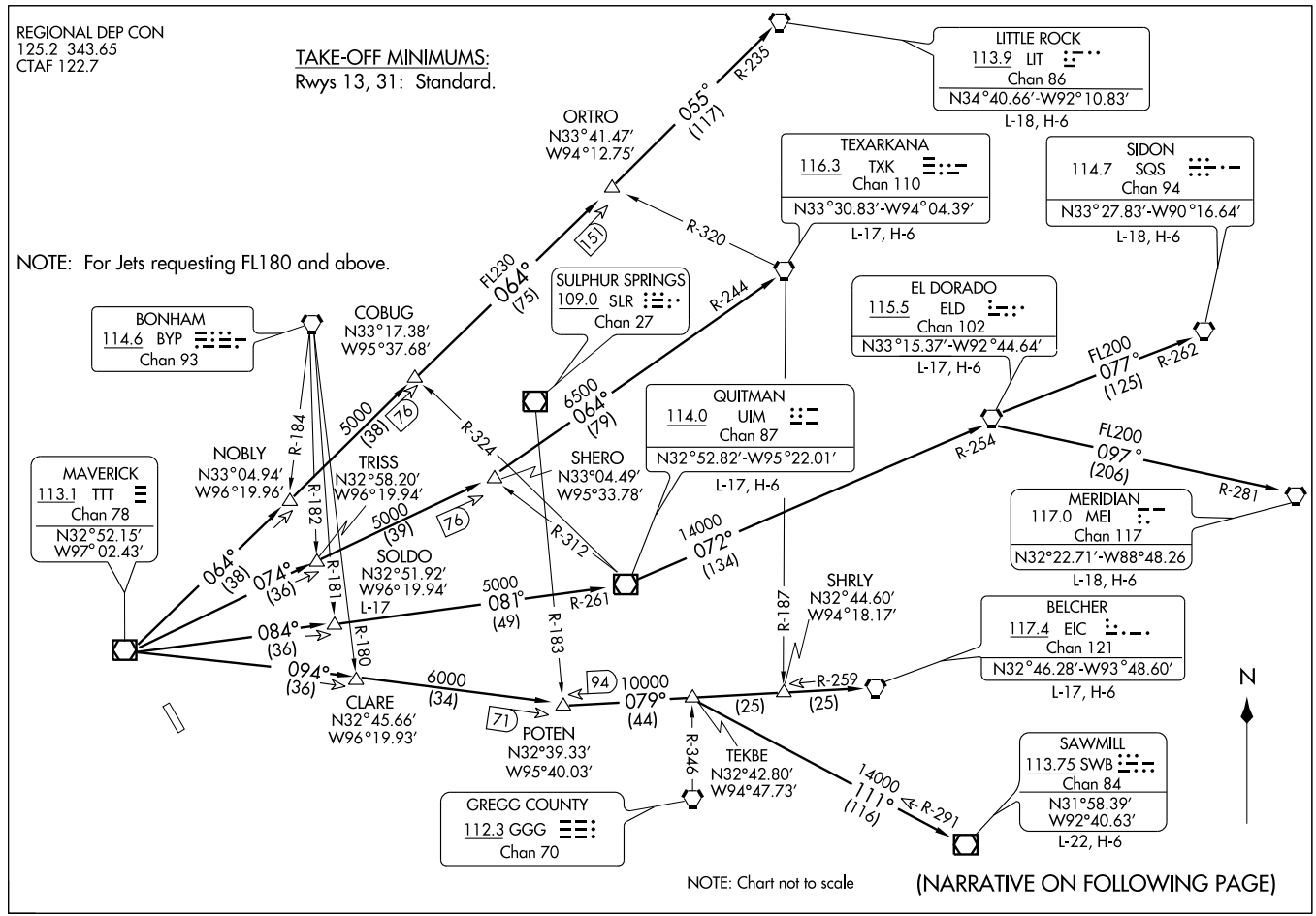


CATEGORY	A	B	C	D
CIRCLING	1680-1 465 (500-1)	1720-1 505 (600-1)	1720-1½ 505 (600-1½)	NA

FAF to MAP 5.2 NM

Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

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(DAL9.TTT) 09351

DALLAS NINE DEPARTURE

SL-5936 (FAA)

LANCASTER (LNC)

LANCASTER, TEXAS

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading and altitude to appropriate route.

JETS

Jets requesting 17,000 and below expect GARLAND Departure.

BELCHER TRANSITION (DALL9.EIC): (For aircraft inbound to the JAN, MLU and SHV terminal areas only.) From over TTT VOR/DME via TTT R-094 to POTEN INT, then via EIC R-259 to EIC VORTAC.

EL DORADO TRANSITION (DALL9.ELD): (For aircraft inbound to the Memphis Terminal area. Aircraft should file and/or expect appropriate STAR.) From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC.

LITTLE ROCK TRANSITION (DALL9.LIT): From over TTT VOR/DME via TTT R-064 to ORTRO INT, then via LIT R-235 to LIT VORTAC.

MERIDIAN TRANSITION (DALL9.MEI): (For aircraft inbound to the Atlanta Terminal area.) From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC, then via ELD R-097 and MEI R-281 to MEI VORTAC.

QUITMAN TRANSITION (DALL9.UIM): (For aircraft inbound to Shreveport Terminal area.) From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME.

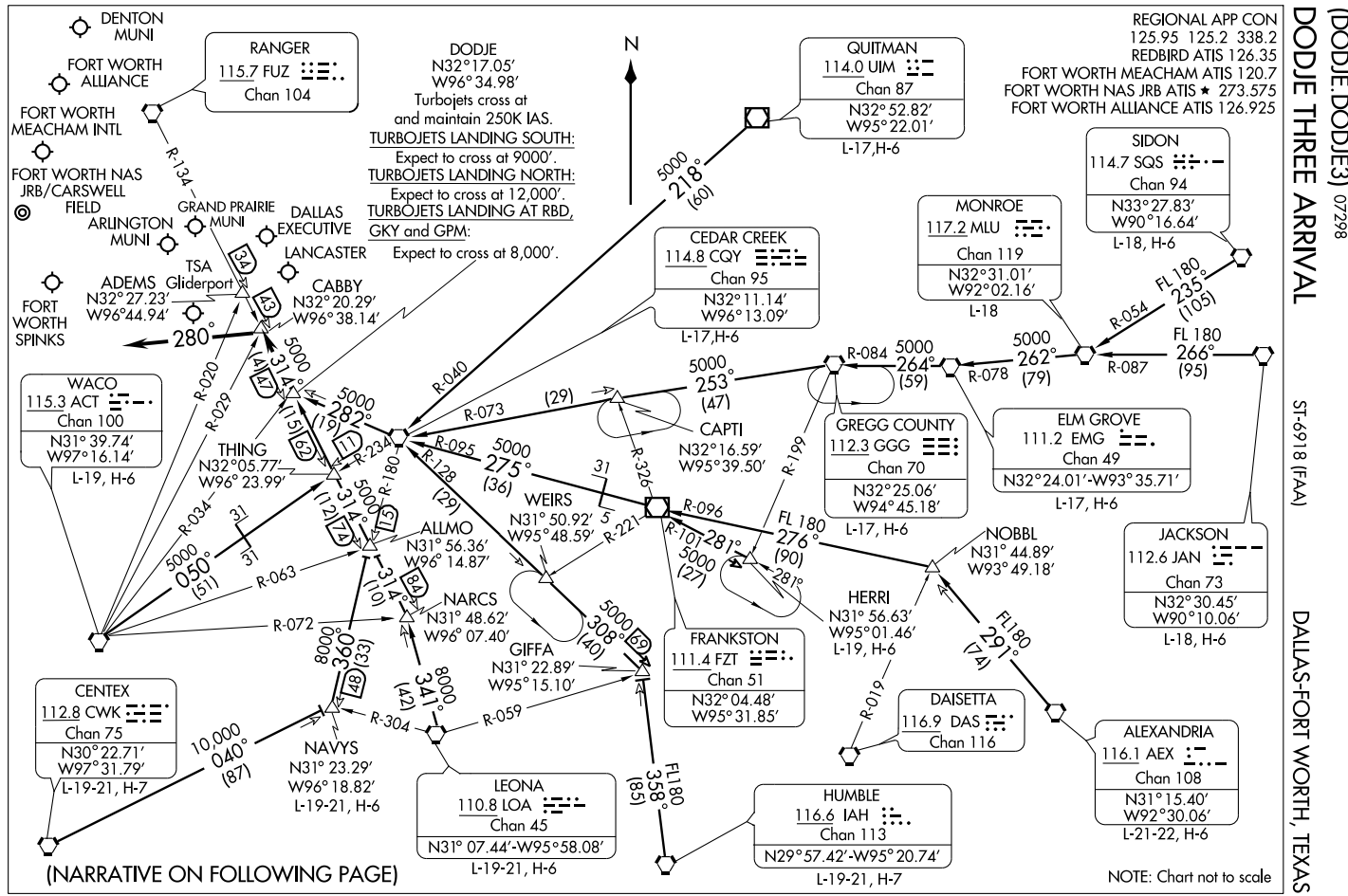
SAWMILL TRANSITION (DALL9.SWB): From over TTT VOR/DME via TTT R-094 to POTEN INT, then via EIC R-259 to TEKBE INT, then via SWB R-291 to SWB VOR/DME.

SIDON TRANSITION (DALL9.SQS): From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC, then via ELD R-077 and SQS R-262 to SQS VORTAC.

SOLDO TRANSITION (DALL9.SOLDO): From over TTT VOR/DME via TTT R-084 to SOLDO INT.

TEXARKANA TRANSITION (DALL9.TXK): From over TTT VOR/DME via TTT R-074 to SHERO INT, then via TXK R-244 to TXK VORTAC.

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DODGE THREE ARRIVAL
(DODJE.DODJE3) 07298
ST-6918 (FAA)
DALLAS-FORT WORTH, TEXAS
REGIONAL APP CON
125.95 125.2 338.2
REDBIRD ATIS 126.35
FORT WORTH MEACHAM ATIS 120.7
FORT WORTH NAS JRB ATIS ★ 273.575
FORT WORTH ALLIANCE ATIS 126.925
DENTON MUNI
FORT WORTH ALLIANCE
FORT WORTH MEACHAM INTL
FORT WORTH NAS JRB/CARSWELL FIELD
ARLINGTON MUNI
GRAND PRAIRIE MUNI
DALLAS EXECUTIVE
LANCASTER
TSA
ADEMS Gliderport
N32°27.23′
W96°44.94′
CABBY
N32°20.29′
W96°38.14′
FORT WORTH SPINKS
RANGER
115.7 FUZ
Chan 104
R-134
DODJE
N32°17.05′
W96°34.98′
Turbojets cross at and maintain 250K IAS.
TURBOJETS LANDING SOUTH:
Expect to cross at 9000′.
TURBOJETS LANDING NORTH:
Expect to cross at 12,000′.
TURBOJETS LANDING AT RBD, GKY and GPM:
Expect to cross at 8,000′.
N
QUITMAN
114.0 UIM
Chan 87
N32°52.82′
W95°22.01′
L-17,H-6
5000
218°
(60)
CEDAR CREEK
114.8 CQY
Chan 95
N32°11.14′
W96°13.09′
L-17,H-6
MONROE
117.2 MLU
Chan 119
N32°31.01′
W92°02.16′
L-18
SIDON
114.7 SQS
Chan 94
N33°27.83′
W90°16.64′
L-18, H-6
FL 180
235°
(105)
R-054
R-087
5000
262°
(79)
R-078
R-084
5000
264°
(59)
FL 180
266°
(95)
WACO
115.3 ACT
Chan 100
N31° 39.74′
W97°16.14′
L-19, H-6
THING
N32°05.77′
W96° 23.99′
CAPTI
N32°16.59′
W95°39.50′
GREGG COUNTY
112.3 GGG
Chan 70
N32°25.06′
W94°45.18′
L-17, H-6
ELM GROVE
111.2 EMG
Chan 49
N32°24.01′-W93°35.71′
L-17, H-6
JACKSON
112.6 JAN
Chan 73
N32°30.45′
W90°10.06′
L-18, H-6
WEIRS
N31° 50.92′
W95° 48.59′
ALLMO
N31° 56.36′
W96° 14.87′
NARCS
N31° 48.62′
W96° 07.40′
GIFFA
N31° 22.89′
W95° 15.10′
NOBBL
N31° 44.89′
W93° 49.18′
HERRI
N31° 56.63′
W95° 01.46′
L-19, H-6
FRANKSTON
111.4 FZT
Chan 51
N32° 04.48′
W95° 31.85′
DAISETTA
116.9 DAS
Chan 116
CENTEX
112.8 CWK
Chan 75
N30° 22.71′
W97° 31.79′
L-19-21, H-7
NAVYS
N31° 23.29′
W96° 18.82′
L-19-21, H-6
LEONA
110.8 LOA
Chan 45
N31° 07.44′-W95° 58.08′
L-19-21, H-6
HUMBLE
116.6 IAH
Chan 113
N29° 57.42′-W95° 20.74′
L-19-21, H-7
ALEXANDRIA
116.1 AEX
Chan 108
N31° 15.40′
W92° 30.06′
L-21-22, H-6
(NARRATIVE ON FOLLOWING PAGE)
NOTE: Chart not to scale

DODJE THREE ARRIVAL (DODJE.DODJE3)

ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.DODJE3): From over AEX VORTAC via AEX R-291 to NOBBL INT, then via FZT R-096 to FZT VOR/DME, then via FZT R-275 and CQY R-095 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

CEDAR CREEK TRANSITION (CQY.DODJE3): From over CQY VORTAC via CQY R-282 to DODJE INT. Thence. . . .

CENTEX TRANSITION (CWK.DODJE3): From over CWK VORTAC via CWK R-040 to NAVYS INT, then via CQY R-180 to ALLMO INT, then via FUZ R-134 to DODJE INT. Thence. . . .

ELM GROVE TRANSITION (EMG.DODJE3): From over EMG VORTAC via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

GREGG COUNTY TRANSITION (GGG.DODJE3): From over GGG VORTAC via GGG R-253 and CQY R-073 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

HERRI TRANSITION (HERRI.DODJE3): (Assigned by ATC) From over HERRI INT via FZT R-101 to FZT VOR/DME, then via FZT R-275 and CQY R-095 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

HUMBLE TRANSITION (IAH.DODJE3): From over IAH VORTAC via IAH R-355 to GIFFA INT, then via CQY R-128 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

JACKSON TRANSITION (JAN.DODJE3): From over JAN VORTAC via JAN R-266 and MLU R-087 to MLU VORTAC, then via MLU R-262 and EMG R-078 to EMG VORTAC, then via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

LEONA TRANSITION (LOA.DODJE3): From over LOA VORTAC via LOA R-341 to NARCS INT, then via FUZ R-134 to DODJE INT. Thence. . . .

MONROE TRANSITION (MLU.DODJE3): From over MLU VORTAC via MLU R-262 and EMG R-078 to EMG VORTAC, then via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

NAVYS TRANSITION (NAVYS.DODJE3): From over NAVYS INT via CQY R-180 to ALLMO INT, then via FUZ R-134 to DODJE INT. Thence. . . .

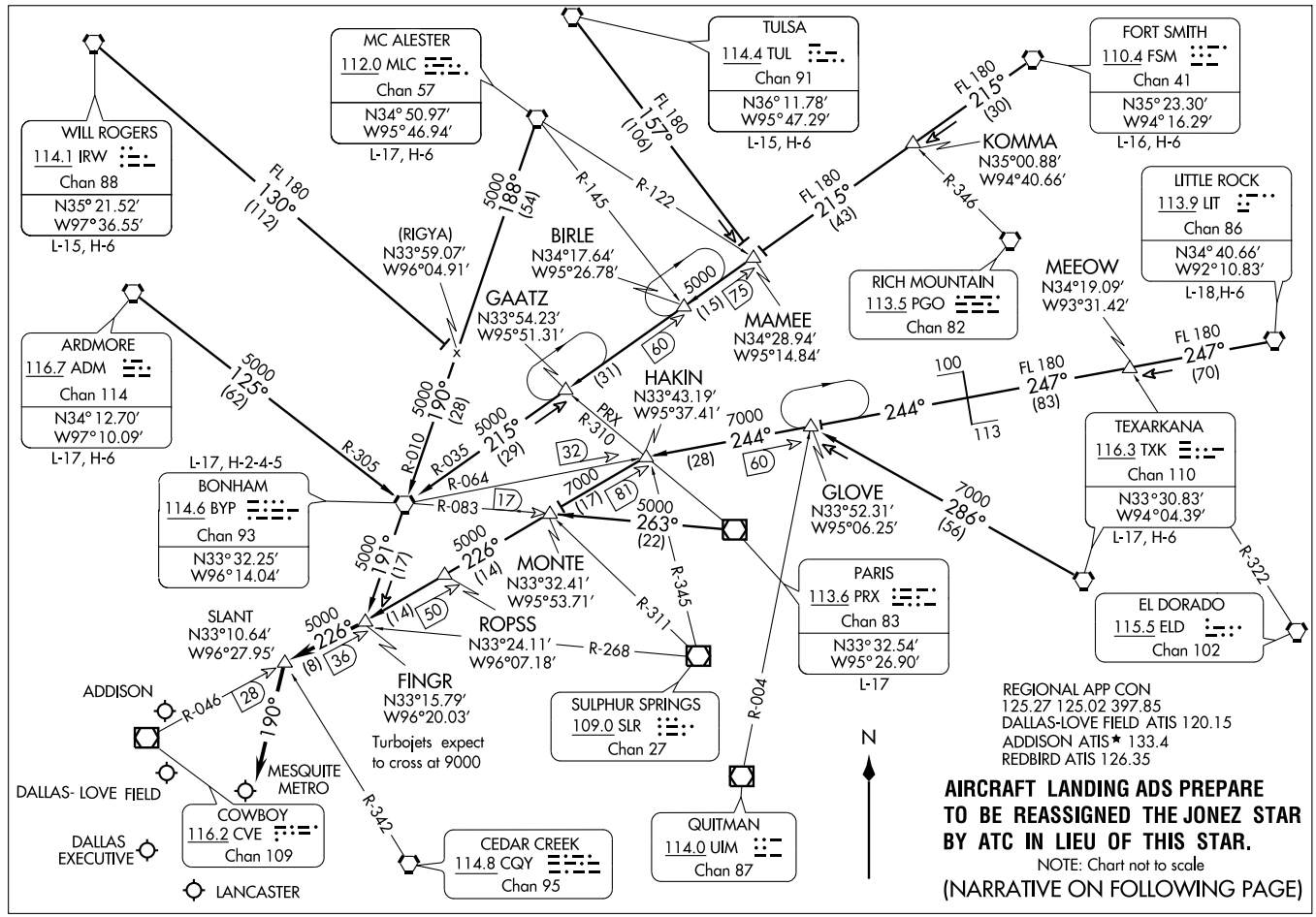
QUITMAN TRANSITION (UIM.DODJE3): From over UIM VOR/DME via UIM R-218 and CQY R-040 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

SIDON TRANSITION (SQS.DODJE3): From over SQS VORTAC via SQS R-235 and MLU R-054 to MLU VORTAC, then via MLU R-262 and EMG R-078 to EMG VORTAC, then via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

WACO TRANSITION (ACT.DODJE3): From over ACT VORTAC via ACT R-050 and CQY R-234 to THING INT, then via FUZ R-134 to DODJE INT. Thence. . . .

. . . .From over DODJE INT via FUZ R-134 to CABBY INT or ADEMS INT (when directed by ATC). Depart CABBY INT heading 280°. Expect radar vectors to final approach course.

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MC ALESTER
112.0 MLC
Chan 57
N34° 50.97′
W95° 46.94′
L-17, H-6
TULSA
114.4 TUL
Chan 91
N36° 11.78′
W95° 47.29′
L-15, H-6
FORT SMITH
110.4 FSM
Chan 41
N35° 23.30′
W94° 16.29′
L-16, H-6
WILL ROGERS
114.1 IRW
Chan 88
N35° 21.52′
W97° 36.55′
L-15, H-6
KOMMA
N35°00.88′
W94°40.66′
LITTLE ROCK
113.9 LIT
Chan 86
N34° 40.66′
W92° 10.83′
L-18,H-6
(RIGYA)
N33°59.07′
W96°04.91′
BIRLE
N34°17.64′
W95°26.78′
GAATZ
N33°54.23′
W95°51.31′
MAMEE
N34°28.94′
W95°14.84′
RICH MOUNTAIN
113.5 PGO
Chan 82
MEEOW
N34°19.09′
W93°31.42′
ARDMORE
116.7 ADM
Chan 114
N34° 12.70′
W97° 10.09′
L-17, H-6
HAKIN
N33°43.19′
W95°37.41′
TEXARKANA
116.3 TXK
Chan 110
N33°30.83′
W94°04.39′
L-17, H-6
L-17, H-2-4-5
BONHAM
114.6 BYP
Chan 93
N33° 32.25′
W96° 14.04′
GLOVE
N33°52.31′
W95°06.25′
MONTE
N33°32.41′
W95°53.71′
PARIS
113.6 PRX
Chan 83
N33° 32.54′
W95° 26.90′
L-17
EL DORADO
115.5 ELD
Chan 102
SLANT
N33°10.64′
W96°27.95′
ROPSS
N33°24.11′
W96°07.18′
FINGR
N33°15.79′
W96°20.03′
Turbojets expect
to cross at 9000
SULPHUR SPRINGS
109.0 SLR
Chan 27
ADDISON
MESQUITE
METRO
DALLAS- LOVE FIELD
COWBOY
116.2 CVE
Chan 109
DALLAS
EXECUTIVE
LANCASTER
CEDAR CREEK
114.8 CQY
Chan 95
QUITMAN
114.0 UIM
Chan 87
N
REGIONAL APP CON
125.27 125.02 397.85
DALLAS-LOVE FIELD ATIS 120.15
ADDISON ATIS★ 133.4
REDBIRD ATIS 126.35
AIRCRAFT LANDING ADS PREPARE
TO BE REASSIGNED THE JONEZ STAR
BY ATC IN LIEU OF THIS STAR.
NOTE: Chart not to scale
(NARRATIVE ON FOLLOWING PAGE)

FINGR THREE ARRIVAL (FINGR.FINGR3)

ARRIVAL DESCRIPTION

ARDMORE TRANSITION (ADM.FINGR3): From over ADM VORTAC via ADM R-125 and BYP R-305 to BYP VORTAC, then via BYP R-191 to FINGR INT. Thence . . . .
BONHAM TRANSITION (BYP.FINGR3): From over BYP VORTAC via BYP R-191 to to FINGR INT. Thence . . . .
FORT SMITH TRANSITION (FSM.FINGR3): From over FSM VORTAC via FSM R-215 to MAMEE INT, then via BYP R-035 to BYP VORTAC, then via BYP R-191 to FINGR INT. Thence . . . .
LITTLE ROCK TRANSITION (LIT.FINGR3): From over LIT VORTAC via LIT R-247 and BYP R-064 to HAKIN INT, then via CVE R-046 to FINGR INT. Thence . . . .
MC ALESTER TRANSITION (MLC.FINGR3): From over MLC VORTAC via MLC R-188 and BYP R-010 to BYP VORTAC, then via BYP R-191 to FINGR INT. Thence . . . .
PARIS TRANSITION (PRX.FINGR3): From over PRX VOR/DME via PRX R-263 to MONTE INT, then via CVE R-046 to FINGR INT. Thence . . . .
TEXARKANA TRANSITION (TXK.FINGR3): From over TXK VORTAC via TXK R-286 to GLOVE INT, then via BYP R-064 to HAKIN INT, then via CVE R-046 to FINGR INT. Thence . . . .
TULSA TRANSITION (TUL.FINGR3): From over TUL VORTAC via TUL R-157 to to MAMEE INT, then via BYP R-035 to BYP VORTAC, then via BYP R-191 to FINGR INT. Thence . . . .
WILL ROGERS TRANSITION (IRW.FINGR3): From over IRW VORTAC via IRW R-130 and BYP R-010 to BYP VORTAC, then via BYP R-191 to FINGR INT. Thence . . . . From over FINGR INT via CVE R-046 to SLANT INT.
AIRCRAFT LANDING NORTH: Depart SLANT INT heading 190° for vectors to final approach course.
AIRCRAFT LANDING SOUTH: Expect vectors to final approach course.

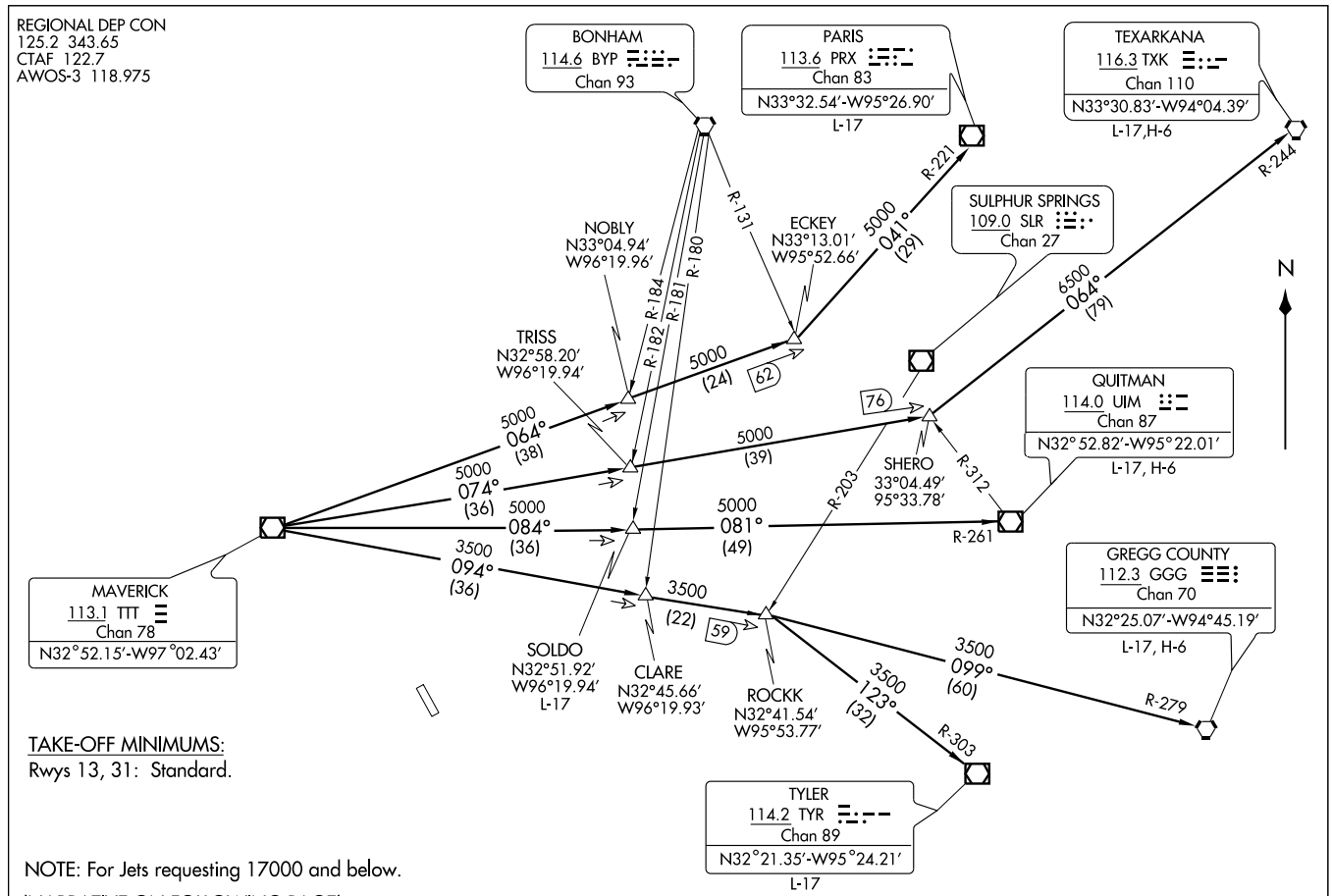
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GARLAND THREE DEPARTURE

SL-5936 (FAA)

LANCASTER (LNC)

LANCASTER, TEXAS



TAKE-OFF MINIMUMS:

Rwys 13, 31: Standard.

NOTE: For Jets requesting 17000 and below.

(NARRATIVE ON FOLLOWING PAGE)

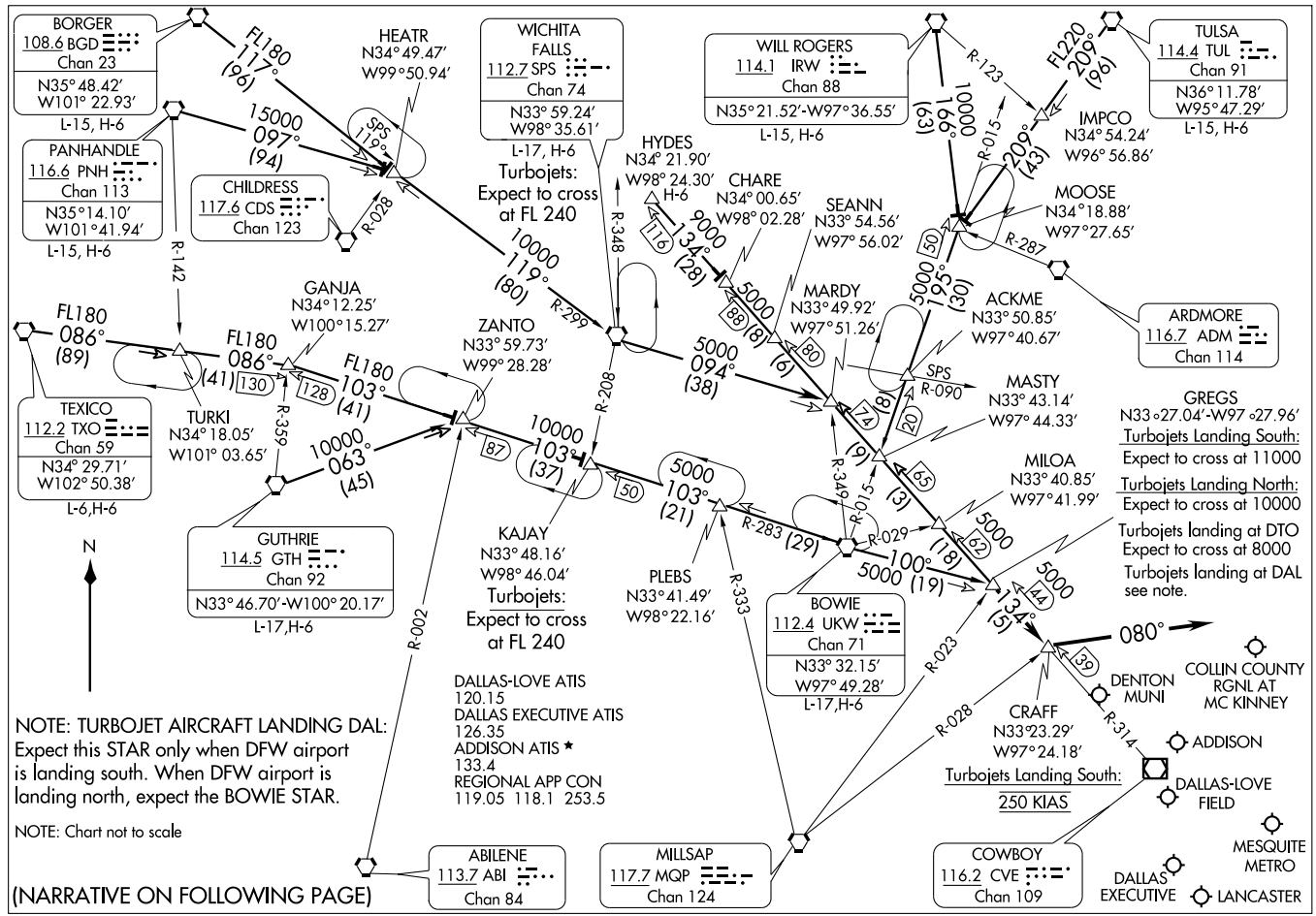
NOTE: Chart not to scale

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading to appropriate route.

LONGVIEW TRANSITION (GARL3.GGG): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via GGG R-279 to GGG VORTAC.
PARIS TRANSITION (GARL3.PRX): From over TTT VOR/DME via TTT R-064 to ECKEY INT, then via PRX R-221 to PRX VOR/DME.
QUITMAN TRANSITION (GARL3.UIM): From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME.
SOLDO TRANSITION (GARL3.SOLDO): (ATC assigned) From over TTT VOR/DME via TTT R-084 to SOLDO INT.
TEXARKANA TRANSITION (GARL3.TXK): From over TTT VOR/DME via TTT R-074 to SHERO INT, then via TXK R-244 to TXK VORTAC.
TYLER TRANSITION (GARL3.TYR): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via TYR R-303 to TYR VOR/DME.

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BORGER
108.6 BGD
Chan 23
N35° 48.42'
W101° 22.93'
L-15, H-6
PANHANDLE
116.6 PNH
Chan 113
N35° 14.10'
W101° 41.94'
L-15, H-6
CHILDRESS
117.6 CDS
Chan 123
HEATR
N34° 49.47'
W99° 50.94'
WICHITA FALLS
112.7 SPS
Chan 74
N33° 59.24'
W98° 35.61'
L-17, H-6
Turbojets: Expect to cross at FL 240
WILL ROGERS
114.1 IRW
Chan 88
N35° 21.52'-W97° 36.55'
L-15, H-6
TULSA
114.4 TUL
Chan 91
N36° 11.78'
W95° 47.29'
L-15, H-6
IMPCO
N34° 54.24'
W96° 56.86'
MOOSE
N34° 18.88'
W97° 27.65'
ARDMORE
116.7 ADM
Chan 114
HYDES
N34° 21.90'
W98° 24.30'
H-6
CHARE
N34° 00.65'
W98° 02.28'
SEANN
N33° 54.56'
W97° 56.02'
MARDY
N33° 49.92'
W97° 51.26'
ACKME
N33° 50.85'
W97° 40.67'
MASTY
N33° 43.14'
W97° 44.33'
GREGS
N33°27.04'-W97°27.96'
Turbojets Landing South:
Expect to cross at 11000
Turbojets Landing North:
Expect to cross at 10000
Turbojets landing at DTO
Expect to cross at 8000
Turbojets landing at DAL
see note.
MILOA
N33° 40.85'
W97° 41.99'
GANJA
N34° 12.25'
W100° 15.27'
ZANTO
N33° 59.73'
W99° 28.28'
TEXICO
112.2 TXO
Chan 59
N34° 29.71'
W102° 50.38'
L-6,H-6
TURKI
N34° 18.05'
W101° 03.65'
GUTHRIE
114.5 GTH
Chan 92
N33° 46.70'-W100° 20.17'
L-17,H-6
KAJAY
N33° 48.16'
W98° 46.04'
Turbojets: Expect to cross at FL 240
PLEBS
N33° 41.49'
W98° 22.16'
BOWIE
112.4 UKW
Chan 71
N33° 32.15'
W97° 49.28'
L-17,H-6
CRAFF
N33° 23.29'
W97° 24.18'
Turbojets Landing South:
250 KIAS
DENTON MUNI
COLLIN COUNTY RGNL AT MC KINNEY
ADDISON
DALLAS-LOVE FIELD
MESQUITE METRO
DALLAS EXECUTIVE
LANCASTER
ABILENE
113.7 ABI
Chan 84
MILLSAP
117.7 MQP
Chan 124
COWBOY
116.2 CVE
Chan 109
DALLAS-LOVE ATIS
120.15
DALLAS EXECUTIVE ATIS
126.35
ADDISON ATIS ★
133.4
REGIONAL APP CON
119.05 118.1 253.5
NOTE: TURBOJET AIRCRAFT LANDING DAL:
Expect this STAR only when DFW airport is landing south. When DFW airport is landing north, expect the BOWIE STAR.
NOTE: Chart not to scale
(NARRATIVE ON FOLLOWING PAGE)
N
FL180 117° (96)
15000 097° (94)
SPS 119°
R-028
R-142
FL180 086° (89)
FL180 086° (41)
130
128
FL180 103° (41)
R-359
10000° 063° (45)
10000 119° (80)
R-299
R-348
R-208
10000 103° (37)
87
50
5000 103° (21)
R-283 (29)
R-002
R-333
9000 134° (28)
116
5000 088° (8)
80
6
5000 094° (38)
74
8
20
9
R-349
R-015
65
3
R-029
5000 100° (19)
5000 062 (18)
5000 134° (5)
44
39
080°
R-023
R-028
R-314
R-123
10000 166° (63)
FL220 209° (96)
R-015
209° (43)
50
5000 195° (30)
R-287
SPS R-090

ARRIVAL DESCRIPTION

BORGER TRANSITION (BGD.GREGS6): From over BGD VORTAC via BGD R-117 to HEATR INT, then via SPS R-299 to SPS VORTAC, then via SPS R-094 to MARDY INT, then via CVE R-314 to GREGS INT. Thence . . . .

BOWIE TRANSITION (UKW.GREGS6): From over UKW VORTAC via UKW R-100 to GREGS INT. Thence . . . .

GUTHRIE TRANSITION (GTH.GREGS6): From over GTH VORTAC via GTH R-063 to ZANTO INT, then via UKW R-283 to UKW VORTAC, then via UKW R-100 to GREGS INT. Thence . . . .

HYDES TRANSITION (HYDES.GREGS6): From over HYDES INT via CVE R-314 to GREGS INT. Thence . . . .

PANHANDLE TRANSITION (PNH.GREGS6): From over PNH VORTAC via PNH R-097 to HEATR INT, then via SPS R-299 to SPS VORTAC, then via SPS R-094 to MARDY INT, then via CVE R-314 to GREGS INT. Thence. . . .

TEXICO TRANSITION (TXO.GREGS6): From over TXO VORTAC via TXO R-086 to GANJA INT, then via UKW R-283 to UKW VORTAC, then via UKW R-100 to GREGS INT. Thence . . . .

TULSA TRANSITION (TUL.GREGS6): From over TUL VORTAC via TUL R-209 to MOOSE INT, then via UKW R-015 to MASTY INT, then via CVE R-314 to GREGS INT. Thence . . . .

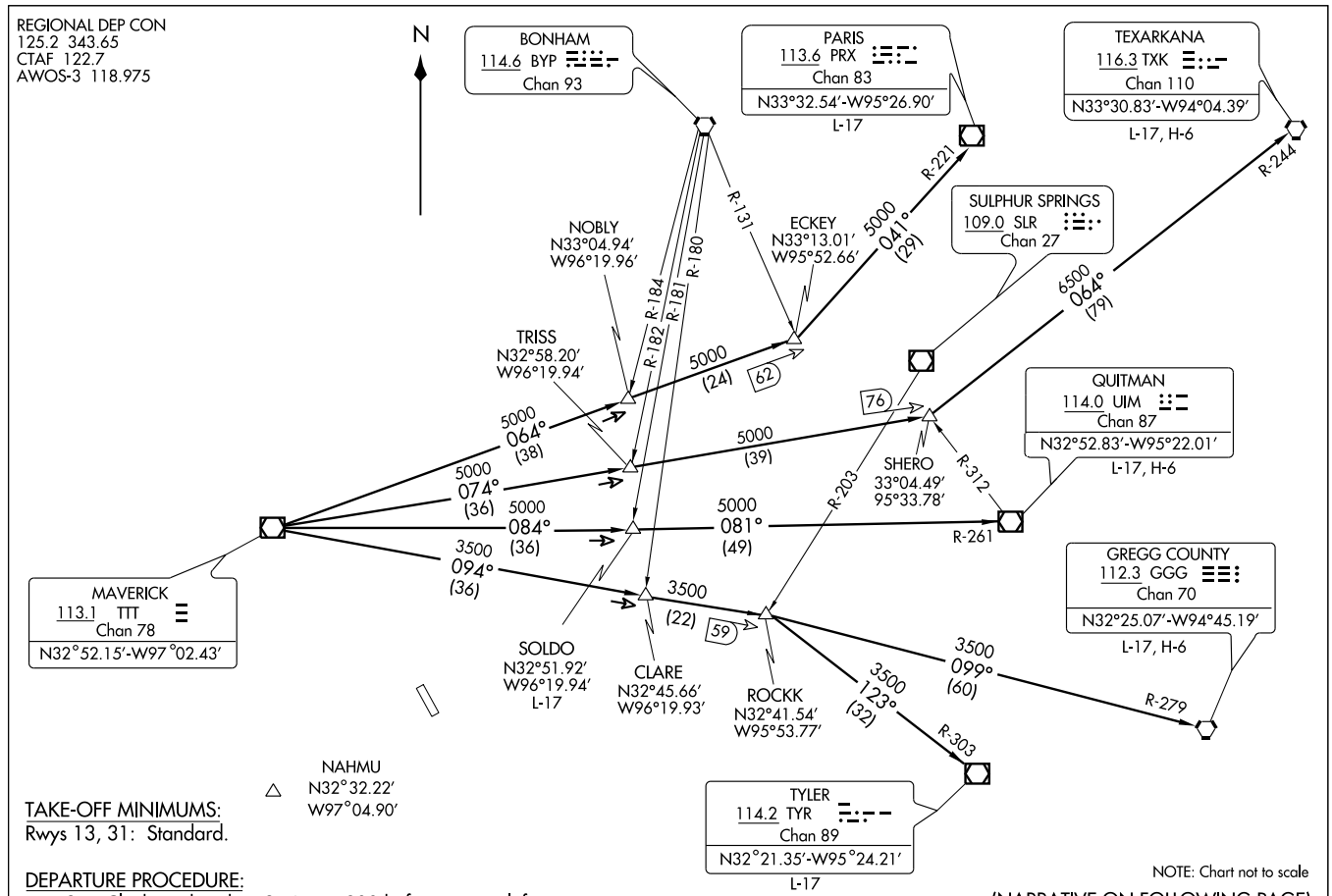
WICHITA FALLS TRANSITION (SPS.GREGS6): From over SPS VORTAC via SPS R-094 to MARDY INT, then via CVE R-314 to GREGS INT. Thence. . . .

WILL ROGERS TRANSITION (IRW.GREGS6): From over IRW VORTAC via IRW R-166 to MOOSE INT, then via UKW R-015 to MASTY INT, then via CVE R-314 to GREGS INT. Thence . . . .

. . . . From over GREGS INT via CVE R-314 to CRAFF INT thence heading 080° for vector to final approach course.

SC-2, 08 APR 2010 to 06 MAY 2010

HUBBARD SIX DEPARTURE



TAKE-OFF MINIMUMS:
Rwys 13, 31: Standard.

DEPARTURE PROCEDURE:
Rwy 31: Climb via heading 314° to 1900 before turning left.

NOTE: Chart not to scale

(NARRATIVE ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading and altitude to appropriate route.

LONGVIEW TRANSITION (HUBB6.GGG): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via GGG R-279 to GGG VORTAC.
PARIS TRANSITION (HUBB6.PRX): From over TTT VOR/DME via TTT R-064 to ECKEY INT, then via PRX R-221 to PRX VOR/DME.
QUITMAN TRANSITION (HUBB6.UIM): From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME.
SOLDO TRANSITION (HUBB6.SOLDO): (ATC assigned.) From over TTT VOR/DME via TTT R-084 to SOLDO INT.
TEXARKANA TRANSITION (HUBB6.TXK): From over TTT VOR/DME via TTT R-074 to SHERO INT, then via TXK R-244 to TXK VORTAC.
TYLER TRANSITION (HUBB6.TYR): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via TYR R-303 to TYR VOR/DME.

TAKE-OFF OBSTACLES:
Rwy 31:
Multiple trees beginning 1,133' from departure end of runway, 479' left of centerline, up to 40' AGL/541' MSL.
Trees 886' from departure end of runway, 637' right of centerline, 35' AGL/536' MSL.
Multiple poles beginning 5,613' from departure end of runway, 1,171' right of centerline, up to 101' AGL/661' MSL.

SC-2, 08 APR 2010 to 06 MAY 2010

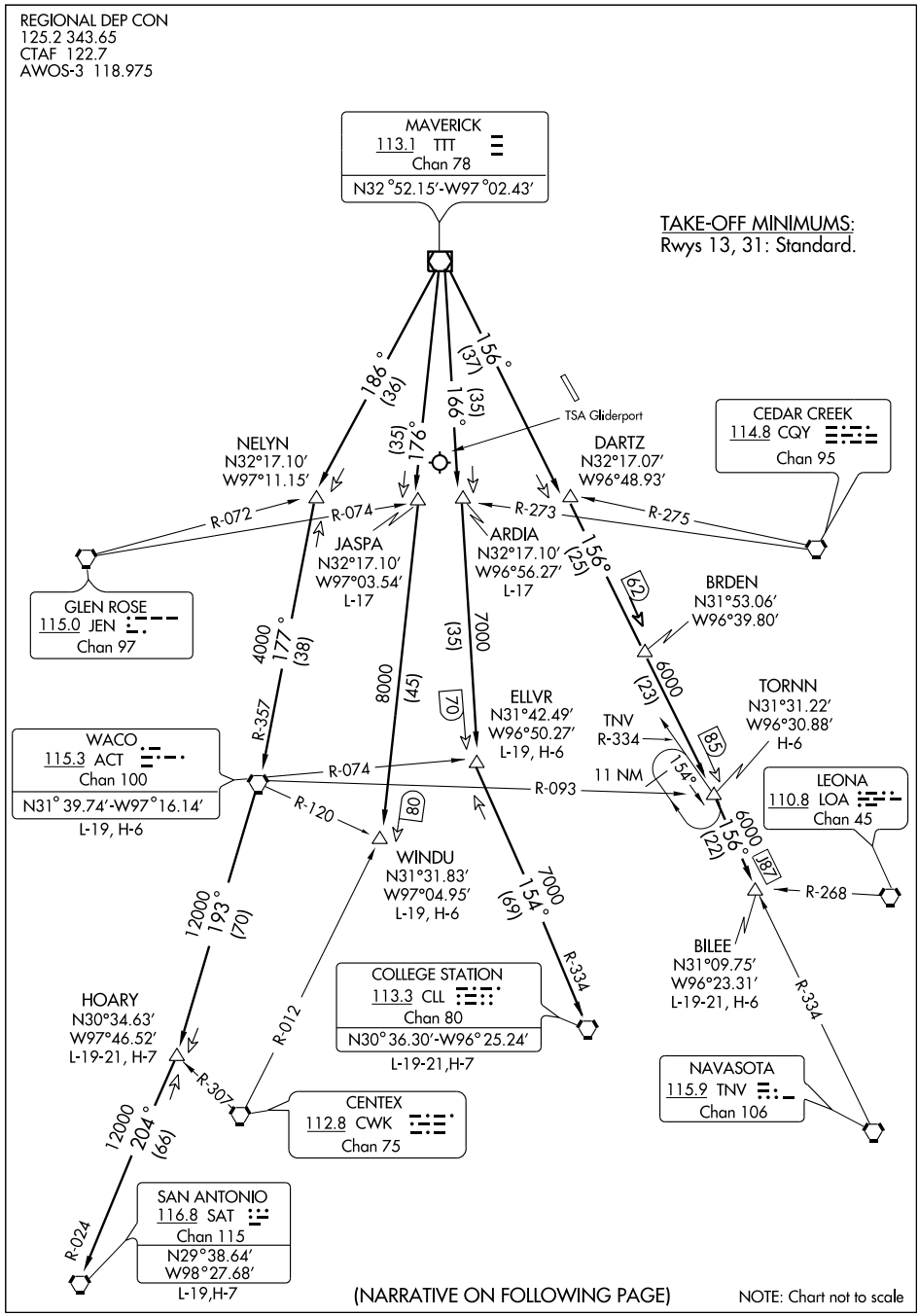
(JPOOL4.TTT) 09351

JOE POOL FOUR DEPARTURE

SL-5936 (FAA)

LANCASTER (LNC)
LANCASTER, TEXAS

REGIONAL DEP CON
125.2 343.65
CTAF 122.7
AWOS-3 118.975



(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale

SC-2, 08 APR 2010 to 06 MAY 2010

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading and altitude, expect vector to appropriate route.

ARDIA TRANSITION (JPOOL4.ARDIA): (ATC assigned.) From over TTT VOR/DME via TTT R-166 to ARDIA INT.
BILEE TRANSITION (JPOOL4.BILEE): (For aircraft overflying the BILEE intersection, thence via the appropriate STAR to George Bush Intercontinental or East Houston terminal area airports, or via J-87 to overfly the TNV VORTAC.) From over TTT VOR/DME via TTT R-156 to BILEE INT.
BRDEN TRANSITION (JPOOL4.BRDEN): From over TTT VOR/DME via TTT R-156 to BRDEN INT.
COLLEGE STATION TRANSITION (JPOOL4.CLL): (For piston aircraft inbound to Houston Hobby and all aircraft inbound to West Houston terminal area airports.) From over TTT VOR/DME via TTT R-166 to ELLVR INT, then via CLL R-334 to CLL VORTAC.
ELLVR TRANSITION (JPOOL4.ELLVR): (For turboprop and turbojet aircraft inbound to Houston Hobby and turbojet aircraft inbound to EFD, GLS, and LBX.) From over TTT VOR/DME via TTT R-166 to ELLVR INT.
HOARY TRANSITION (JPOOL4.HOARY): (For E/F suffixed aircraft.) From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC, then via ACT R-193 to HOARY INT.
JASPA TRANSITION (JPOOL4.JASPA): (ATC assigned.) From over TTT VOR/DME via TTT R-176 to JASPA INT.
SAN ANTONIO TRANSITION (JPOOL4.SAT): (For aircraft overflying Centex and San Antonio.) From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC, then via ACT R-193 to HOARY INT, then via SAT R-024 to SAT VORTAC.
TORNN TRANSITION (JPOOL4.TORNN): (For aircraft landing at Lafayette, Lake Charles or Beaumont/Port Arthur airports.) From over TTT VOR/DME via TTT R-156 to TORNN INT.
WACO TRANSITION (JPOOL4.ACT): (For aircraft inbound to Waco or Gray terminal area airports.) From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC.
WINDU TRANSITION (JPOOL4.WINDU): (For aircraft inbound to Austin or San Antonio terminal airports, aircraft should file and/or expect the BLEWE or MARCS arrival at WINDU.) From over TTT VOR/DME via TTT R-176 to WINDU INT.

SC-2, 08 APR 2010 to 06 MAY 2010

KINGDOM SEVEN DEPARTURE SL-5936 (FAA)

REGIONAL DEP CON
125.2 343.65
CTAF 122.7
AWOS-3 118.975

TAKE-OFF OBSTACLES:
Note: Rwy 31, Multiple trees beginning 1133' from DER, 479' left of centerline, up to 40' AGL/541' MSL. Trees 886' from DER, 637' right of centerline, 35' AGL/536' MSL. Multiple poles beginning 5613' from DER, 1171' right of centerline, up to 101' AGL/661' MSL.

N

WICHITA FALLS
112.7 SPS
Chan 74
N33°59.24'-W98°35.61'
L-17, H-6

R-148 (25) V568

KARYN
N33°35.82'
W98°24.42'

R-271

BOWIE
112.4 UKW
Chan 71

R-146

GUTHRIE
114.5 GTH
Chan 92
N33°46.70'
W100°20.17'
L-17, H-6

6000 326° (63) V18

4000 328° (22)

R-225

R-165

FERRA
N33° 05.47'
W97°44.00'

RANGER
115.7 FUZ
Chan 104
N32°53.37'
W97°10.77'

MUZZO
N33°15.10'
W98°14.61'

65 34

4000 (27)

2300 285° (37)

2100 274° (7)

CEOLA
N32°51.98'
W97°44.00'

MAVERICK
113.1 TTT
Chan 78
N32°52.15'-W97°02.43'

RUWLO
N32°47.28'
W99°07.77'

R-330

2500 261° (28)

2800 250° (36)

8000 (71)

99

8000 265° (36) V18

93

BEKLE
N32°49.27'
W99°49.92'

R-265

4000 261° (13)

R-081

PODDE
N32°43.58'
W97°44.00'
L-17

R-006

R-004

R-343

BROWNWOOD
108.6 BWD
Chan 23

MILLSAP
117.7 MQP
Chan 124
N32°43.57'
W97°59.85'
L-17, H-6

GLEN ROSE
115.0 JEN
Chan 97

TAKE-OFF MINIMUMS:
Rwy 13, standard.
Rwy 21, 200-1 1/2 or standard with minimum climb of 222' per NM to 800'.
DEPARTURE PROCEDURES:
Rwy 31 Climb heading 314° to 1900' before turning left.

NOTE: Chart not to scale

NOTE: For all aircraft requesting 17,000' and below.

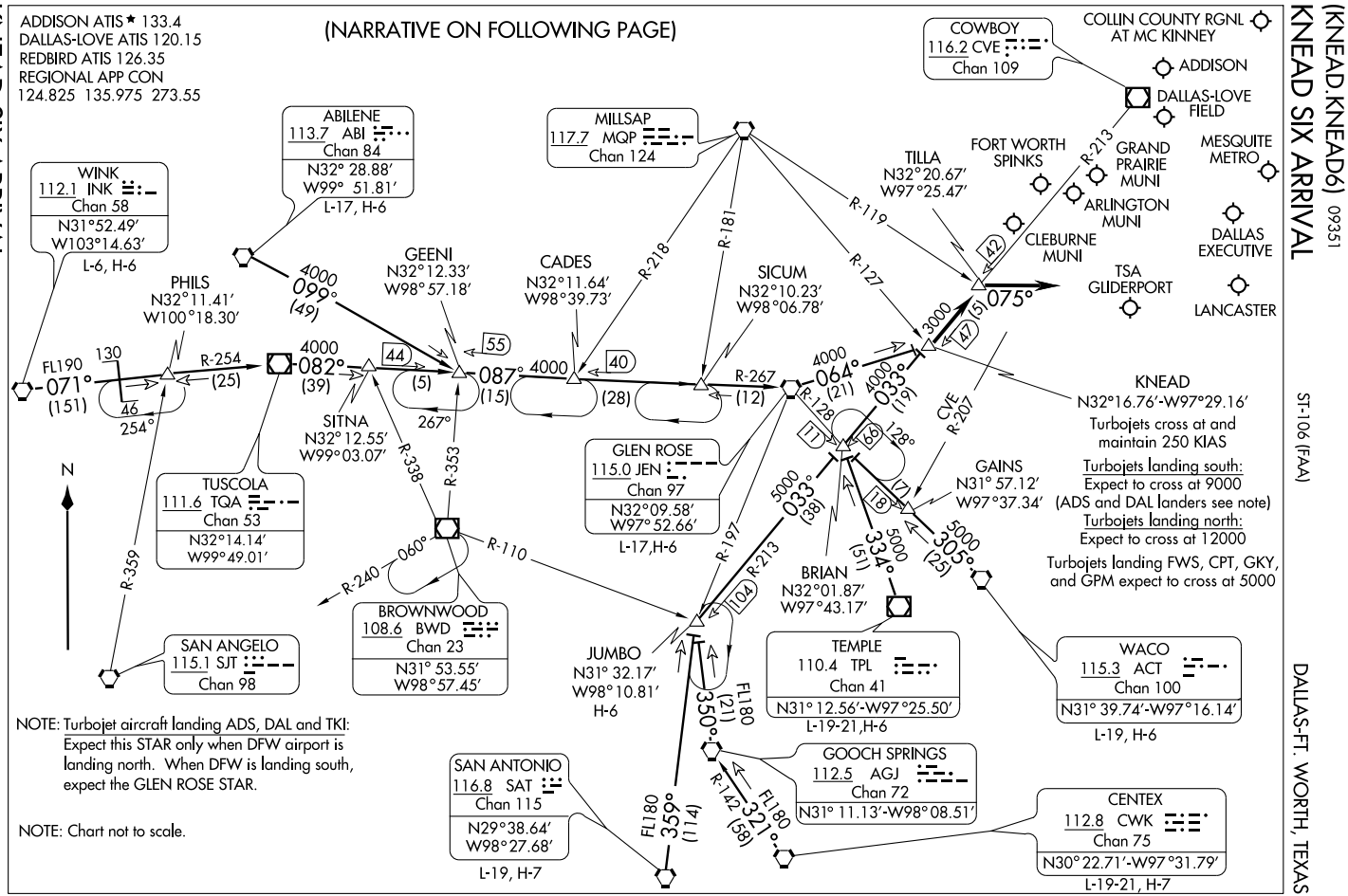
(NARRATIVE ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace fly assigned heading and altitude to appropriate route.

GUTHRIE TRANSITION (KING7.GTH): (For all aircraft landing within Lubbock terminal area or proceeding westbound via V-18 to GTH VORTAC). From over TTT VOR/DME via TTT R-274 to FUZ VORTAC, then via FUZ R-261 to RUWLO INT, then via MQP R-265 to BEKLE INT, then via GTH R-146 to GTH VORTAC.
MILLSAP TRANSITION (KING7.MQP): (For all aircraft overflying the MQP VORTAC westbound via V-18 or direct). From over TTT VOR/DME via TTT R-250 to PODDE INT, then via MQP R-081 to MQP VORTAC.
PODDE TRANSITION (KING7.PODDE): (ATC assigned.) From over TTT VOR/DME via TTT R-250 to PODDE INT.
WICHITA FALLS TRANSITION (KING7.SPS): (For all aircraft landing within the Wichita Falls terminal area or overflying the SPS VORTAC). From over TTT VOR/DME via TTT R-285 to MUZZO INT, then via SPS R-148 to SPS VORTAC.

SC-2, 08 APR 2010 to 06 MAY 2010



(KNEAD.KNEAD6) 09351

KNEAD SIX ARRIVAL

ST-106 (FAA)

DALLAS-FT. WORTH, TEXAS

ARRIVAL DESCRIPTION

ABILENE TRANSITION (ABI.KNEAD6): From over ABI VORTAC via ABI R-099 to GEENI INT, then via JEN R-267 to JEN VORTAC, then via JEN R-064 to KNEAD INT. Thence . . . .

CENTEX TRANSITION (CWK.KNEAD6): From over CWK VORTAC via CWK R-321 and AGJ R-142 to AGJ VORTAC, then via AGJ R-350 to JUMBO INT, then via CVE R-213 to KNEAD INT. Thence . . . .

GLEN ROSE TRANSITION (JEN.KNEAD6): From over JEN VORTAC via JEN R-064 to KNEAD INT. Thence . . . .

JUMBO TRANSITION (JUMBO.KNEAD6): From over JUMBO INT via CVE R-213 to KNEAD INT. Thence . . . .

SAN ANTONIO TRANSITION (SAT.KNEAD6): From over SAT VORTAC via SAT R-359 to JUMBO INT, then via CVE R-213 to KNEAD INT. Thence . . . .

TEMPLE TRANSITION (TPL.KNEAD6): From over TPL VOR/DME via TPL R-334 to BRIAN INT, then via CVE R-213 to KNEAD INT. Thence . . . .

WACO TRANSITION (ACT.KNEAD6): From over ACT VORTAC via ACT R-305 to BRIAN INT, then via CVE R-213 to KNEAD INT. Thence . . . .

WINK TRANSITION (INK.KNEAD6): From over INK VORTAC via INK R-071 and TQA R-254 to TQA VOR/DME, then via TQA R-082 to GEENI INT, then via JEN R-267 to JEN VORTAC, then via JEN R-064 to KNEAD INT. Thence . . . .

. . . . From over KNEAD INT via CVE R-213 to TILLA INT, thence via heading 075° for vectors to final approach course.

SC-2, 08 APR 2010 to 06 MAY 2010

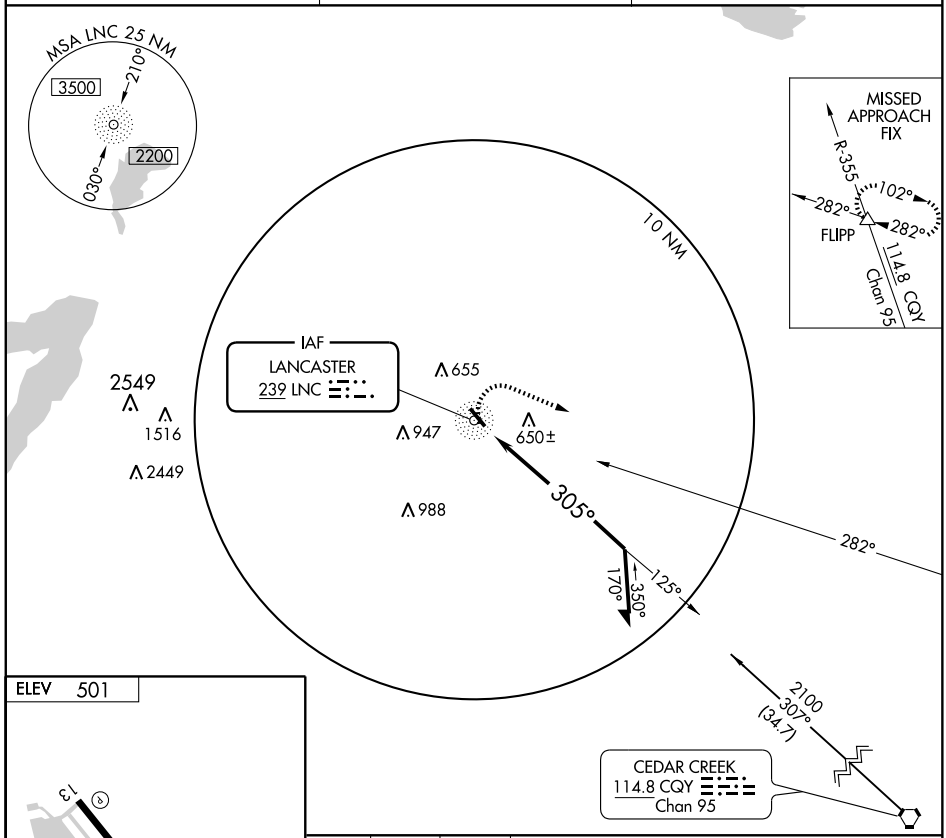
NDB LNC	APP CRS	Rwy Idg	4999
239	305°	TDZE	492
		Apt Elev	501

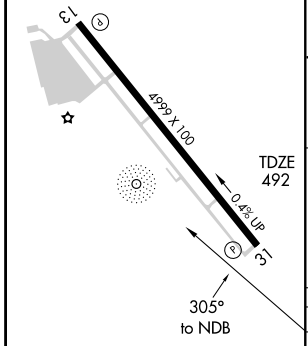
NDB RWY 31
LANCASTER (LNC)

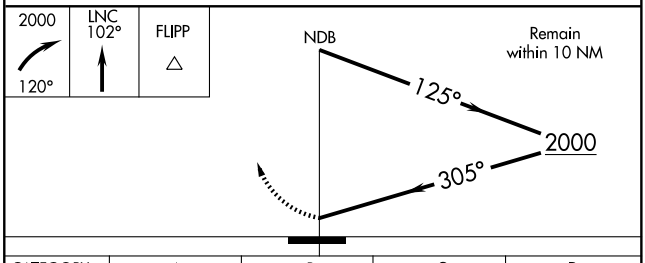
If local altimeter setting not received, use Dallas-Love Field altimeter setting and increase all MDA's 60 feet.

MISSED APPROACH: Climbing right turn to 2000 via heading 120° and 102° bearing from LNC NDB to FLIPP Int and hold.

AWOS-3	REGIONAL APP CON	UNICOM
118.975	125.2 343.65	122.7 (CTAF)







CATEGORY	A	B	C	D
S-31	1080-1	588 (600-1)	NA	
CIRCLING	1080-1	579 (600-1)	NA	

REIL Rwy 31
MIRL Rwy 13-31

SC-2, 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	4999
Chan 97305	314°	TDZE	492
W31A		Apt Elev	501

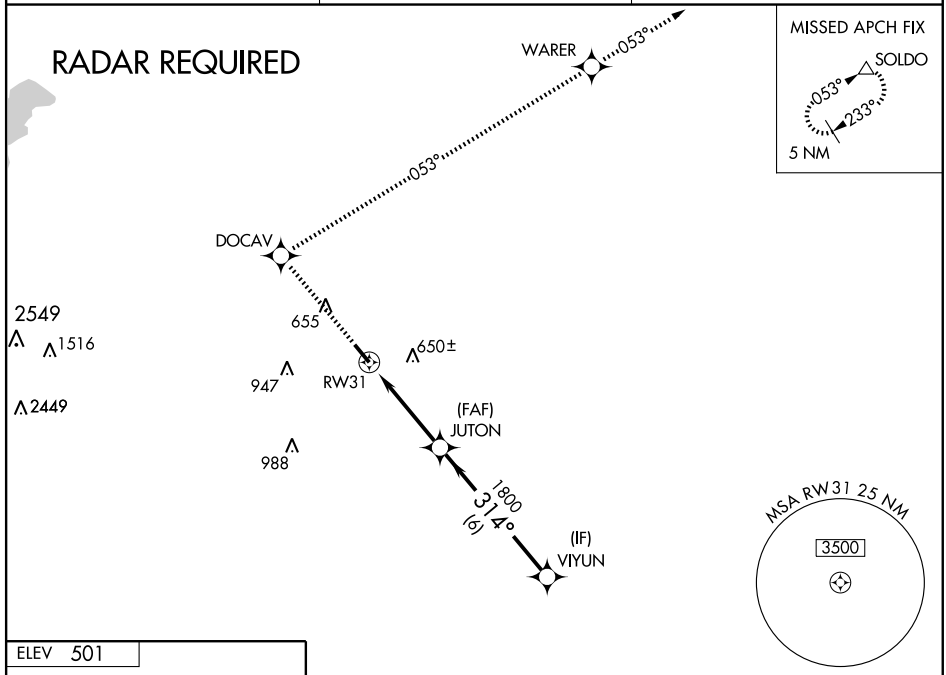
RNAV (GPS) RWY 31
LANCASTER (LNC)

If local altimeter setting not received, use Dallas-Love Field altimeter setting and increase all DAs/MDAs 60 feet. VDP and Baro-VNAV NA when using Dallas-Love Field altimeter setting. Baro-VNAV NA below -16°C (4°F). DME/DME RNP-0.3 NA.

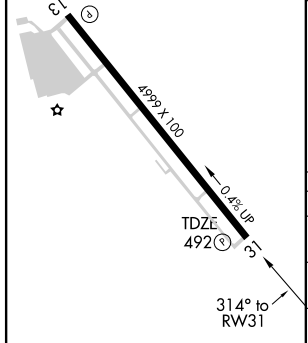
MISSED APPROACH: Climb to 2000 direct DOCAV and turn right via 053° track to WARER, then climb to 3000 via 053° track to SOLDO and hold.

AWOS-3	REGIONAL APP CON	UNICOM
118.975	125.2 343.65	122.7 (CTAF)

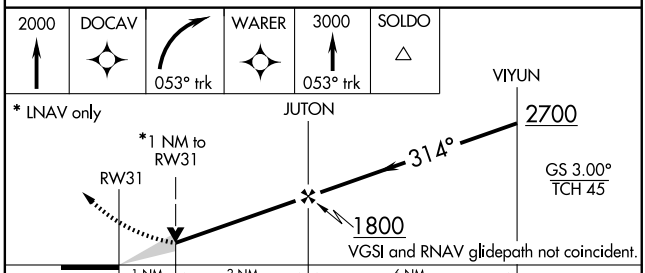
RADAR REQUIRED



ELEV 501



REIL Rwy 31
MIRL Rwy 13-31



CATEGORY	A	B	C	D
LPV DA	750-1 258 (300-1)		NA	
LNAV/VNAV DA	820-1¼ 328 (400-1¼)		NA	
LNAV MDA	840-1 348 (400-1)		NA	
CIRCLING	980-1¼ 479 (500-1¼)		NA	

SC-2, 08 APR 2010 to 06 MAY 2010

TEXOMA ONE DEPARTURE

SL-5936 (FAA)

LANCASTER, TEXAS

REGIONAL DEP CON
125.2 343.65
CTAF 122.7
AWOS-3 118.975

TULSA
114.4 TUL
Chan 91
N36°11.78′
W95°47.29′
L-15, H-6

OKMULGEE
114.9 OKM
Chan 96
N35°41.59′
W95°51.96′
L-15, H-6

ROLLS
N35°43.36′
W99°28.24′
L-15, H-6

WILL ROGERS
114.1 IRW
Chan 88
N35°21.52′
W97°36.55′
L-15, H-6

MC ALESTER
112.0 MLC
Chan 57
N34°50.97′
W95°46.94′
L-17, H-6

ZEMMA
N34°23.03′
W96°59.40′
L-17, H-6

MRMAC
N34°50.48′
W98°06.57′

EAKER
N34°19.05′
W96°37.19′
L-17,H-6

TIKYS
N34°04.00′
W96°25.56′

ARDMORE
116.7 ADM
Chan 114
N34°12.70′-W97°10.09
L-17, H-6

TEXOMA
114.3 URH
Chan 90

BLECO
N33°27.05′
W97°06.54′
L-17

GRABE
N33°27.09′
W96°57.69′
L-17

BOWIE
112.4 UKW
Chan 71

LOWGN
N33°27.05′
W97°14.99′

AKUNA
N33°27.04′
W96°49.39′

BONHAM
114.6 BYP
Chan 93

RANGER
115.7 FUZ
Chan 104
N32°53.37′-W97°10.77′

TAKE-OFF MINIMUMS:
Rwys 13, 31: STANDARD.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale

SC-2, 08 APR 2010 to 06 MAY 2010

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace fly assigned heading and altitude to appropriate route.

ARDMORE TRANSITION (TEX1.ADM): From over FUZ VORTAC via FUZ R-348 to LOWGN INT, then via ADM R-179 to ADM VORTAC.

BLECO TRANSITION (TEX1.BLECO): (ATC assigned.) From over FUZ VORTAC via FUZ R-360 to BLECO INT.

EAKER TRANSITION (TEX1.EAKER): (For aircraft inbound to the Tulsa terminal area.) From over FUZ VORTAC via FUZ R-012 to EAKER INT.

GRABE TRANSITION (TEX1.GRABE): (ATC assigned.) From over FUZ VORTAC via FUZ R-012 to GRABE INT.

MCALESTER TRANSITION (TEX1.MLC): (For all aircraft overflying the MLC VORTAC or intercepting J105.) From over FUZ VORTAC via FUZ R-022 to TIKYS INT, then via MLC R-206 to MLC VORTAC.

OKMULGEE TRANSITION (TEX1.OKM): (For all aircraft overflying OKM VOR/DME proceeding via J181 to BDF to destinations in the Chicago terminal area and north.) From over FUZ VORTAC via FUZ R-012 to EAKER INT, then via OKM R-196 to OKM VOR/DME.

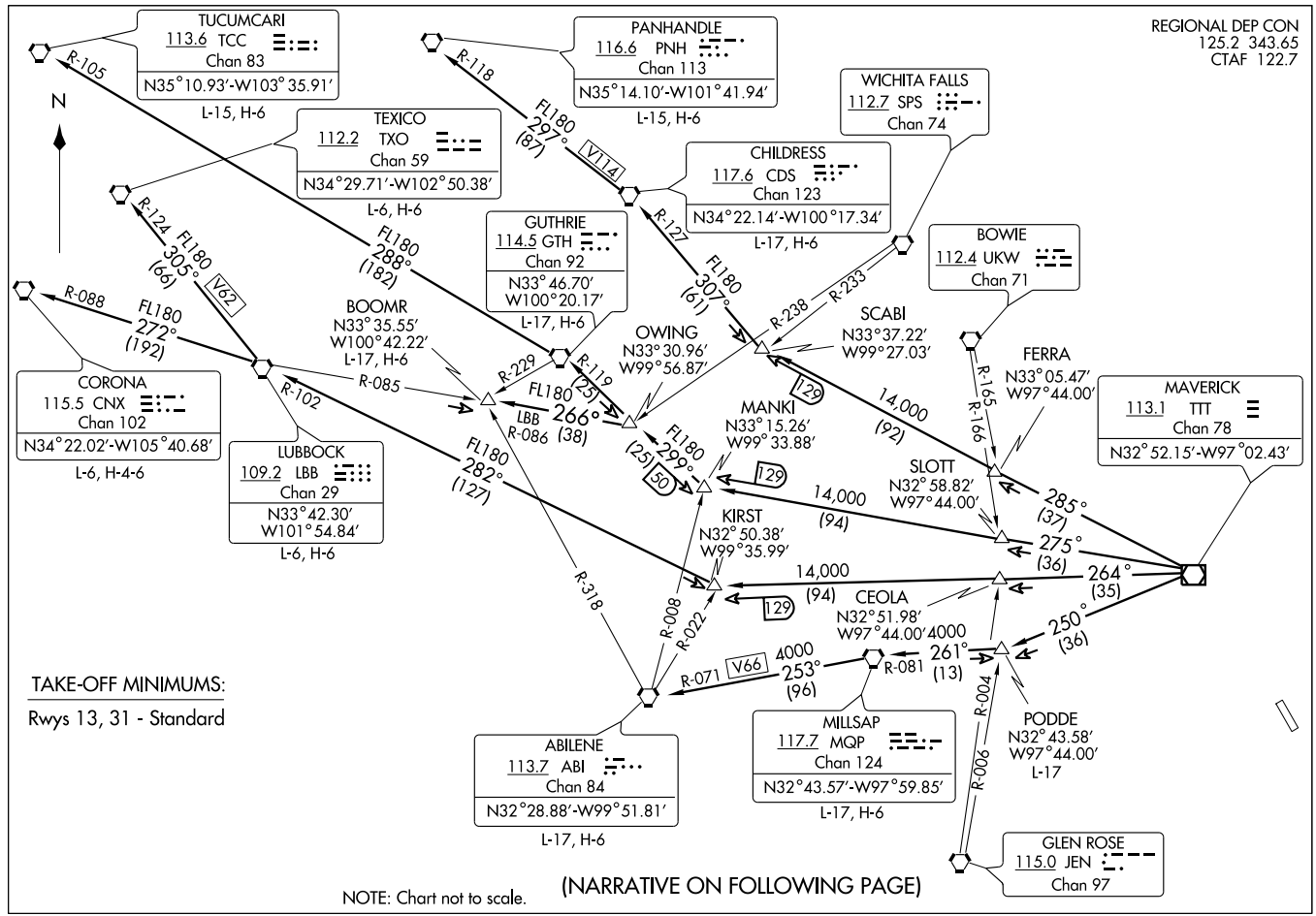
ROLLS TRANSITION (TEX1.ROLLS): (For all aircraft proceeding northwestbound via J52.) From over FUZ VORTAC via FUZ R-348 to LOWGN INT, then via ADM R-179 to ADM VORTAC, then via ADM R-303 to ROLLS INT.

TULSA TRANSITION (TEX1.TUL): (For all aircraft overflying TUL VORTAC.) From over FUZ VORTAC via FUZ R-360 to ZEMMA INT, then via TUL R-201 to TUL VORTAC.

WILL ROGERS TRANSITION (TEX1.IRW): (For all aircraft inbound to the Oklahoma City area or overflying IRW VORTAC.) From over FUZ VORTAC via FUZ R-360 to ZEMMA INT, then via IRW R-145 to IRW VORTAC.

ZEMMA TRANSITION (TEX1.ZEMMA): (ATC assigned.) From over FUZ VORTAC via FUZ R-360 to ZEMMA INT.

SC-2, 08 APR 2010 to 06 MAY 2010



(WORTH5.1111) 08269

WORTH FIVE DEPARTURE

SL-5936 (FAA)

LANCASTER (LNC)

LANCASTER, TEXAS

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading and altitude to appropriate route.

ABILENE TRANSITION (WORTH5.ABI): From over TTT VOR/DME via TTT R-250 to PODDE INT, then via MQP R-081 to MQP VORTAC, then via MQP R-253 and ABI R-071 to ABI VORTAC.

BOOMR TRANSITION (WORTH5.BOOMR): From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to OWING INT, then via LBB R-086 to BOOMR INT.

CHILDRESS TRANSITION (WORTH5.CDS): From over TTT VOR/DME via TTT R-285 to SCABI INT, then via CDS R-127 to CDS VORTAC.

CORONA TRANSITION (WORTH5.CNX): From over TTT VOR/DME via TTT R-264 to KIRST INT, then via LBB R-102 to LBB VORTAC, then via LBB R-272 and CNX R-088 to CNX VORTAC.

GUTHRIE TRANSITION (WORTH5.GTH): From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to GTH VORTAC.

LUBBOCK TRANSITION (WORTH5.LBB): From over TTT VOR/DME via TTT R-264 to KIRST INT, then via LBB R-102 to LBB VORTAC.

MILLSAP TRANSITION (WORTH5.MQP): From over TTT VOR/DME via TTT R-250 to PODDE INT, then via MQP R-081 to MQP VORTAC.

PANHANDLE TRANSITION (WORTH5.PNH): From over TTT VOR/DME via TTT R-285 to SCABI INT, then via CDS R-127 to CDS VORTAC, then via CDS R-297 and PNH R-118 to PNH VORTAC.

PODDE TRANSITION (WORTH5.PODDE): (ATC Assigned) From over TTT VOR/DME via TTT R-250 to PODDE INT.

TEXICO TRANSITION (WORTH5.TXO): From over TTT VOR/DME via TTT R-264 to KIRST INT, then via LBB R-102 to LBB VORTAC, then via LBB R-305 and TXO R-124 to TXO VORTAC.

TUCUMCARI TRANSITION (WORTH5.TCC): From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to GTH VORTAC, then via GTH R-288 and TCC R-105 to TCC VORTAC.

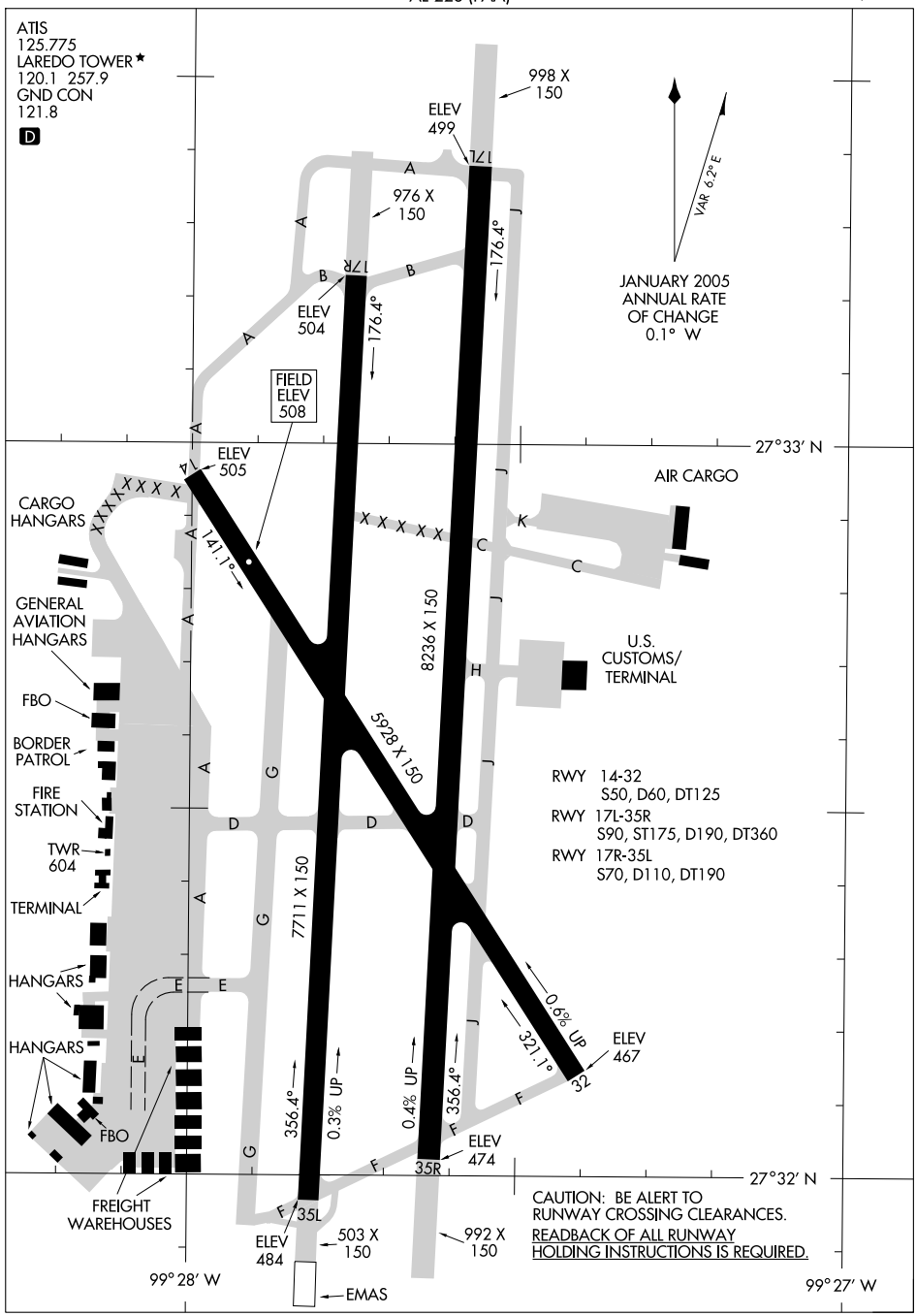
SC-2, 08 APR 2010 to 06 MAY 2010

10098

AIRPORT DIAGRAM

AL-226 (FAA)

LAREDO INTL (LRD)
LAREDO, TEXAS



SC-3, 08 APR 2010 to 06 MAY 2010

LOC/DME I-LRD	APP CRS	Rwy Idg	7711
111.9	175°	TDZE	504
Chan 56		Apt Elev	508

ILS or LOC/DME RWY 17R

LAREDO INTL (LRD)

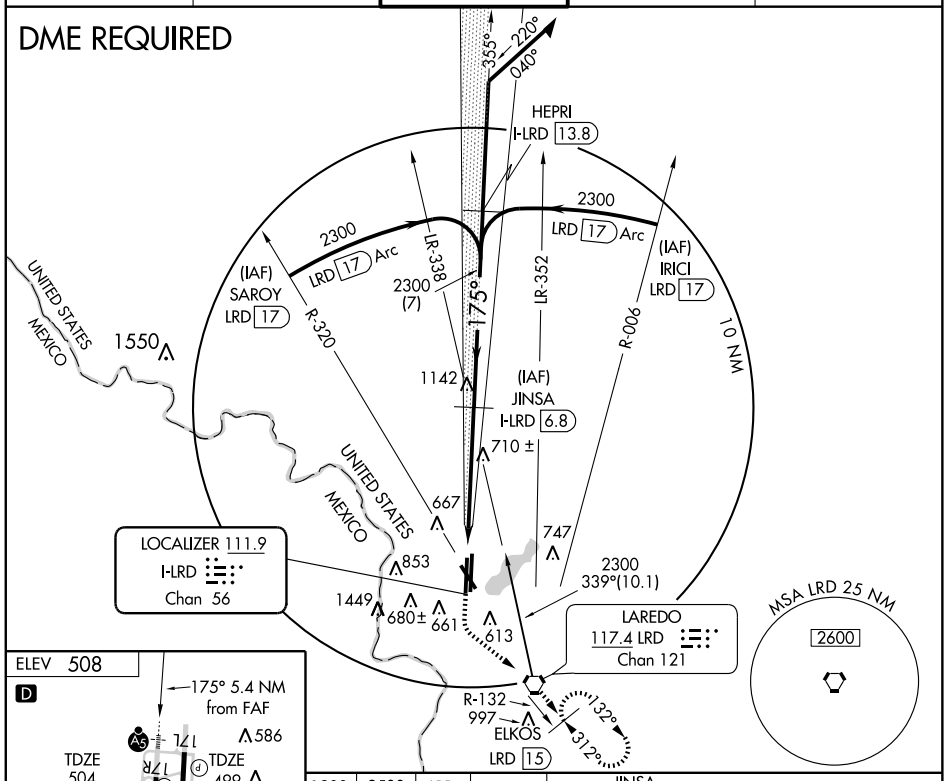
Circling NA west of Rwys 14 and 35L.
For inoperative MALSR, increase S-ILS CAT E visibility to ¾ , and S-LOC CAT E to 1¾ .

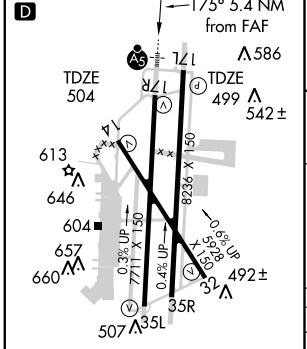
MALSR

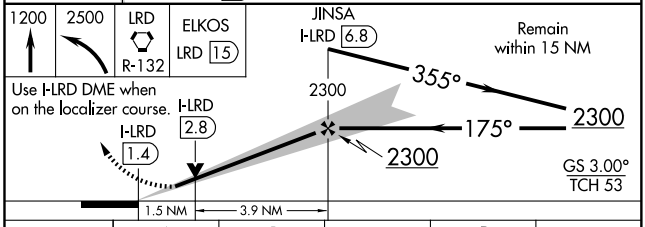
MISSED APPROACH: Climb to 1200 then climbing left turn to 2500 direct LRD VORTAC and LRD R-132 to ELKOS/LRD 15 DME and hold.

ATIS	HOUSTON CENTER	LAREDO TOWER ★	GND CON	UNICOM
125.775	127.8 307.2	120.1 (CTAF) 257.9	121.8	122.95

DME REQUIRED







CATEGORY	A	B	C	D	E
S-ILS 17R	704-½ 200 (200-½)				
S-LOC 17R	1020-½ 516 (600-½)		1020-1 516 (600-1)	1020-1¼ 516 (600-1¼)	
SIDESTEP 17L	1020-1 521 (600-1)		1020-1½ 521 (600-1½)	1020-2 521 (600-2)	
CIRCLING	1020-1 512 (600-1)		1020-1½ 512 (600-1½)	1060-2 552 (600-2)	1240-2½ 732 (800-2½)

MIRL Rwy 14-32
HIRL Rwys 17R-35L and 17L-35R

SC-3, 08 APR 2010 to 06 MAY 2010

LOC/DME I-LRD	APP CRS	Rwy Idg	7711
111.9	355°	TDZE	497
Chan 56		Apt Elev	508

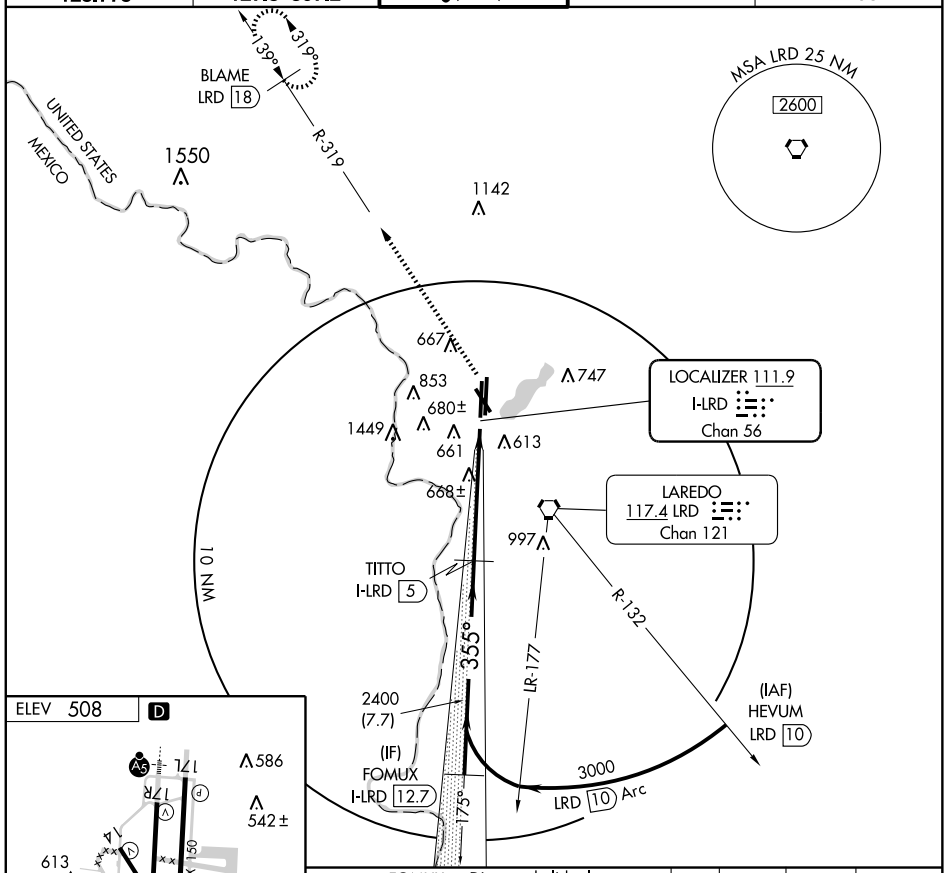
LOC/DME BC RWY 35L

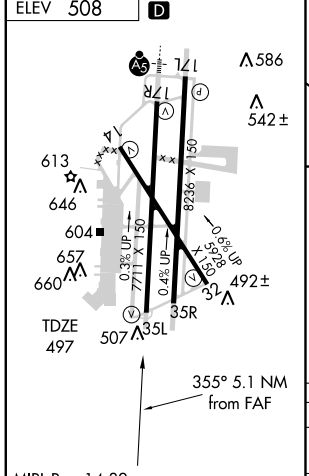
LAREDO INTL (LRD)

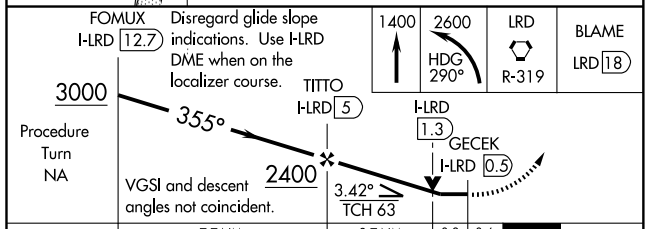
Circling NA west of Rwys 14 and 35L.

MISSED APPROACH: Climb to 1400, then climbing left turn to 2600 via heading 290° and LRD VORTAC R-319 to BLAME/LRD 18 DME and hold.

ATIS	HOUSTON CENTER	LAREDO TOWER ★	GND CON	UNICOM
125.775	127.8 307.2	120.1 (CTAF) 257.9	121.8	122.95







CATEGORY	A	B	C	D	E
S-35L	980-1	483 (500-1)	980-1¼ 483 (500-1¼)	980-1½ 483 (500-1½)	980-1¾ 483 (500-1¾)
CIRCLING	980-1	472 (500-1)	980-1½ 472 (500-1½)	1060-2 552 (600-2)	1240-2½ 732 (800-2½)

SC-3, 08 APR 2010 to 06 MAY 2010

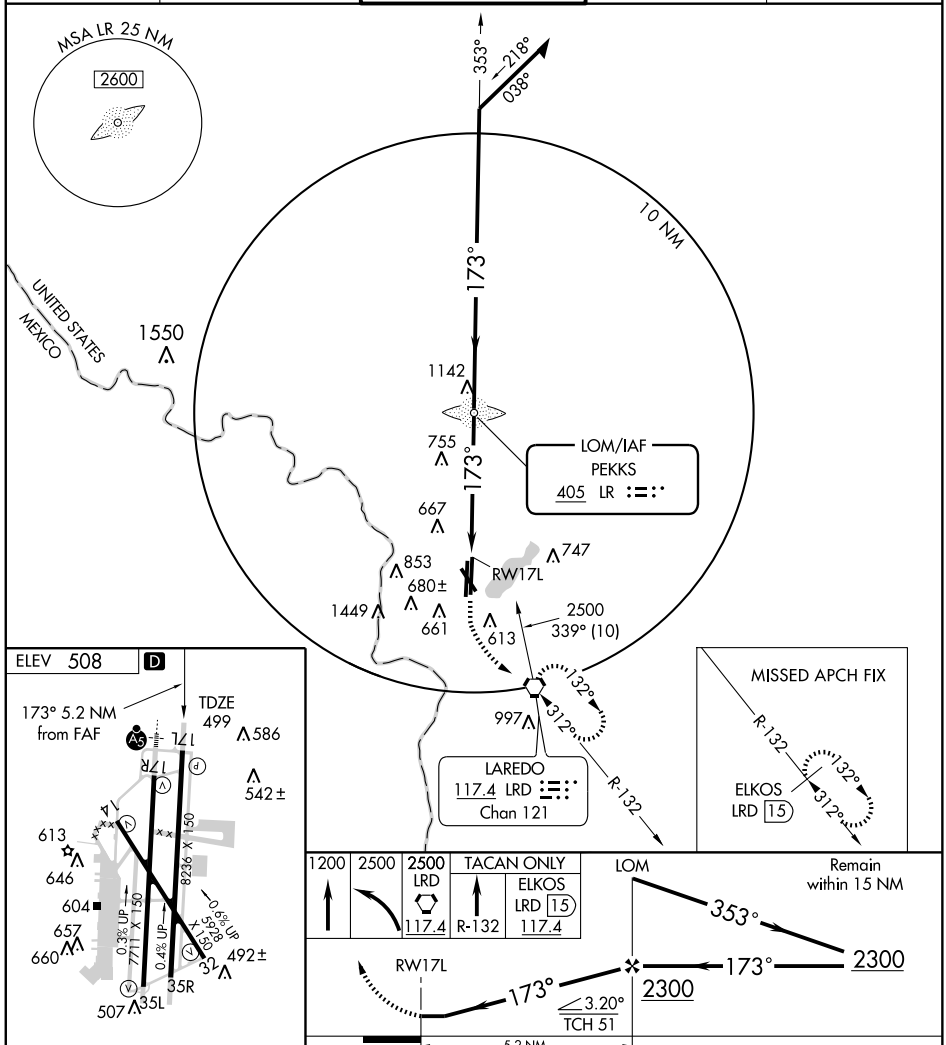
LOM LR	APP CRS	Rwy Idg	8236
405	173°	TDZE	499
		Apt Elev	508

NDB RWY 17L
LAREDO INTL (LRD)

Circling not authorized west of Rwys 14 and 35L.

MISSED APPROACH: Climb to 1200 then climbing left turn to 2500 direct LRD VORTAC and hold, continue climb-in-hold to 2500. (TACAN aircraft continue via LRD R-132 to ELKOS/LRD 15 DME and hold SE, right turn, 312° inbound.)

ATIS	HOUSTON CENTER	LAREDO TOWER ★	GND CON	UNICOM
125.775	127.8 307.2	120.1 C (CTAF) 257.9	121.8	122.95



MIRL Rwy 14-32
HIRL Rwys 17R-35L and 17L-35R

FAF to MAP 5.2 NM					
Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

CATEGORY	A	B	C	D	E
S-17L	1060-1	561 (600-1)	1060-1½ 561 (600-1½)	1060-1¾ 561 (600-1¾)	1060-2 561 (600-2)
CIRCLING	1060-1	552 (600-1)	1060-1½ 552 (600-1½)	1060-2 552 (600-2)	1240-2½ 732 (800-2½)

SC-3, 08 APR 2010 to 06 MAY 2010

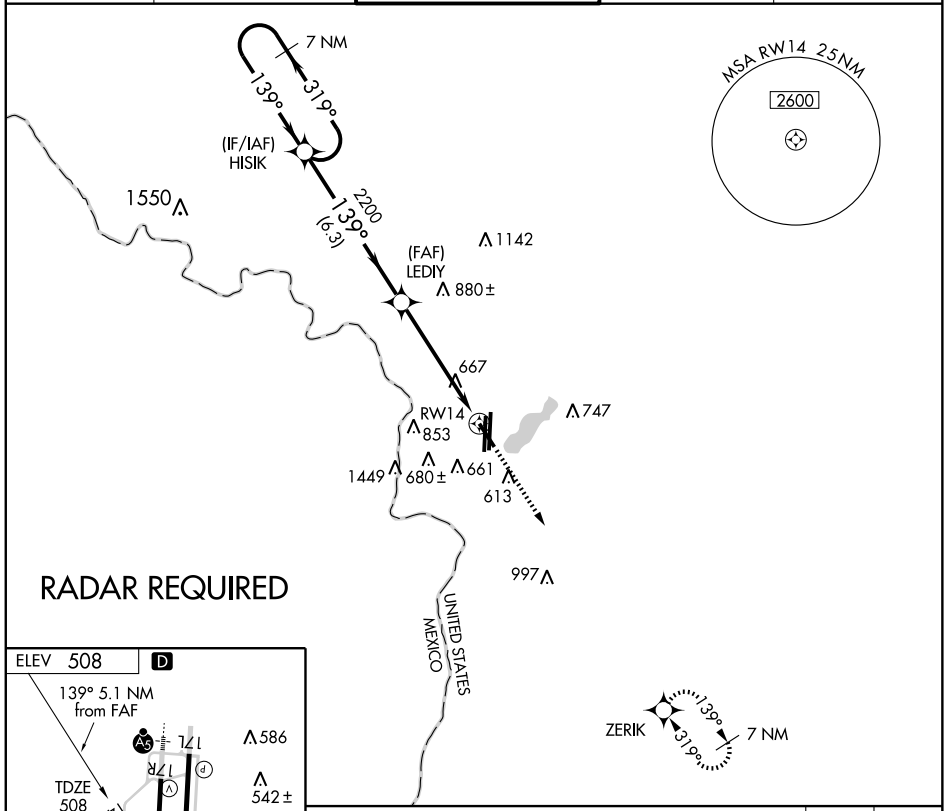
APP CRS	Rwy Idg	5928
139°	TDZE	508
	Apt Elev	508

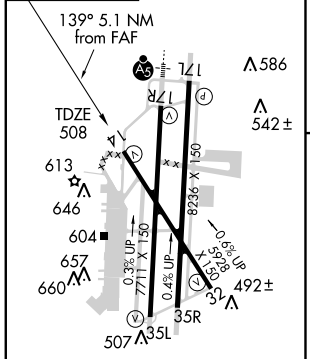
RNAV (GPS) RWY 14
LAREDO INTL (LRD)

DME/DME RNP-0.3 NA. Circling not authorized west of Rwys 14 and 35L.

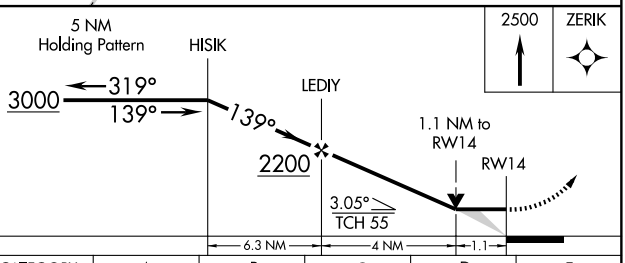
MISSED APPROACH: Climb to 2500 direct ZERIK and hold.

ATIS	HOUSTON CENTER	LAREDO TOWER ★	GND CON	UNICOM
125.775	127.8 307.2	120.1 (L) (CTAF) 257.9	121.8	122.95





MIRL Rwy 14-32
HIRL Rwys 17R-35L and 17L-35R



CATEGORY	A	B	C	D	E
LNAV MDA	920-1 412 (500-1)		920-1¼ 412 (500-1¼)		920-1½ 412 (500-1½)
CIRCLING	960-1 452 (500-1)	980-1 472 (500-1)	980-1½ 472 (500-1½)	1060-2 552 (600-2)	1240-2½ 732 (800-2½)

SC-3. 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	8236
Ch 77899	175°	TDZE	499
W17B		Apt Elev	508

RNAV (GPS) RWY 17L
LAREDO INTL (LRD)

T A W

DME/DME RNP-0.3 NA. BARO-VNAV NA below -16°C (4°F). Circling NA west of runways 14 and 35L.

MISSED APPROACH: Climb to 2500 direct YANGU and via 130° track to ELKOS and hold.

ATIS	HOUSTON CENTER	LAREDO TOWER ★	GND CON	UNICOM
125.775	127.8 307.2	120.1 (CTAF) 257.9	121.8	122.95

Procedure NA for arrivals at KAHAN via V17 northbound.

5 NM
355°
175°
(IF/IAF) PUCIK
3000 NoPT
255° (6.5)
(IAF) KAHAN
2300
175° (6.8)
1550
1142
(FAF) HOLOV
710±
667
853
680±
1449
661
RW17L
747
613
YANGU
997
MSA RW17L 25 NM
2600

MISSED APCH FIX
133°
313°
5 NM
ELKOS

ELEV 508
D
175° to RW17L
17L
17R
14
TDZE 499
542±
586
613
646
604
657
660
492±
507
35L
35R
8236 X 150
7711 X 150
5528 X 150
0.3% UP
0.4% UP
0.6% UP

2500	YANGU	130° TRK	ELKOS

* LNAV only
*1.3 NM to RW17L
HOLOV
175°
PUCIK
5 NM Holding Pattern
355°
175°
3000
2300
RW17L
GS 3.00°
TCH 51
1.3 NM
4.1 NM
6.8 NM

CATEGORY	A	B	C	D	E
LPV DA	749-¾ 250 (300-¾)				
LNAV/VNAV DA	954-1½ 455 (500-1½)				
LNAV MDA	960-1 461 (500-1)		960-1¼ 461 (500-1¼)	960-1½ 461 (500-1½)	960-1¾ 461 (500-1¾)
CIRCLING	960-1½ 452 (500-1½)	980-1½ 472 (500-1½)		1060-2 552 (600-2)	1240-2½ 732 (800-2½)

MIRL Rwy 14-32
HIRL Rwys 17R-35L and 17L-35R

SC-3, 08 APR 2010 to 06 MAY 2010

WAAS Ch 82599 W17A	APP CRS 175°	Rwy Idg 7711 TDZE 504 Apt Elev 508

RNAV (GPS) RWY 17R

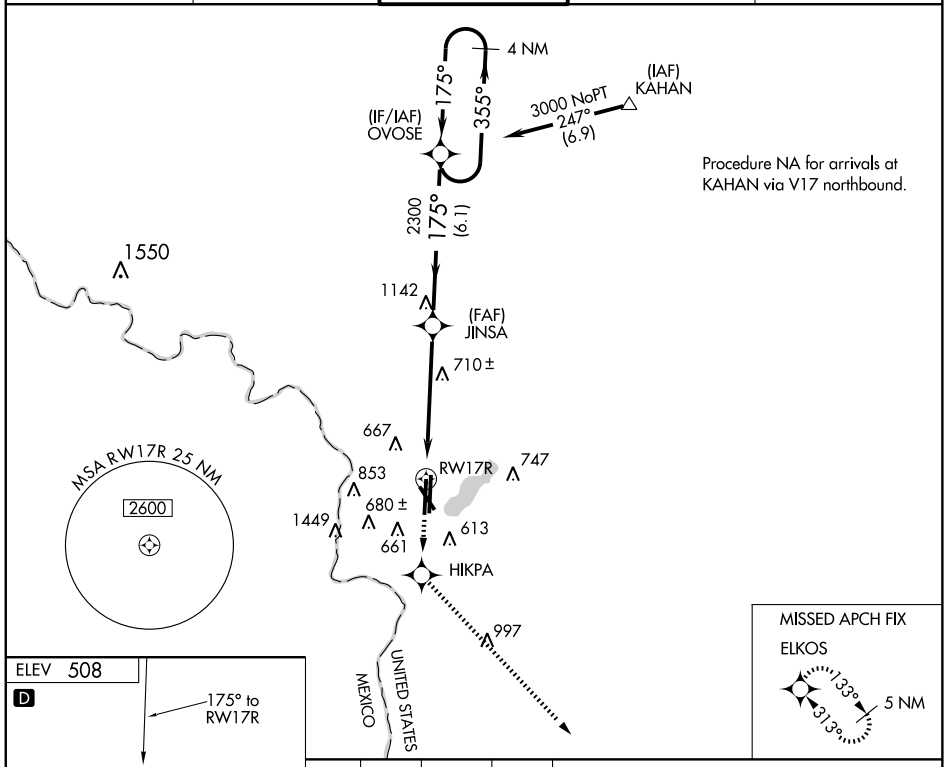
LAREDO INTL (LRD)

T DME/DME RNP-0.3 NA. BARO-VNAV NA below -16°C (4°F).
A For inoperative MALSR, increase LPV all Cats visibility to ¾, LNAV/VNAV Cat E visibility to 1½ mile, LNAV Cat E visibility to 1½ mile.
W Circling NA west of runways 14 and 35L.

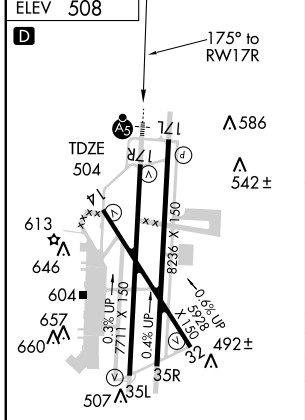
MALSR

MISSED APPROACH: Climb to 2500 direct HIKPA and via 129° track to ELKOS and hold.

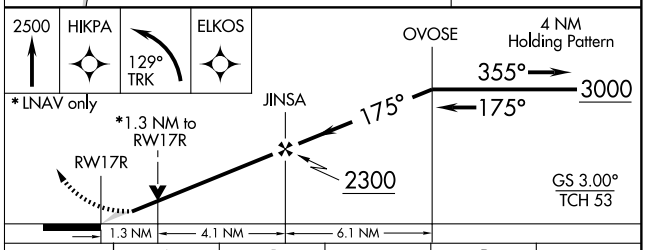
ATIS	HOUSTON CENTER	LAREDO TOWER ★	GND CON	UNICOM
125.775	127.8 307.2	120.1 (CTAF) 257.9	121.8	122.95



MISSED APCH FIX
ELKOS
133°
313°
5 NM



MIRL Rwy 14-32
HIRL Rwys 17R-35L and 17L-35R



CATEGORY	A	B	C	D	E
LPV DA	754-½ 250 (300-½)				
LNAV/ VNAV DA	953-1 449 (500-1)				
LNAV MDA	960-½ 456 (500-½)		960-¾ 456 (500-¾)	960-1 456 (500-1)	
CIRCLING	960-1½ 452 (500-1½)	980-1½ 472 (500-1½)		1060-2 552 (600-2)	1240-2½ 732 (800-2½)

SC-3. 08 APR 2010 to 06 MAY 2010

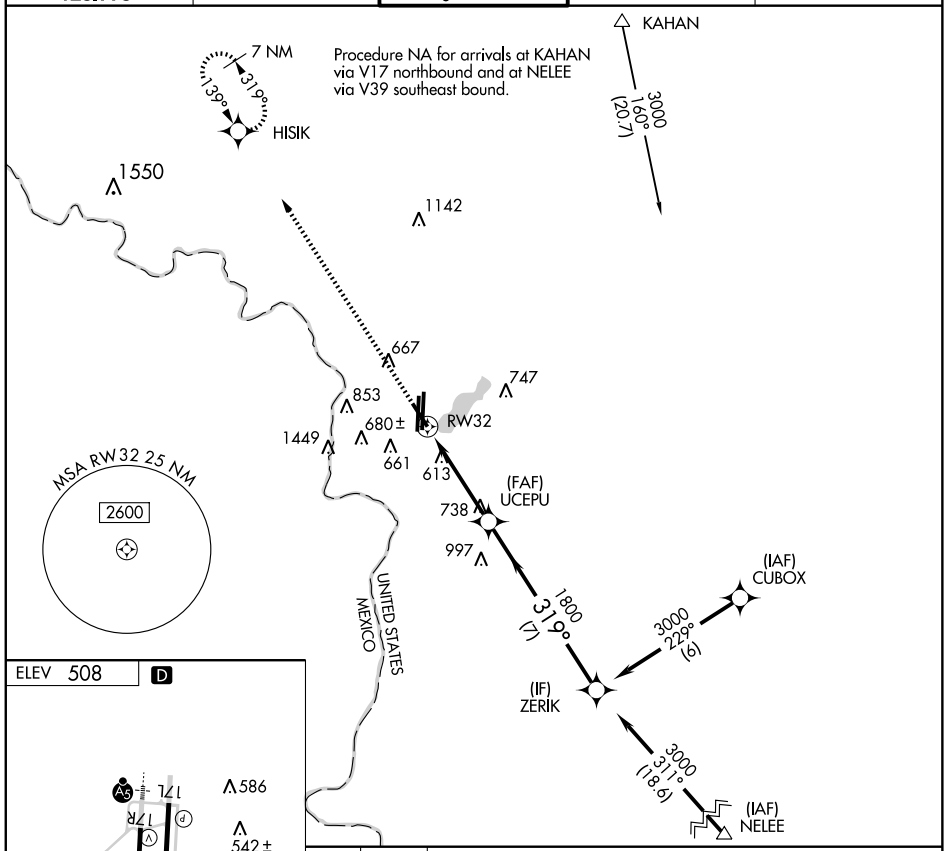
APP CRS	Rwy Idg	5928
319°	TDZE	494
	Apt Elev	508

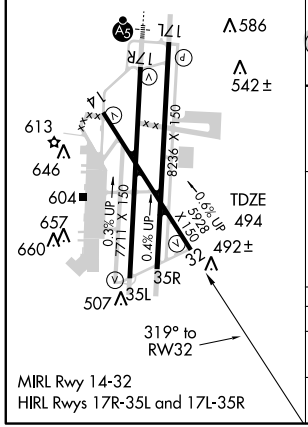
RNAV (GPS) RWY 32
LAREDO INTL (LRD)

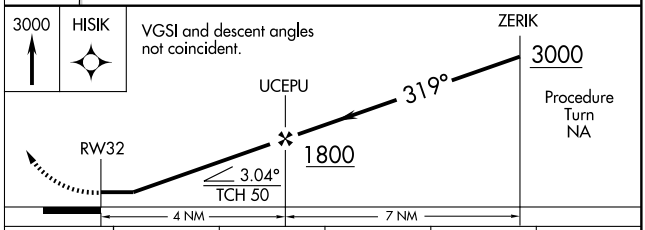
If local altimeter setting not received, use Hebbronville altimeter setting and increase all MDAs 120 feet. Circling NA west of Rwys 14 and 35L. DME/DME RNP-0.3 NA. Visiblity reduction by helicopters NA.

MISSED APPROACH: Climb to 3000 direct HISIK and hold.

ATIS	HOUSTON CENTER	LAREDO TOWER ★	GND CON	UNICOM
125.775	127.8 307.2	120.1 (CTAF) 257.9	121.8	122.95







CATEGORY	A	B	C	D	E
LNAV MDA	900-1 406 (400-1)		900-1¼ 406 (400-1¼)		900-1½ 406 (400-1½)
CIRCLING	960-1 452 (500-1)	980-1 472 (500-1)	980-1½ 472 (500-1½)	1060-2 552 (600-2)	1240-2½ 732 (800-2½)

SC-3. 08 APR 2010 to 06 MAY 2010

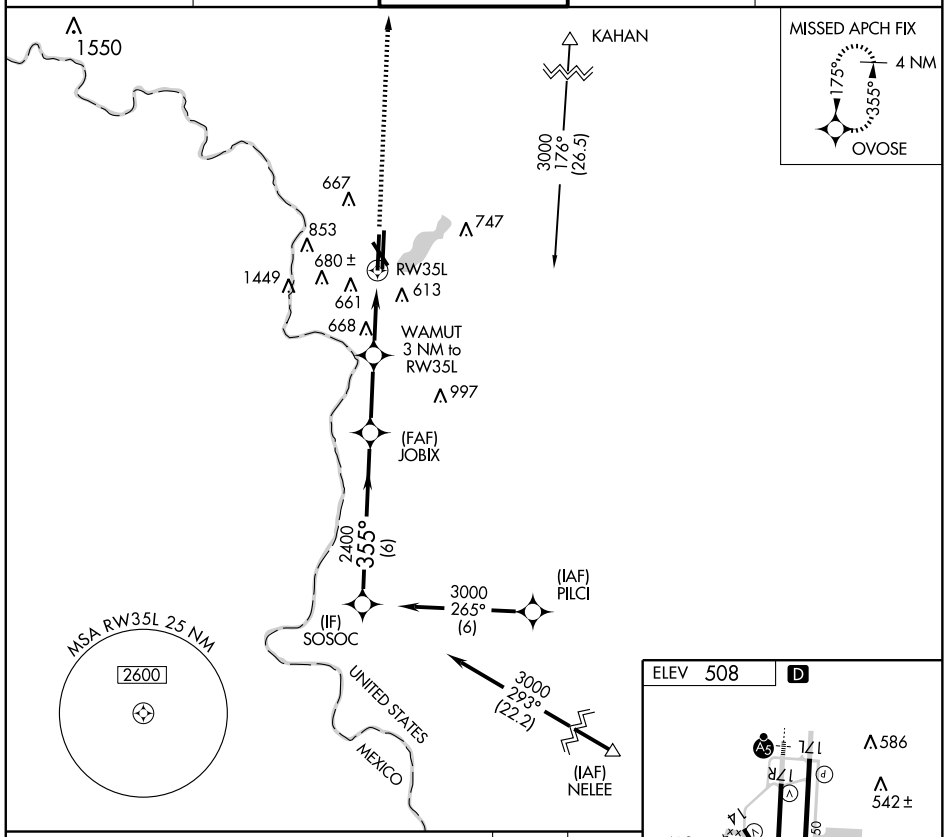
APP CRS	Rwy Idg	7711
355°	TDZE	497
	Apt Elev	508

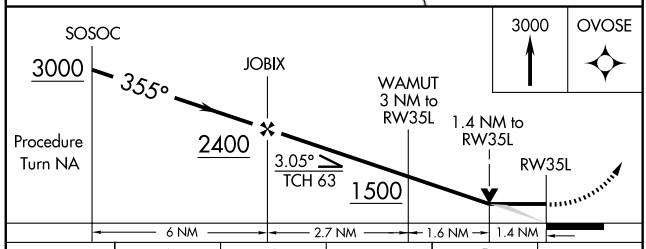
RNAV (GPS) RWY 35L
LAREDO INTL (LRD)

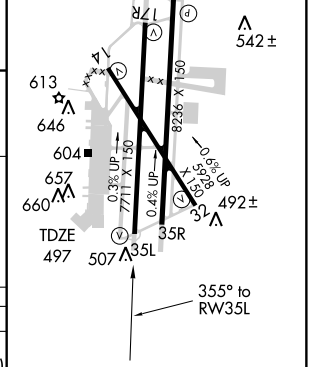
DME/DME RNP-0.3 NA.
Circling NA west of runways 14 and 35L.

MISSED APPROACH: Climb to 3000 direct OVOSE and hold.

ATIS	HOUSTON CENTER	LAREDO TOWER ★	GND CON	UNICOM
125.775	127.8 307.2	120.1 (CTAF) 257.9	121.8	122.95







MIRL Rwy 14-32
HIRL Rwys 17R-35L and 17L-35R

CATEGORY	A	B	C	D	E
LNAV MDA	980-1	483 (500-1)	980-1¼ 483 (500-1¼)	980-1½ 483 (500-1½)	980-1¾ 483 (500-1¾)
CIRCLING	980-1	472 (500-1)	980-1½ 472 (500-1½)	1060-2 552 (600-2)	1240-2½ 732 (800-2½)

SC-3, 08 APR 2010 to 06 MAY 2010

VORTAC LRD 117.4 Chan 121	APP CRS 139°	Rwy Idg 5928 TDZE 508 Apt Elev 508

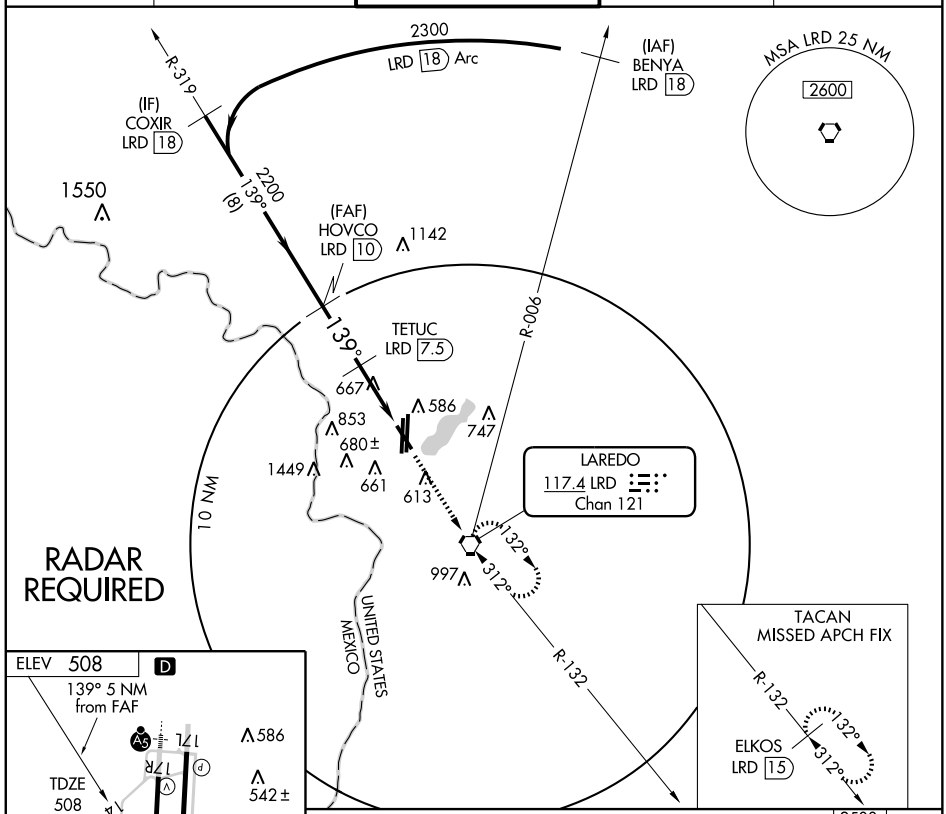
VOR/DME or TACAN RWY 14

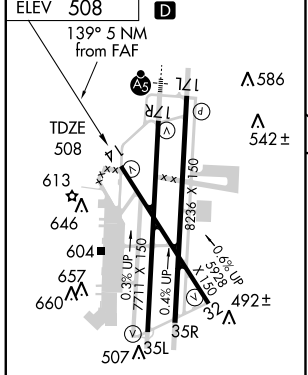
LAREDO INTL (LRD)

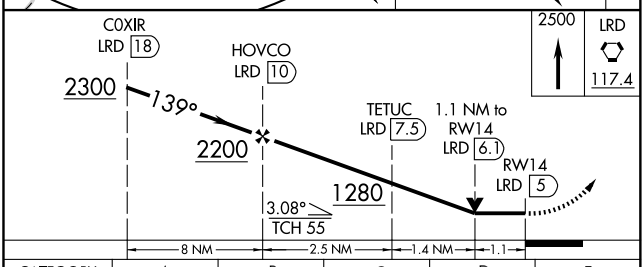
Circling not authorized west of Rwys 14 and 35L.

MISSED APPROACH: Climb to 2500 direct LRD VORTAC and hold, continue climb-in-hold to 2500. (TACAN aircraft continue via LRD R-132 to ELKOS/LRD 15 DME and hold SE, right turn, 312° inbound.)

ATIS	HOUSTON CENTER	LAREDO TOWER ★	GND CON	UNICOM
125.775	127.8 307.2	120.1 (CTAF) 257.9	121.8	122.95







CATEGORY	A	B	C	D	E
S-14	920-1 412 (500-1)		920-1¼ 412 (500-1¼)		920-1½ 412 (500-1½)
CIRCLING	960-1 452 (500-1)	980-1 472 (500-1)	980-1½ 472 (500-1½)	1060-2 552 (600-2)	1240-2½ 732 (800-2½)

MIRL Rwy 14-32
HIRL Rwys 17R-35L and 17L-35R

SC-3, 08 APR 2010 to 06 MAY 2010

VORTAC LRD 117.4 Chan 121	APP CRS 320°	Rwy Idg 5928 TDZE 494 Apt Elev 508

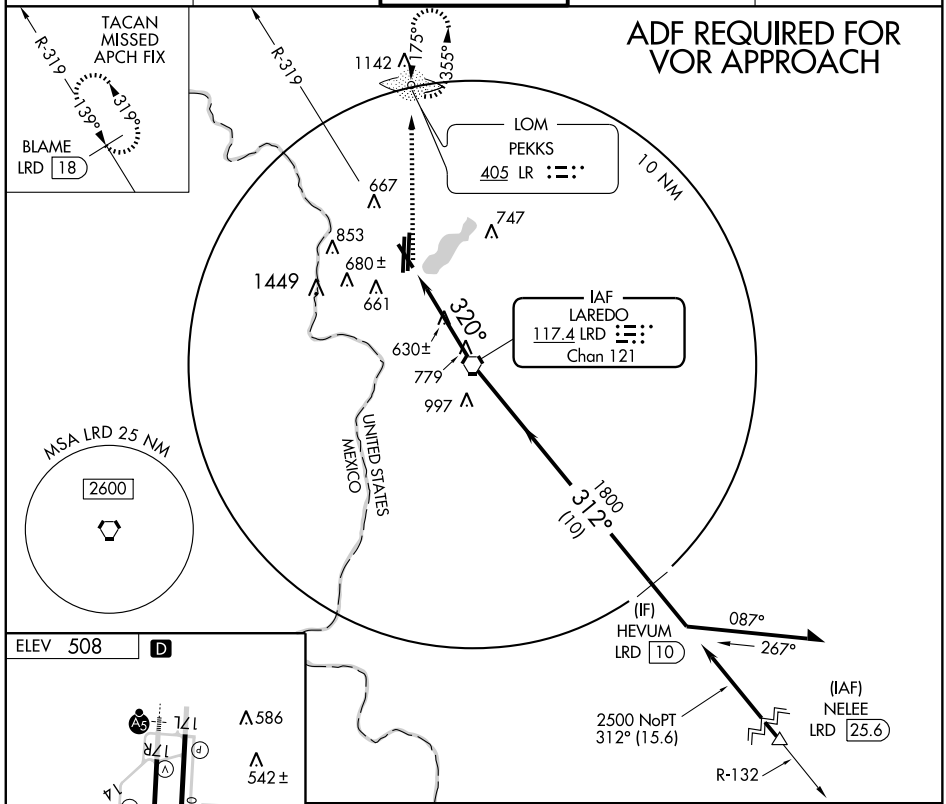
VOR or TACAN RWY 32

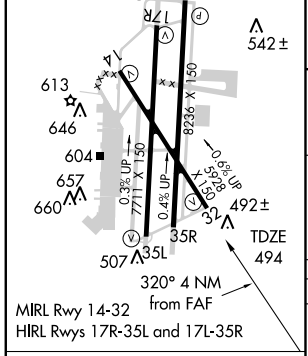
LAREDO INTL (LRD)

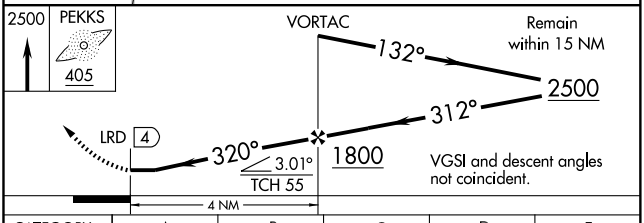
When local altimeter setting not received, use Hebbronville altimeter setting and increase all MDAs 120 feet, Cat C and E visibility ¼ mile, Cat D ½ mile and circling Cat D visibility ¼ mile and Cat E ½ mile. Circling NA west of Rwys 14 and 35L. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2500 direct LR NDB and hold. (TACAN aircraft climb to 2600 via LRD VORTAC R-319 to BLAME/18 DME and hold NW, left turn, 139° inbound.)

ATIS	HOUSTON CENTER	LAREDO TOWER ★	GND CON	UNICOM
125.775	127.8 307.2	120.1 (CTAF) 257.9	121.8	122.95







FAF to MAP 4 NM					
Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20

CATEGORY	A	B	C	D	E
S-32	900-1 406 (400-1)		900-1¼ 406 (400-1¼)		900-1½ 406 (400-1½)
CIRCLING	960-1 452 (500-1)	980-1 472 (500-1)	980-1½ 472 (500-1½)	1060-2 552 (600-2)	1240-2½ 732 (800-2½)

SC-3, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	6110
173°	TDZE	3508
	Apt Elev	3514

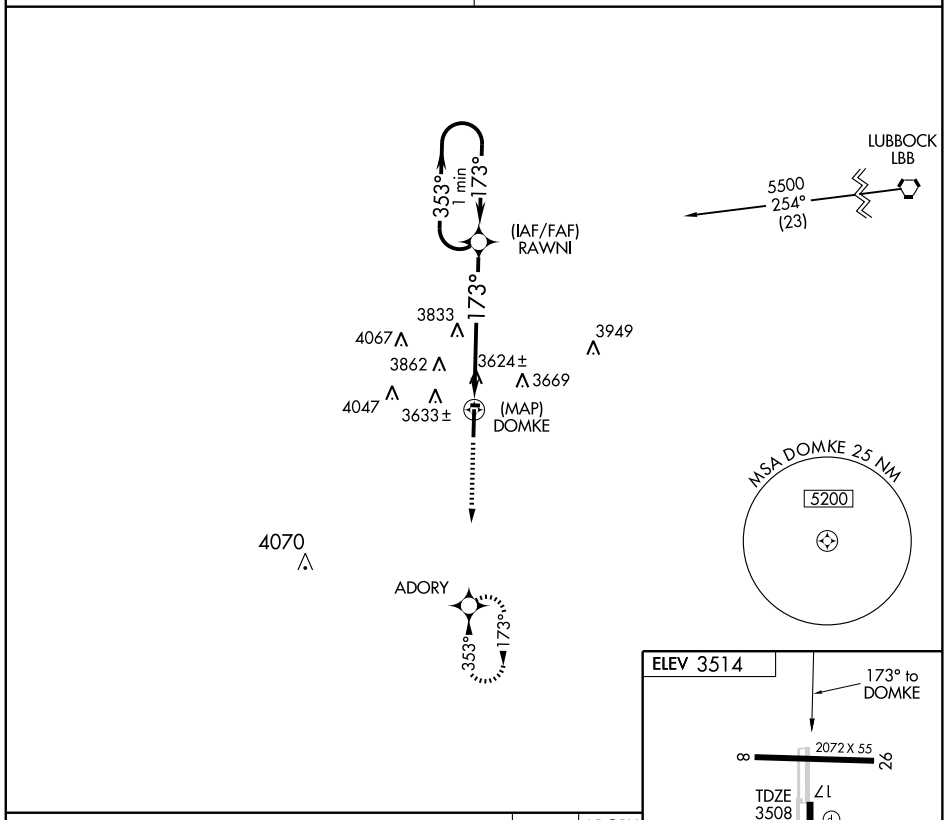
GPS RWY 17
LEVELLAND MUNI (LLN)

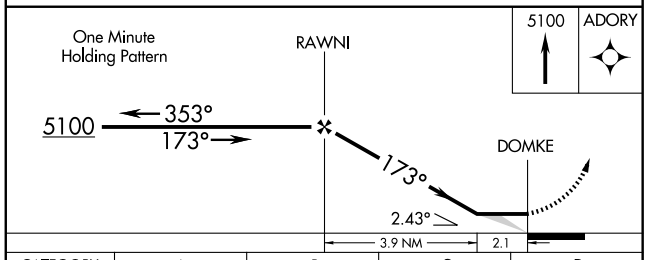
Use Lubbock Preston Smith Intl altimeter setting.

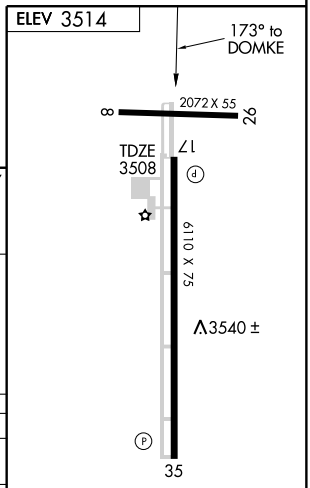
NA

MISSED APPROACH: Climb to 5100 direct ADORY WP and hold.

LUBBOCK APP CON	UNICOM
119.9 335.6	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-17	4240-1	732 (800-1)	4240-2 732 (800-2)	4240-2¼ 732 (800-2¼)
CIRCLING	4240-1	726 (800-1)	4320-2¼ 806 (900-2¼)	4320-2½ 806 (900-2½)

REIL Rwy 35
MIRL Rwy 17-35 L

SC-2, 08 APR 2010 to 06 MAY 2010

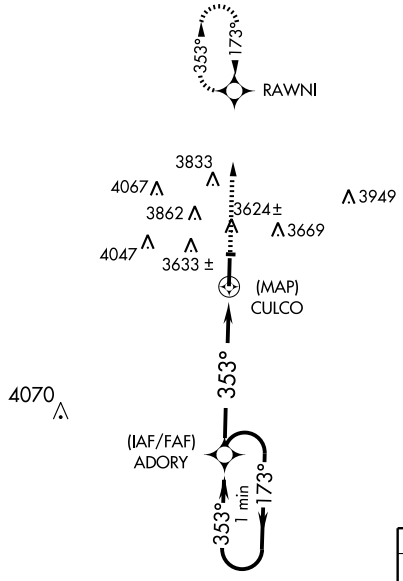
APP CRS	Rwy Idg	6110
353°	TDZE	3514
	Apt Elev	3514

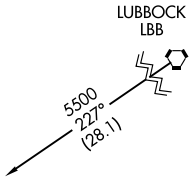
GPS RWY 35
LEVELLAND MUNI (LLN)

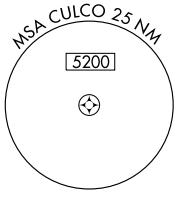
Use Lubbock Preston Smith Intl altimeter setting.
NA

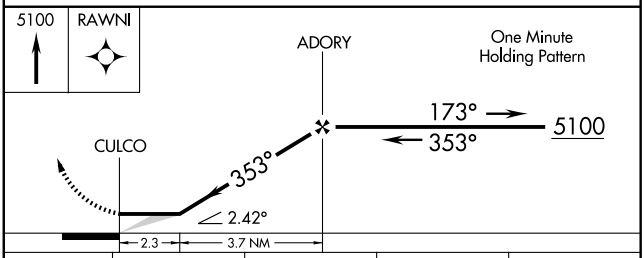
MISSED APPROACH: Climb to 5100 direct RAWNI WP and hold.

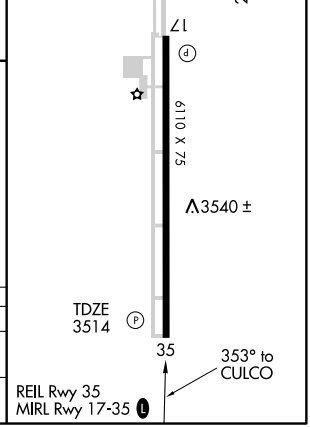
LUBBOCK APP CON	UNICOM
119.9 335.6	122.8 (CTAF) L











CATEGORY	A	B	C	D
S-35	3980-1	466 (500-1)	3980-1¼ 466 (500-1¼)	3980-1½ 466 (500-1½)
CIRCLING	4100-1	586 (600-1)	4320-2¼ 806 (900-2¼)	4320-2½ 806 (900-2½)

SC-2, 08 APR 2010 to 06 MAY 2010

NDB LLN	APP CRS	Rwy Idg	6110
266	185°	TDZE	3508
		Apt Elev	3514

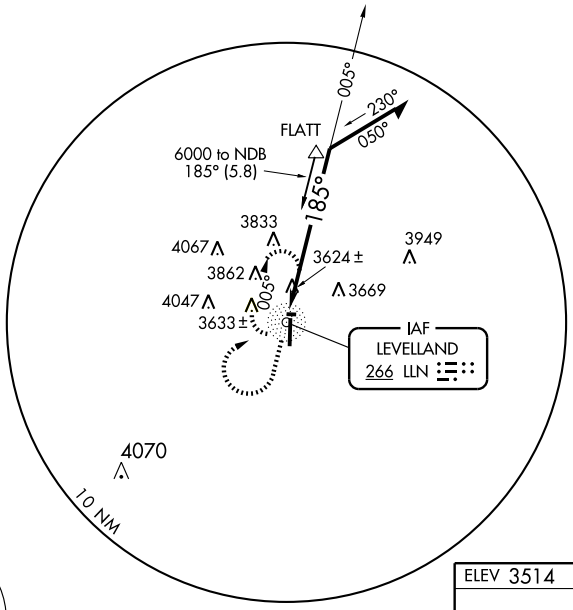
NDB RWY 17
LEVELLAND MUNI (LLN)

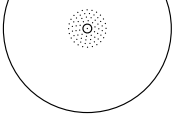
Use Lubbock Preston Smith Intl altimeter setting.

NA

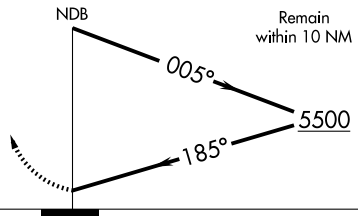
MISSED APPROACH: Climb to 5500 then right turn direct LLN NDB and hold.

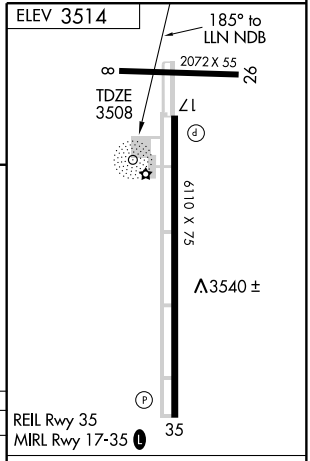
LUBBOCK APP CON	UNICOM
119.9 335.6	122.8 (CTAF) L











CATEGORY	A	B	C	D
S-17	4360-1 852 (900-1)	4360-1¼ 852 (900-1¼)	4360-2½ 852 (900-2½)	4360-2¾ 852 (900-2¾)
CIRCLING	4360-1 846 (900-1)	4360-1¼ 846 (900-1¼)	4360-2½ 846 (900-2½)	4360-2¾ 846 (900-2¾)

Knots	60	90	120	150	180
Min:Sec					

SC-2, 08 APR 2010 to 06 MAY 2010

NDB LLN	APP CRS	Rwy Idg	6110
266	345°	TDZE	3514
		Apt Elev	3514

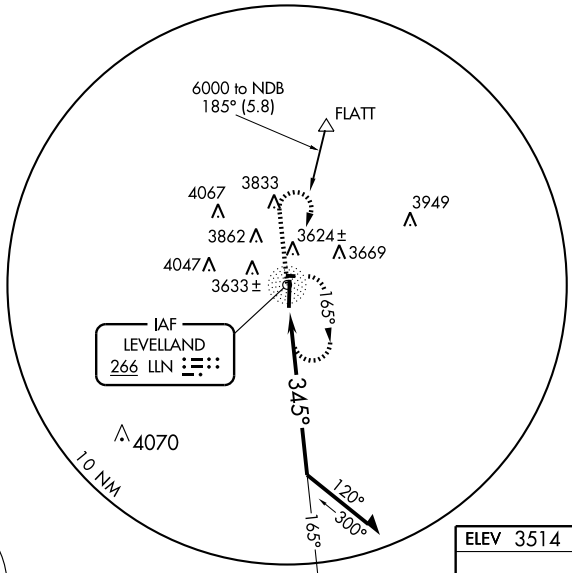
NDB RWY 35
LEVELLAND MUNI (LLN)

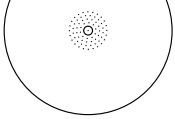
Use Lubbock Preston Smith Intl altimeter setting.

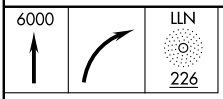
NA

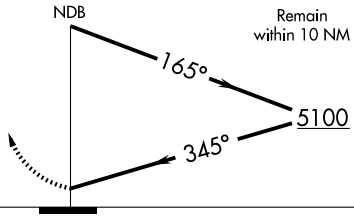
MISSED APPROACH: Climb to 6000, then right turn direct LLN NDB and hold.

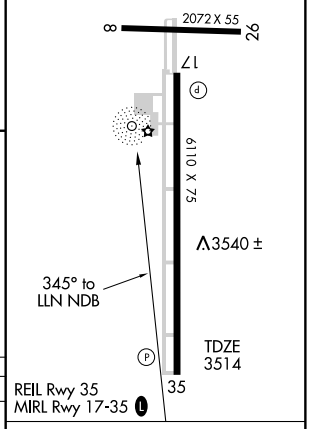
LUBBOCK APP CON	UNICOM
119.9 335.6	122.8 (CTAF) L











CATEGORY	A	B	C	D
S-35	4140-1	626 (700-1)	4140-1½ 626 (700-1½)	4140-1¾ 626 (700-1¾)
CIRCLING	4140-1	626 (700-1)	4320-2¼ 806 (900-2¼)	4320-2½ 806 (900-2½)

Knots	60	90	120	150	180
Min:Sec					

SC-2, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy ldg	3801
162°	TDZE	70
	Apt Elev	70

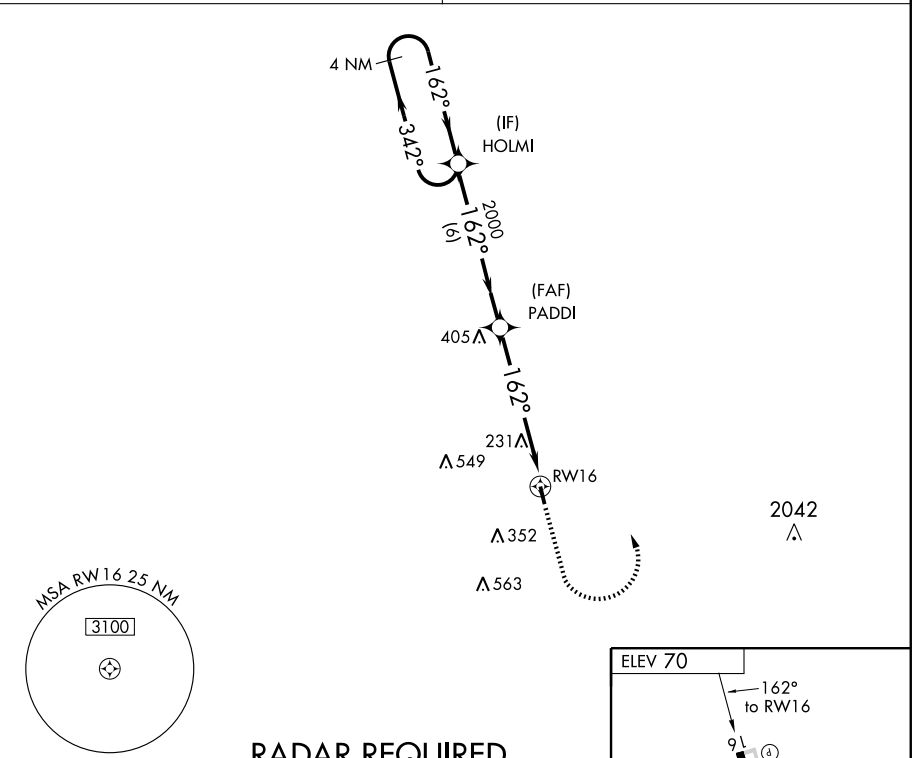
RNAV (GPS) RWY 16

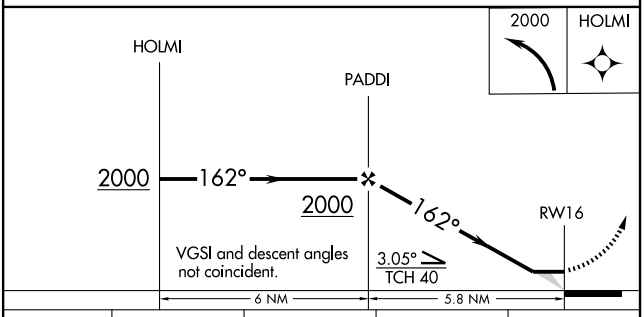
LIBERTY MUNI (T78)

Use George Bush Intercontinental/Houston altimeter setting. DME/DME RNP-0.3 NA.

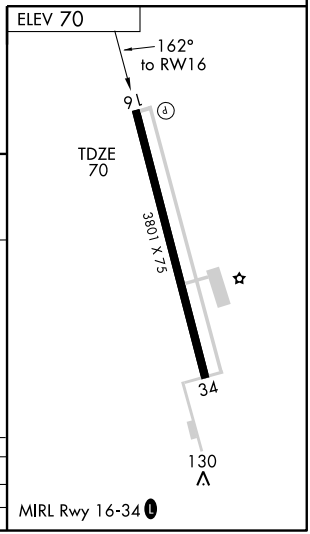
MISSED APPROACH: Climbing left turn to 2000 direct HOLMI and hold.

HOUSTON APP CON	CTAF
119.7 281.4	122.9 L





CATEGORY	A	B	C	D
LNAV MDA	620-1	550 (600-1)	NA	
CIRCLING	620-1	550 (600-1)	NA	



SC-5, 08 APR 2010 to 06 MAY 2010

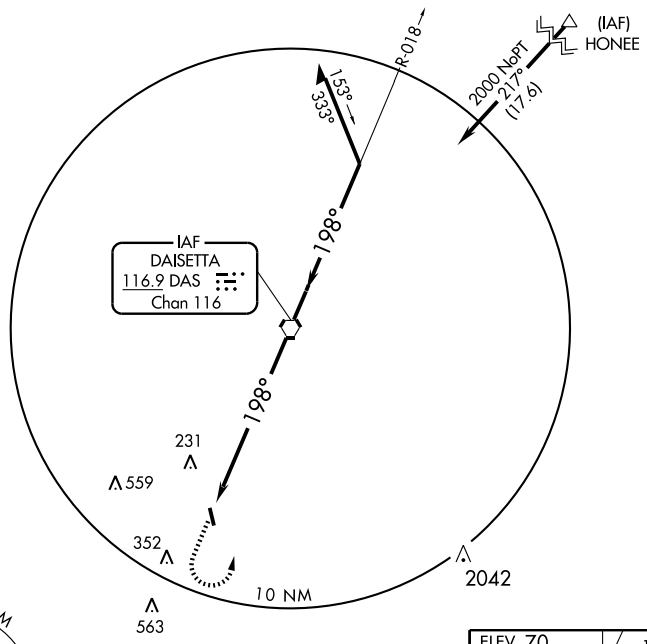
VORTAC DAS 116.9 Chan 116	APP CRS 198°	Rwy Idg 3801 TDZE N/A Apt Elev 70

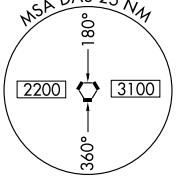
VOR-A
LIBERTY MUNI (T78)

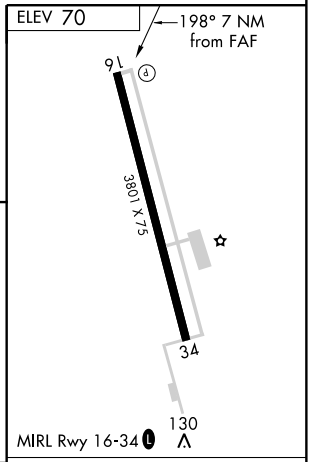
Use Houston (George Bush Intercontinental/ Houston) altimeter setting.

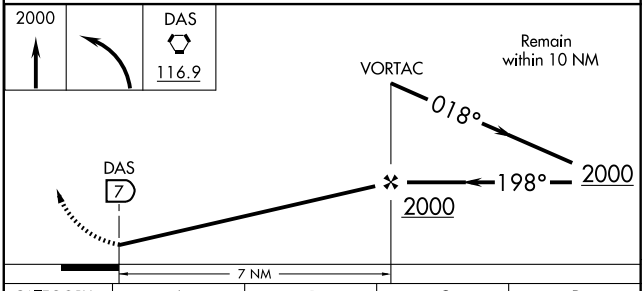
MISSED APPROACH: Climb to 2000, then left turn direct DAS VORTAC.

HOUSTON APP CON	CTAF
119.7 281.4	122.9 L









FAF to MAP 7 NM

CATEGORY	A	B	C	D
CIRCLING	600-1	530 (600-1)	NA	

Knots	60	90	120	150	180
Min:Sec	7:00	4:40	3:30	2:48	2:20

SC-5, 08 APR 2010 to 06 MAY 2010

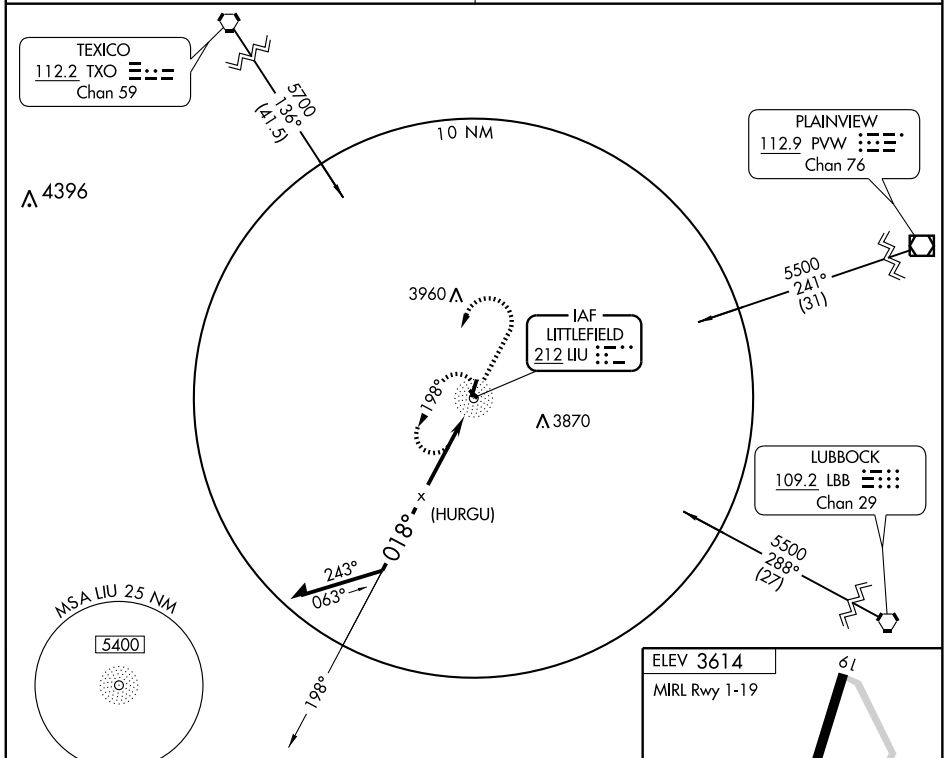
NDB LIU 212	APP CRS 018°	Rwy Idg 4021 TDZE 3614 Apt Elev 3614

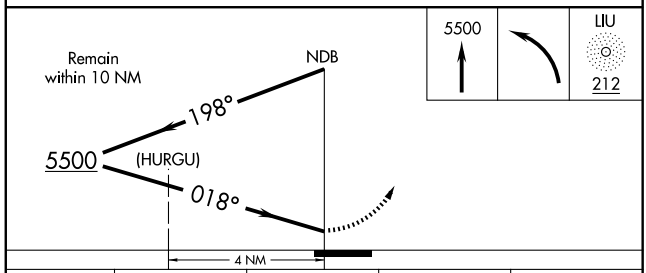
NDB or GPS RWY 1
LITTLEFIELD MUNI (LIU)

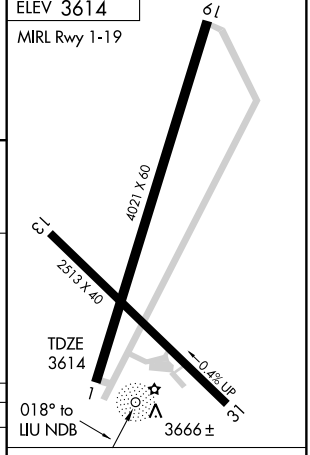
NA Use Lubbock altimeter setting.

MISSED APPROACH: Climb to 5500, then left turn direct LIU NDB and hold.

LUBBOCK APP CON	UNICOM
119.9 335.6	122.8 (CTAF)







CATEGORY	A	B	C	D
S-1	4160-1	546 (600-1)	4160-1½ 546 (600-1½)	NA
CIRCLING	4160-1	546 (600-1)	4160-1½ 546 (600-1½)	NA

Knots	60	90	120	150	180
Min:Sec					

SC-2. 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	3700
305°	TDZE	151
	Apt Elev	151

RNAV (GPS) RWY 30

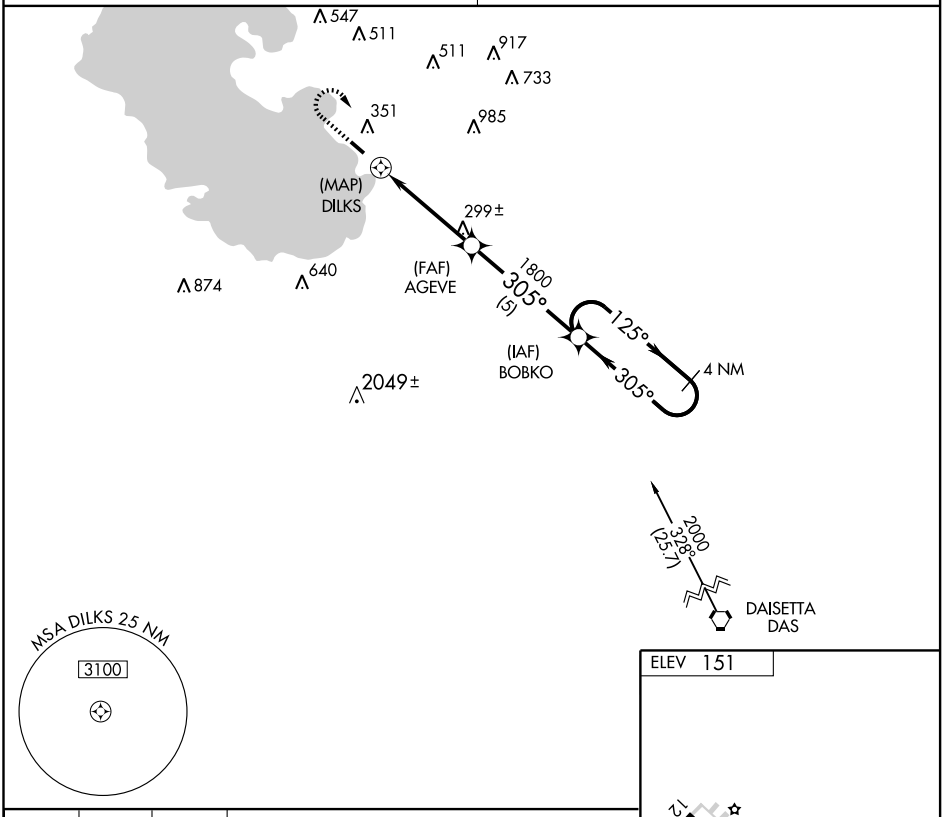
LIVINGSTON MUNI (ØØR)

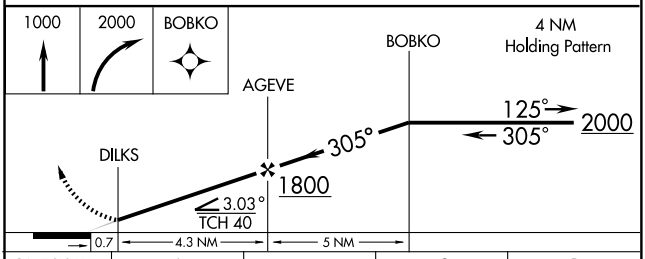
Use Houston/Lone Star Executive altimeter setting.
DME/DME RNP-0.3 NA

NA

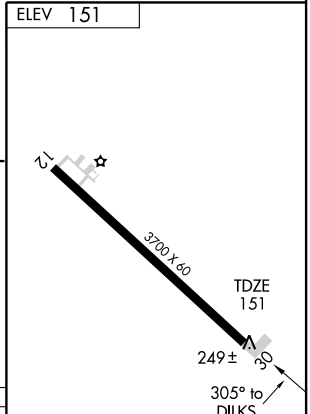
MISSED APPROACH: Climb to 1000 then climbing right turn to 2000 direct BOBKO WP and hold.

HOUSTON CENTER	UNICOM
125.17 285.57	122.7 (CTAF)





CATEGORY	A	B	C	D
LNAV MDA	580-1	429 (500-1)	580-1¼ 429 (500-1¼)	NA
CIRCLING	800-1	649 (700-1)	800-1¾ 649 (700-1¾)	NA



MIRL Rwy 12-30

SC-5, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	4202
174°	TDZE	1102
	Apt Elev	1102

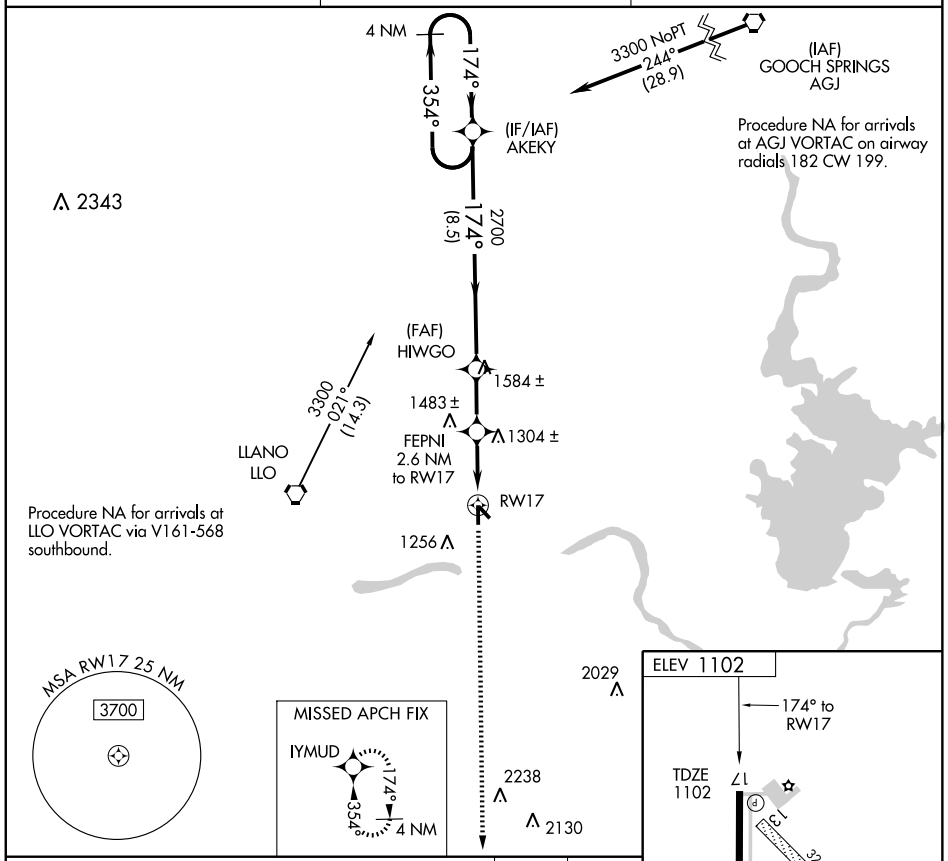
RNAV (GPS) RWY 17

LLANO MUNI (AQO)

DME/DME RNP-0.3 NA. Circling NA to Rwy 13-31. When local altimeter setting not received, use Burnet altimeter setting and increase all MDA 80 feet. VDP NA when using Burnet altimeter setting.

MISSED APPROACH: Climb to 3500 direct IYMUD and hold.

AWOS-3	HOUSTON CENTER	UNICOM
119.425	132.35 317.5	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1560-1	458 (500-1)	NA	
CIRCLING	1660-1	558 (600-1)	NA	

MIRL Rwy 17-35 L

SC-3. 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	4202
354°	TDZE	1102
	Apt Elev	1102

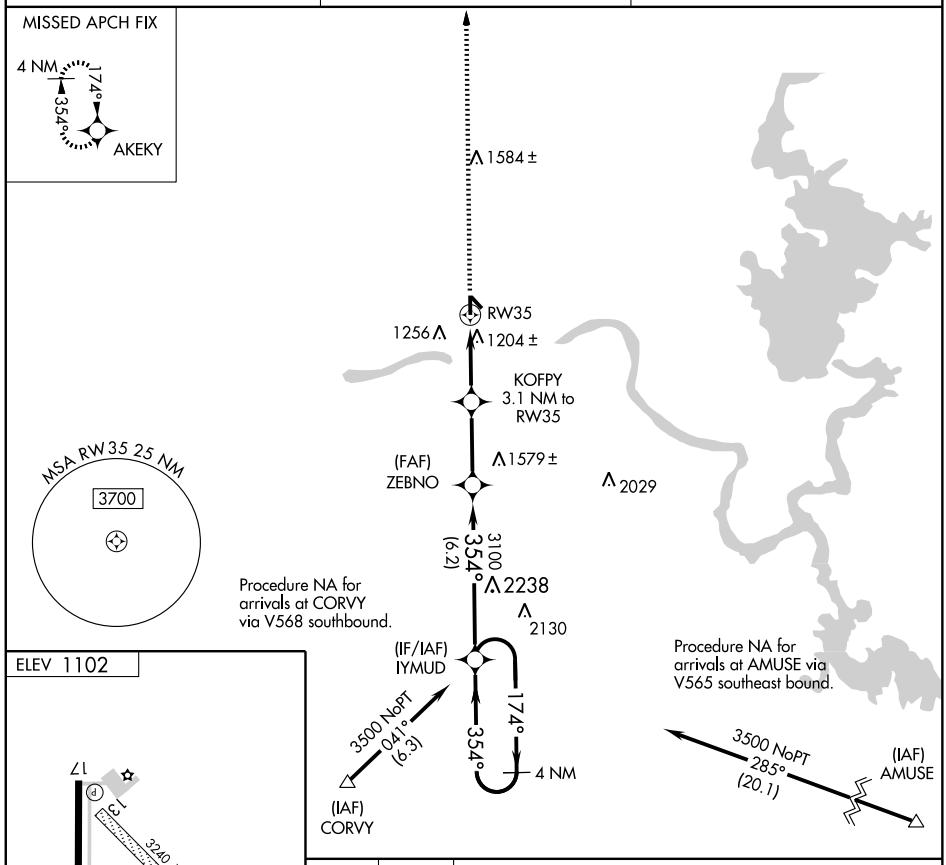
RNAV (GPS) RWY 35

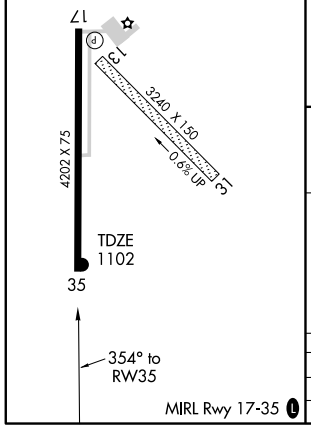
LLANO MUNI (AQO)

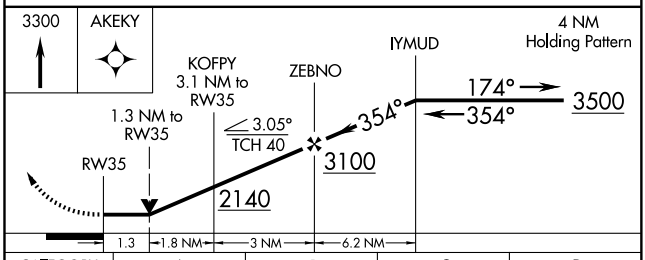
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Circling NA to Rwy 13-31. When local altimeter setting not received, use Burnet altimeter setting and increase all MDA 80 feet. VDP NA when using Burnet altimeter setting.

MISSED APPROACH: Climb to 3300 direct AKEKY and hold.

AWOS-3	HOUSTON CENTER	UNICOM
119.425	132.35 317.5	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1560-1	458 (500-1)	NA	
CIRCLING	1660-1	558 (600-1)	NA	

SC-3. 08 APR 2010 to 06 MAY 2010

VORTAC LLO 108.2 Chan 19	APP CRS 089°	Rwy Idg N/A TDZE N/A Apt Elev 1102

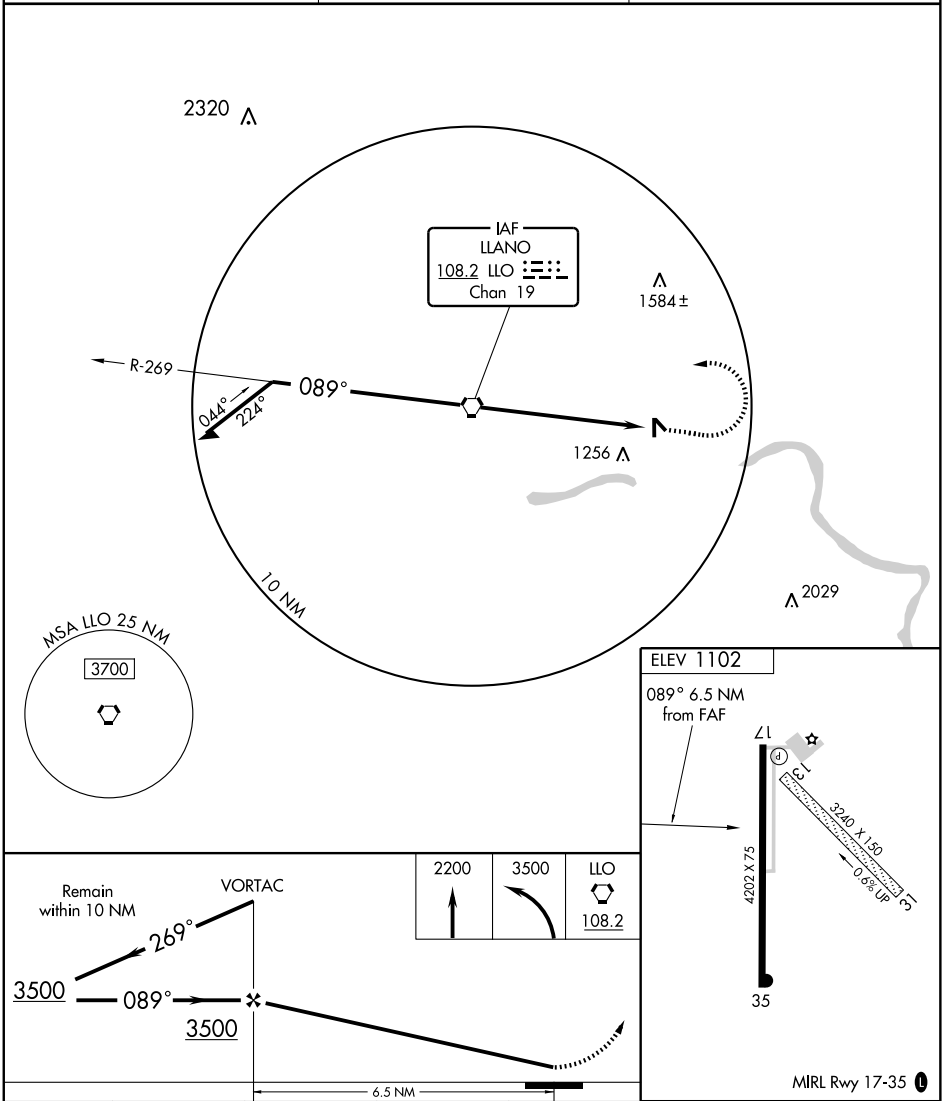
VOR-A

LLANO MUNI (AQO)

When local altimeter setting not received, use Burnet altimeter setting and increase all MDA 80 feet, and Circling Cat B visibility ¼ mile.

MISSED APPROACH: Climb to 2200 then climbing left turn to 3500 direct LLO VORTAC.

AWOS-3	HOUSTON CENTER	UNICOM
119.425	132.35 317.5	122.8 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	1800-1 698 (700-1)		NA	

FAF to MAP 6.5 NM					
Knots	60	90	120	150	180
Min:Sec	6:30	4:20	3:15	2:36	2:10

SC-3. 08 APR 2010 to 06 MAY 2010

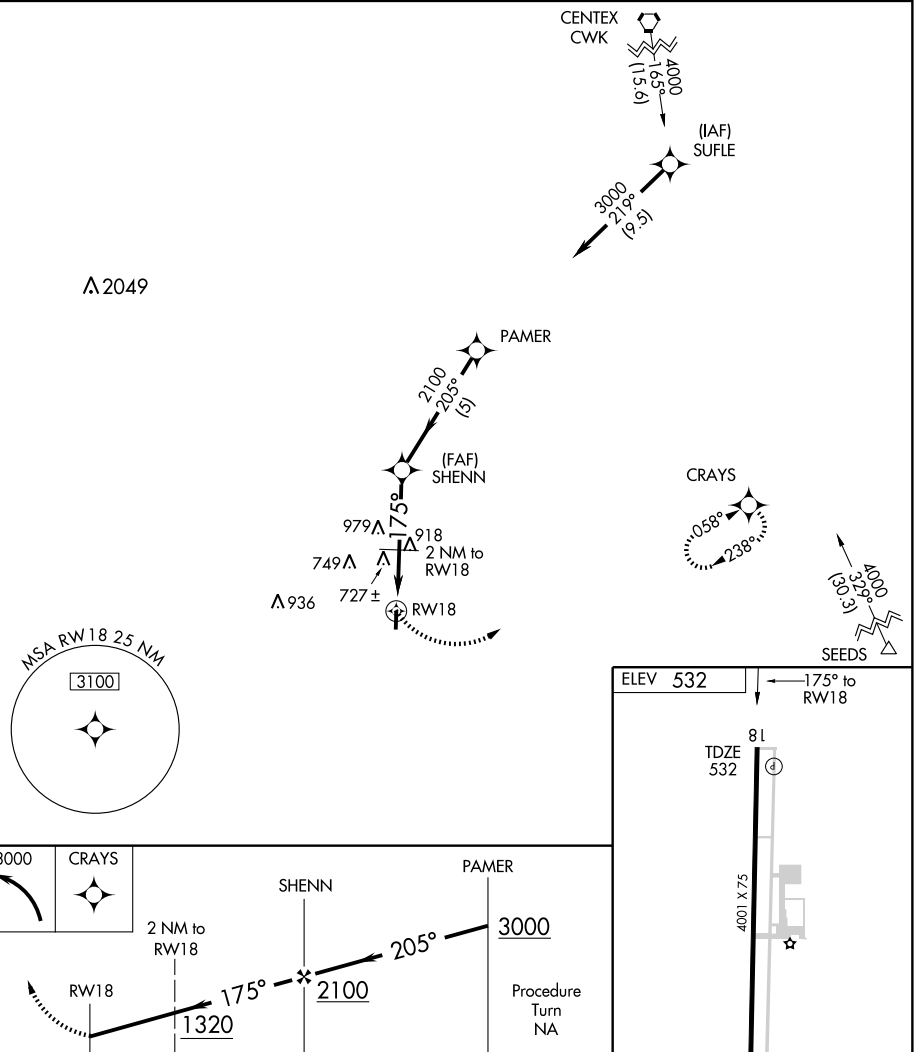
APP CRS	Rwy Idg	4001
175°	TDZE	532
	Apt Elev	532

GPS RWY 18
LOCKHART MUNI (5ØR)

⚠ NA Use San Marcos Muni (HYI) altimeter setting.

MISSED APPROACH: Climbing left turn to 3000 direct CRAYS and hold.

AUSTIN APP CON	UNICOM
127.225 317.65	122.8 (CTAF) L



CATEGORY	A	B	C	D
S-18	1060-1	528 (600-1)	1060-1½ 528 (600-1½)	NA
CIRCLING	1060-1	528 (600-1)	1060-1½ 528 (600-1½)	NA

MIRL Rwy 18-36 L

SC-3, 08 APR 2010 to 06 MAY 2010

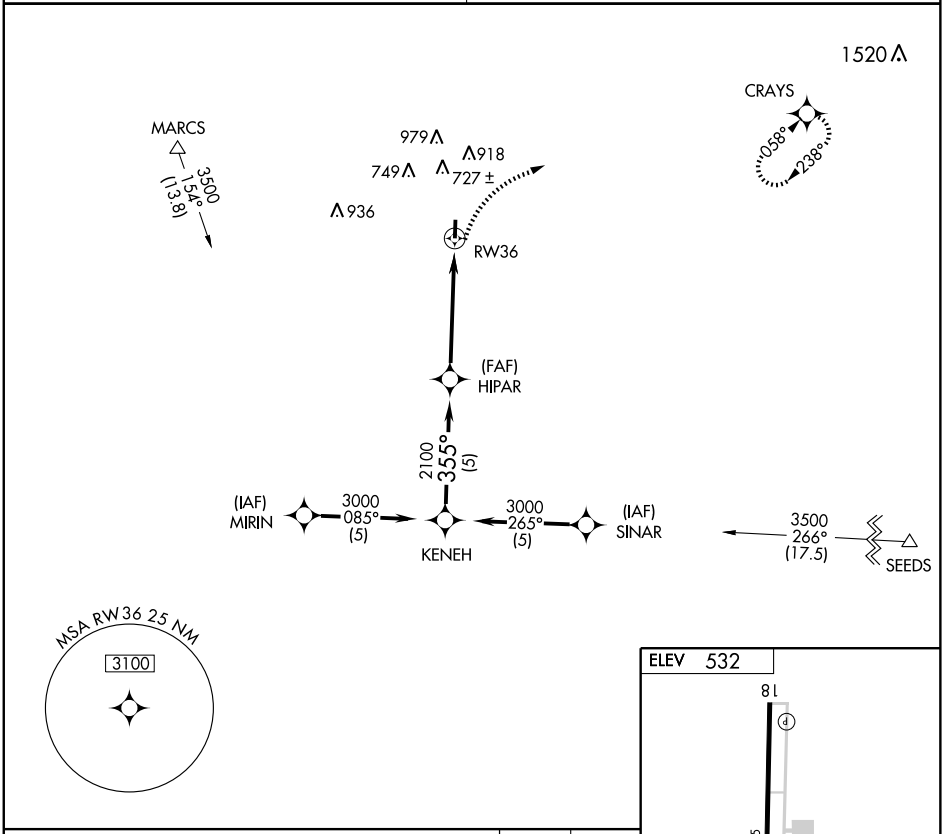
APP CRS	Rwy Idg	4001
355°	TDZE	530
	Apt Elev	532

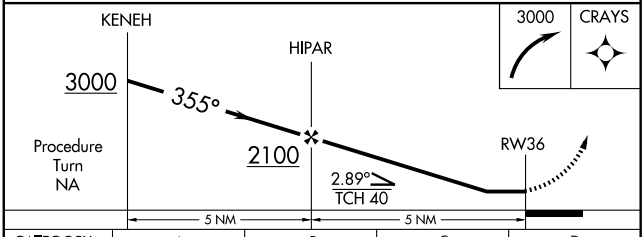
GPS RWY 36
LOCKHART MUNI (5ØR)

⚠ NA Use San Marcos Muni altimeter setting.

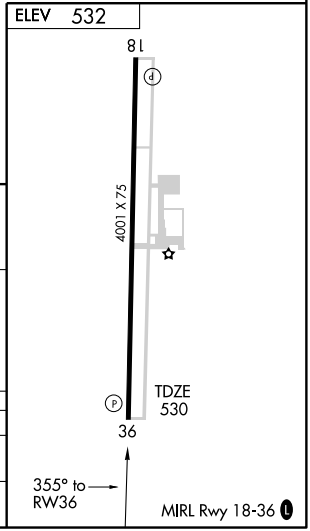
MISSED APPROACH: Climbing right turn to 3000 direct CRAYS WP and hold.

AUSTIN APP CON	UNICOM
127.225 317.65	122.8 (CTAF)





CATEGORY	A	B	C	D
S-36	1020-1	490 (500-1)	1020-1¼ 490 (500-1¼)	NA
CIRCLING	1040-1	508 (600-1)	1060-1½ 528 (600-1½)	NA

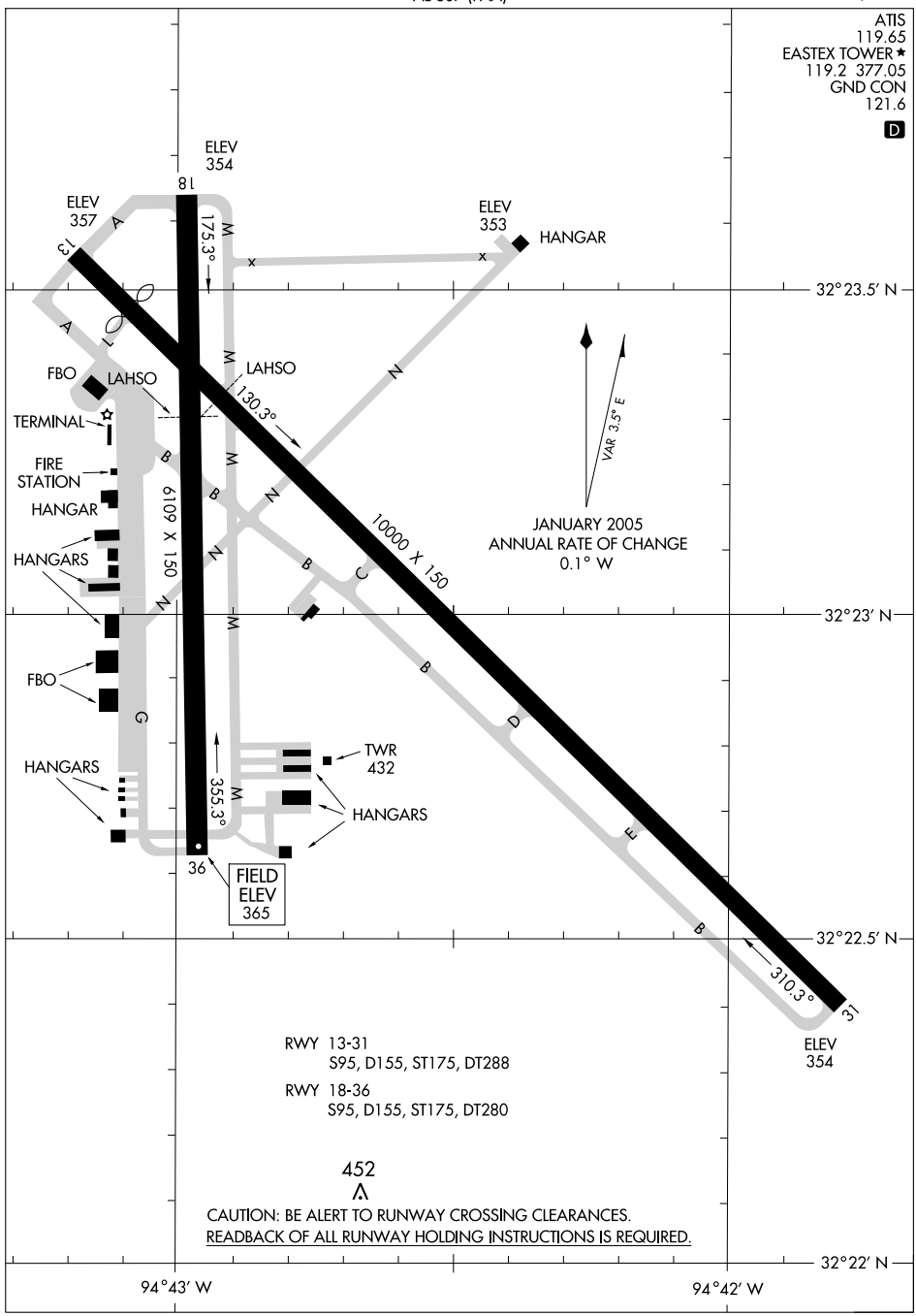


SC-3, 08 APR 2010 to 06 MAY 2010

AIRPORT DIAGRAM

AL-807 (FAA)

LONGVIEW/EAST TEXAS RGNL (GGG)
LONGVIEW, TEXAS



SC-2, 08 APR 2010 to 06 MAY 2010

LOC I-GGG	APP CRS	Rwy Idg	9200
109.5	131°	TDZE	358
		Apt Elev	365

ILS or LOC RWY 13

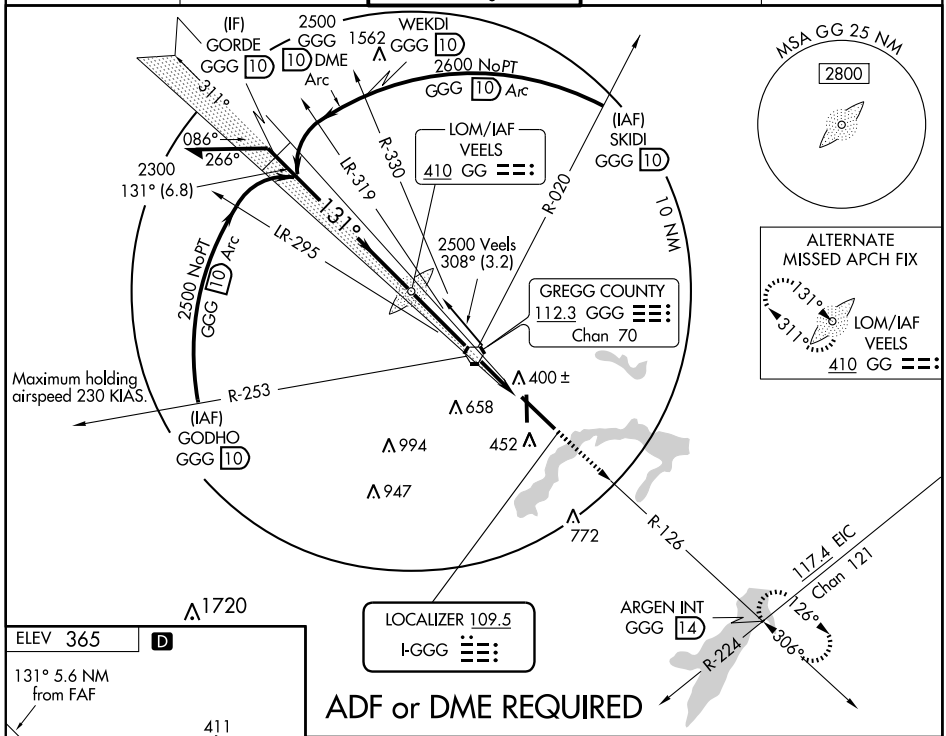
LONGVIEW/ EAST TEXAS RGNL (GGG)

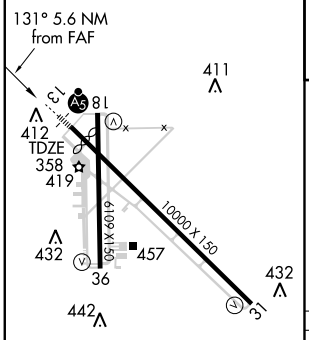
For inoperative MALSR, increase S-ILS-13 Cat E visibility to RVR 4000, S-LOC-13 Cat E visibility to 1¾. When local altimeter setting not received, use Gilmer altimeter setting and increase all DA 59 feet, all MDA 60 feet and visibility S-LOC 13 and circling Cat D, E ¼ mile. For inoperative MALSR when using Gilmer altimeter setting, increase visibility S-ILS 13 all Cats to RVR 5000 and S-LOC 13 Cat E to 2. * RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 3000 via GGG VORTAC R-126 to ARGEN Int/GGG 14 DME and hold.

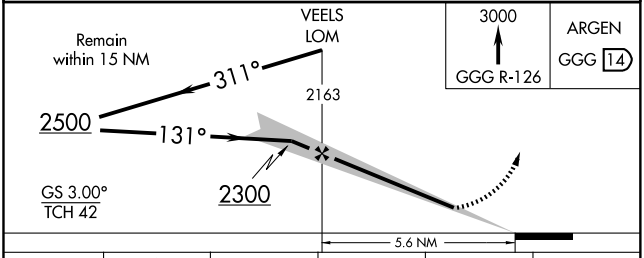
ATIS	LONGVIEW APP CON *	EASTEX TOWER *	GND CON	UNICOM
119.65	118.25 270.3	119.2 (CTAF) 377.05	121.6	122.95





HIRL Rwy 13-31
MIRL Rwy 18-36

FAF to MAP 5.6 NM					
Knots	60	90	120	150	180
Min:Sec	5:36	3:44	2:48	2:14	1:52



CATEGORY	A	B	C	D	E
S-ILS 13	*558/24 200 (200-½)				558/24 200 (200-½)
S-LOC 13	860/24 502 (500-½)		860/50 502 (500-1)		860/60 502 (500-1¼)
CIRCLING	860-1 495 (500-1)		860-1½ 495 (500-1½)	920-2 555 (600-2)	1080-2½ 715 (800-2½)

SC-2, 08 APR 2010 to 06 MAY 2010

LOM GG	APP CRS	Rwy Idg	9200
410	131°	TDZE	358
		Apt Elev	365

NDB RWY 13

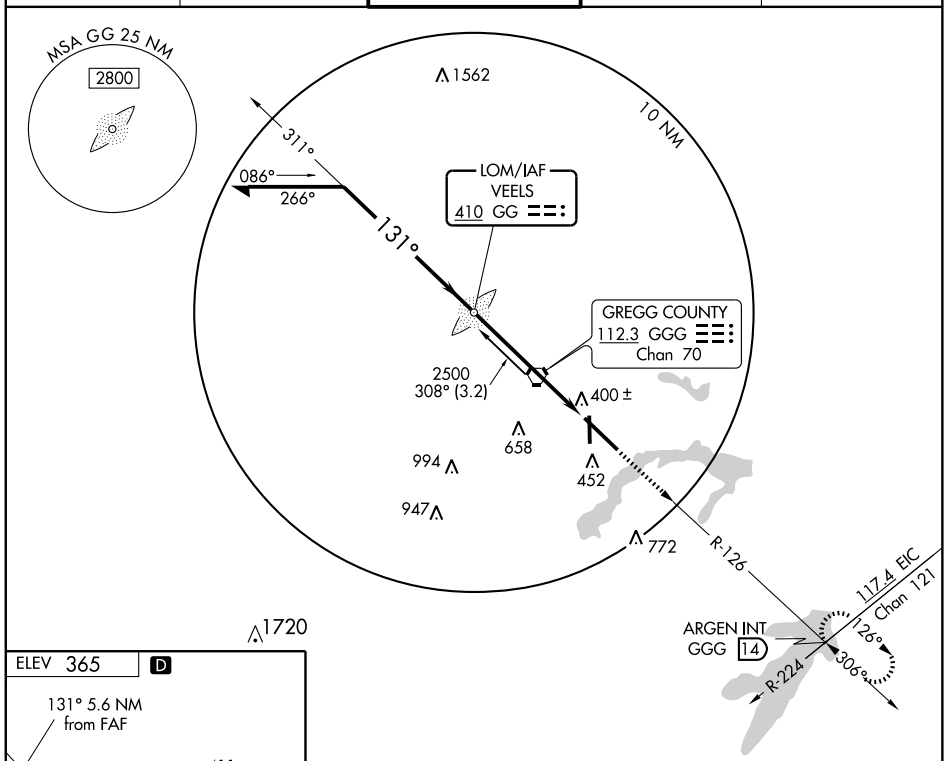
LONGVIEW/ EAST TEXAS RGNL (GGG)

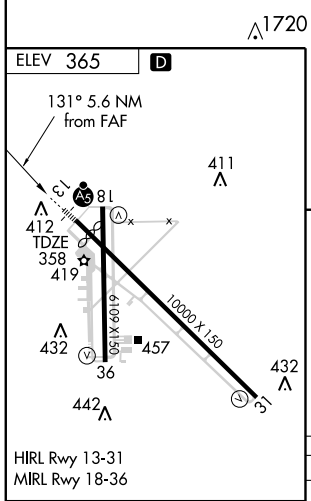
▼ When local altimeter setting not received use Gilmer altimeter setting and increase all MDA 60 feet.

MALSR

MISSED APPROACH: Climb to 3000 via GGG VORTAC R-126 to ARGEN Int and hold.

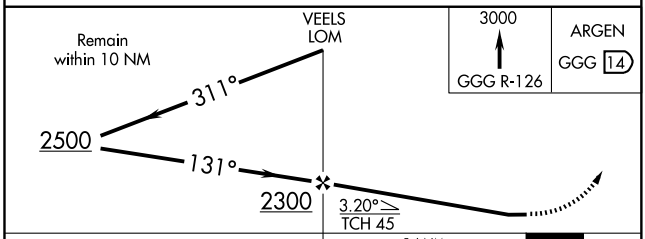
ATIS	LONGVIEW APP CON★	EASTEX TOWER★	GND CON	UNICOM
119.65	118.25 270.3	119.2 (CTAF) ⓘ 377.05	121.6	122.95





HIRL Rwy 13-31
MIRL Rwy 18-36

FAF to MAP 5.6 NM					
Knots	60	90	120	150	180
Min:Sec	5:36	3:44	2:48	2:14	1:52



CATEGORY	A	B	C	D
S-13	960/40	602 (600-¾)	960/60 602 (600-1¼)	960-1¾ 602 (600-1¾)
CIRCLING	960-1	595 (600-1)	960-1¾ 595 (600-1¾)	960-2 595 (600-2)

SC-2, 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	9200
CH 61100	131°	TDZE	358
W13A		Apt Elev	365

RNAV (GPS) RWY 13

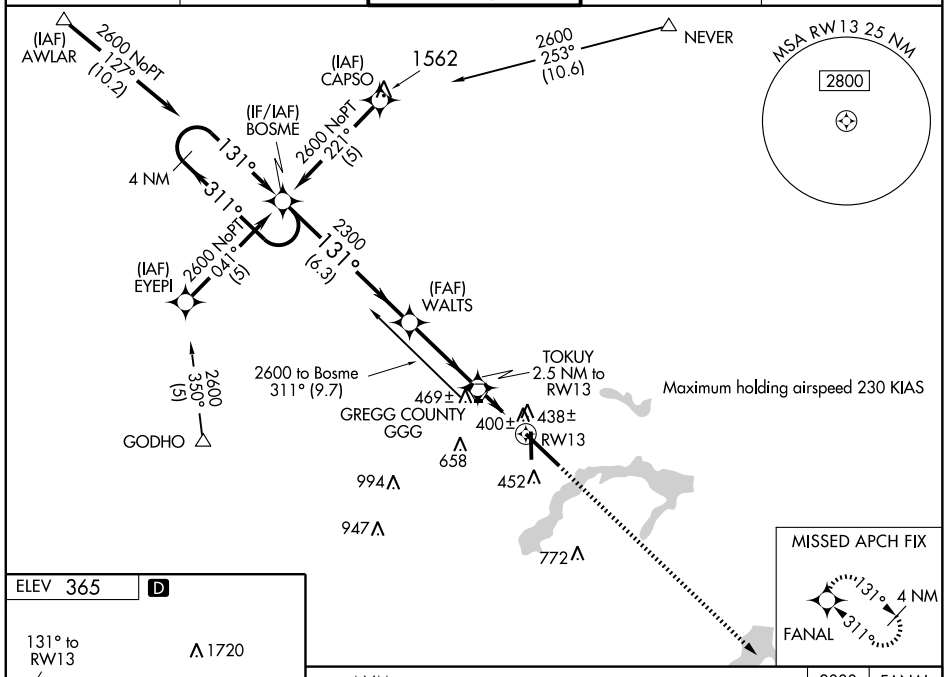
LONGVIEW/ EAST TEXAS RGNL (GGG)

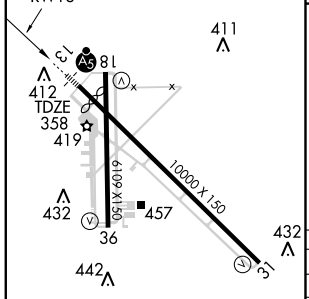
For inoperative MALSR, increase LPV all Cats visibility to RVR 5000, LNAV/VNAV Cat E visibility to RVR 6000, LNAV Cat D visibility to RVR 6000, and LNAV Cat E visibility to 1½. Baro-VNAV NA when using Gilmer altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. VDP NA when using Gilmer altimeter setting. When local altimeter setting not received use Gilmer altimeter setting and increase all DA 59 feet, all MDA 60 feet, increase visibility LNAV/VNAV all Cats, LNAV Cat E and circling Cat E ¼ mile. For inoperative MALSR when using Gilmer altimeter setting, increase LPV all Cats visibility to RVR 5000, LNAV/VNAV Cat E visibility to RVR 6000, and LNAV Cat E visibility to 1¾.

MALSR

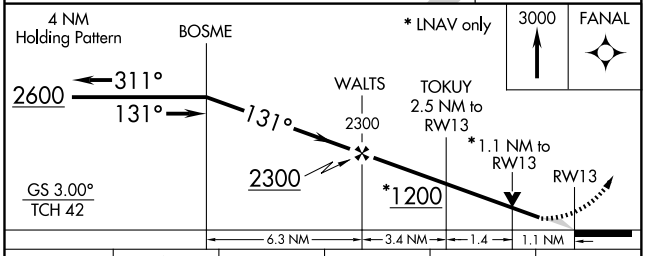
MISSED APPROACH: Climb to 3000 direct FANAL and hold.

ATIS	LONGVIEW APP CON ★	EASTEX TOWER ★	GND CON	UNICOM
119.65	118.25 270.3	119.2 (CTAF) 377.05	121.6	122.95





HIRL Rwy 13-31
MIRL Rwy 18-36



CATEGORY	A	B	C	D	E
LPV DA	612/24 254 (300-½)				
LNAV/VNAV DA	726/40 368 (400-¾)				
LNAV MDA	760/24 402 (400-½)		760/40 402 (400-¾)	760/50 402 (400-1)	
CIRCLING	860-1 495 (500-1)		860-1½ 495 (500-1½)	920-2 555 (600-2)	1080-2½ 715 (800-2½)

SC-2, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	6109
176°	TDZE	356
	Apt Elev	365

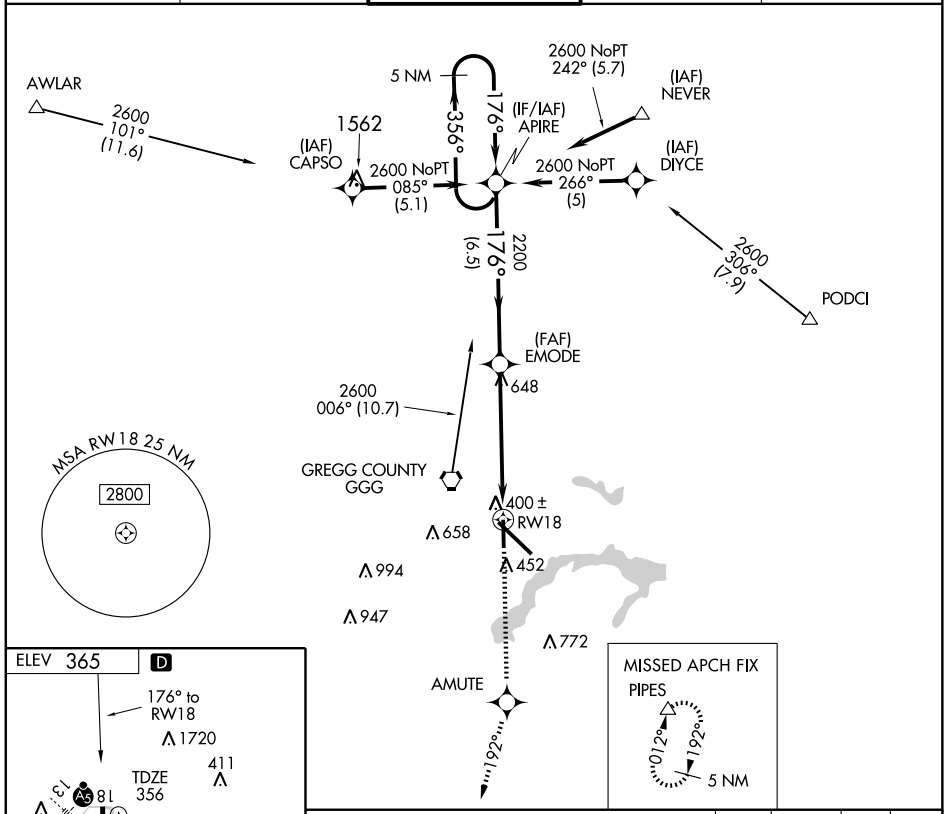
RNAV (GPS) RWY 18

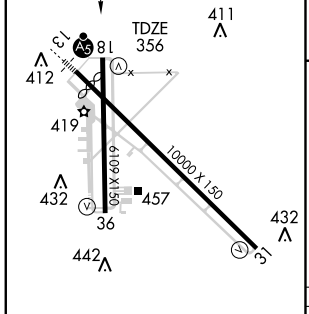
LONGVIEW/ EAST TEXAS RGNL (GGG)

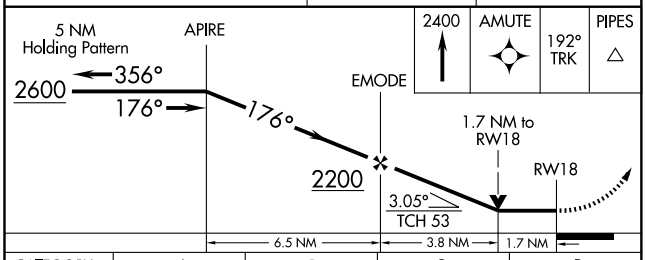
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
VDP NA when using Gilmer altimeter setting. When local altimeter setting not received, use Gilmer altimeter setting and increase all MDA 60 feet.

MISSED APPROACH: Climb to 2400 direct AMUTE and via 192° track to PIPES and hold.

ATIS	LONGVIEW APP CON★	EASTEX TOWER★	GND CON	UNICOM
119.65	118.25 270.3	119.2 (CTAF) Ⓘ 377.05	121.6	122.95







CATEGORY	A	B	C	D
LNAV MDA	960-1 604 (600-1)		960-1¾ 604 (600-1¾)	960-2 604 (600-2)
CIRCLING	960-1 595 (600-1)		960-1¾ 595 (600-1¾)	960-2 595 (600-2)

HIRL Rwy 13-31
MIRL Rwy 18-36

SC-2, 08 APR 2010 to 06 MAY 2010

WAAS CH 53504 W31A	APP CRS 311°	Rwy Idg 9200 TDZE 354 Apt Elev 365

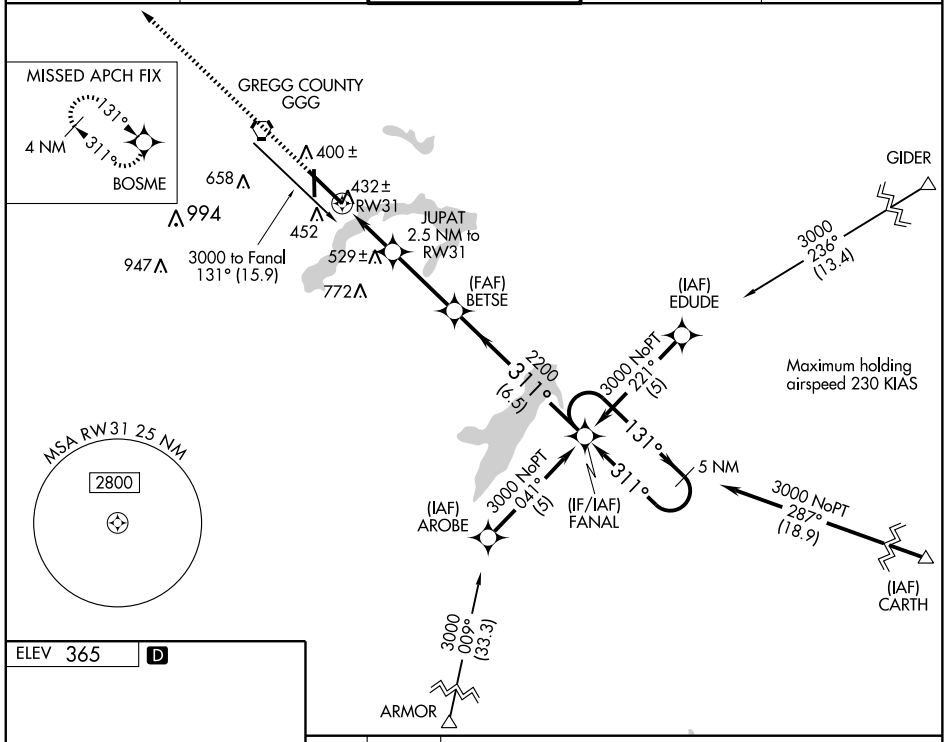
RNAV (GPS) RWY 31

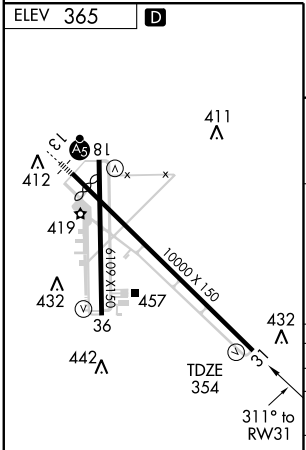
LONGVIEW/ EAST TEXAS RGNL (GGG)

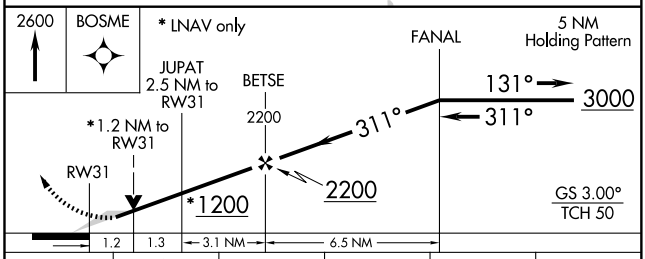
Baro-VNAV NA when using Gilmer altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. VDP NA when using Gilmer altimeter setting. When local altimeter setting not received, use Gilmer altimeter setting and increase all DA 59 feet, all MDA 60 feet and all visibilities ¼ mile.

MISSED APPROACH: Climb to 2600 direct BOSME and hold.

ATIS	LONGVIEW APP CON★	EASTEX TOWER★	GND CON	UNICOM
119.65	118.25 270.3	119.2 (CTAF) L 377.05	121.6	122.95







CATEGORY	A	B	C	D	E
LPV DA	604-¾ 250 (300-¾)				
LNAV/VNAV DA	682-1¼ 328 (400-1¼)				
LNAV MDA	800-1 446 (500-1)		800-1¼ 446 (500-1¼)	800-1½ 446 (500-1½)	
CIRCLING	860-1 495 (500-1)		860-1½ 495 (500-1½)	920-2 555 (600-2)	1080-2½ 715 (800-2½)

SC-2, 08 APR 2010 to 06 MAY 2010

APP CRS		
356°	Rwy Idg	6109
	TDZE	365
	Apt Elev	365

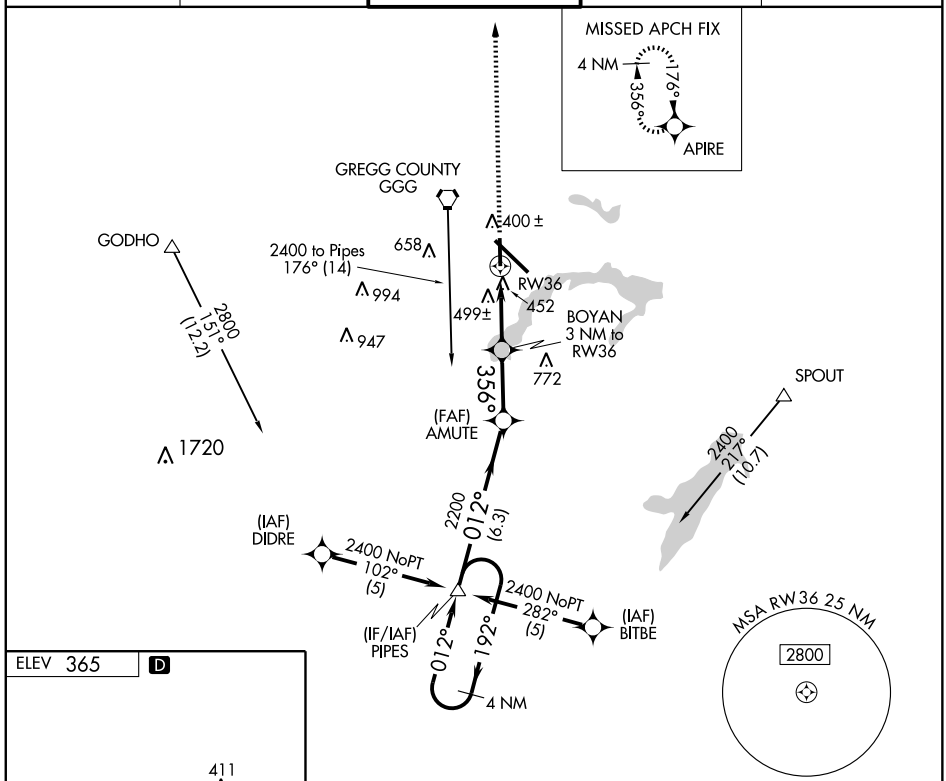
RNAV (GPS) RWY 36

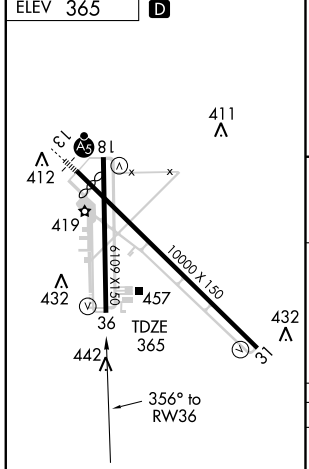
LONGVIEW/ EAST TEXAS RGNL (GGG)

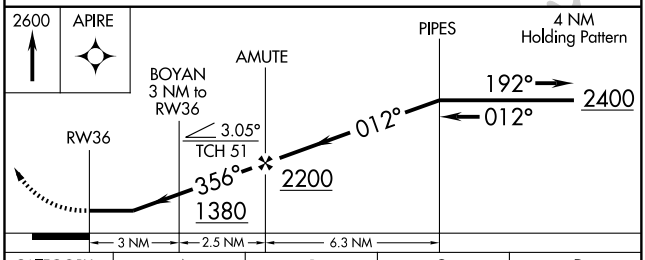
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Gilmer altimeter setting and increase all MDA 60 feet and LNAV Cat C and D visibility ¼ mile.

MISSED APPROACH: Climb to 2600 direct APIRE and hold.

ATIS	LONGVIEW APP CON★	EASTEX TOWER★	GND CON	UNICOM
119.65	118.25 270.3	119.2 (CTAF) Ⓘ 377.05	121.6	122.95







CATEGORY	A	B	C	D
LNAV MDA	760-1 395 (400-1)			760-1¼ 395 (400-1¼)
CIRCLING	860-1 495 (500-1)		860-1½ 495 (500-1½)	920-2 555 (600-2)

SC-2, 08 APR 2010 to 06 MAY 2010

VORTAC GGG 112.3 Chan 70	APP CRS 125°	Rwy Idg N/A TDZE N/A Apt Elev 365

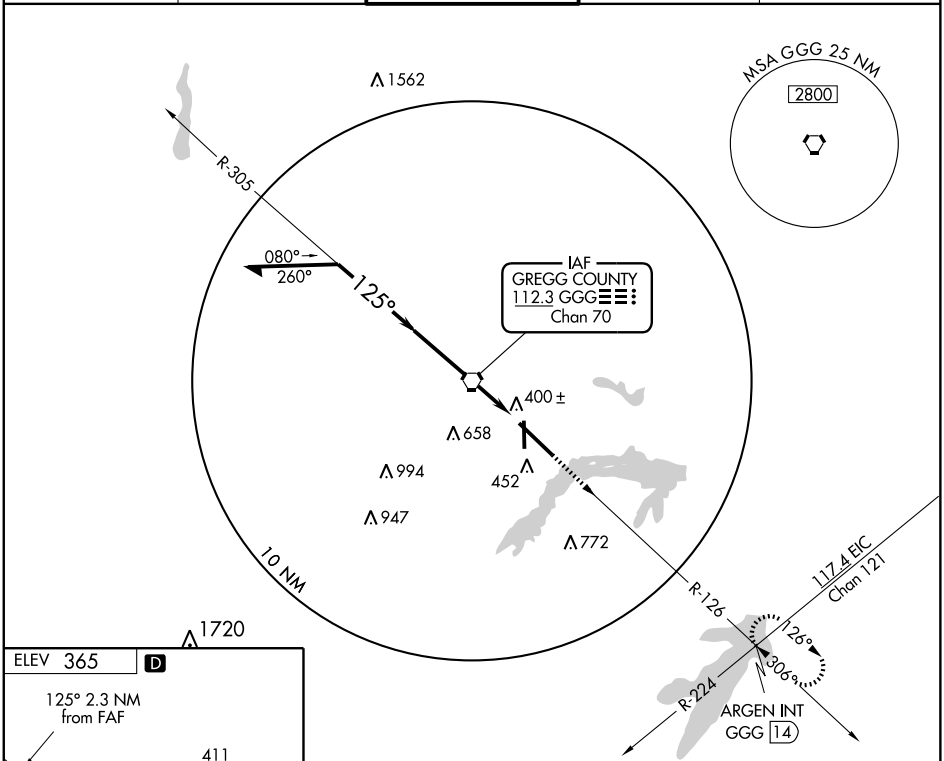
VOR-A

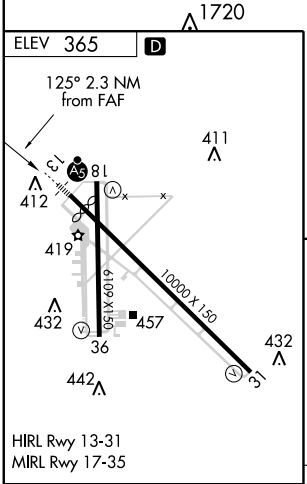
LONGVIEW/EAST TEXAS RGNL (GGG)

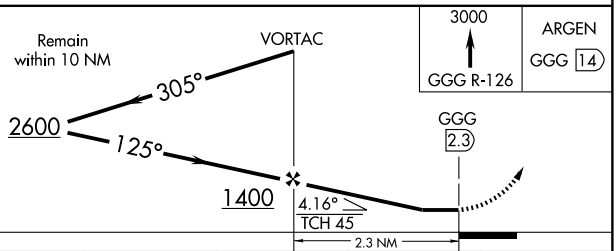
When local altimeter setting not received, use Gilmer altimeter setting and increase all MDA 60 feet.

MISSED APPROACH: Climb to 3000 via GGG VORTAC R-126 to ARGEN Int/GGG 14 DME and hold.

ATIS	LONGVIEW APP CON ★	EASTEX TOWER ★	GND CON	UNICOM
119.65	118.25 270.3	119.2 (CTAF) 377.05	121.6	122.95







FAF to MAP 2.3 NM					
Knots	60	90	120	150	180
Min:Sec	2:18	1:32	1:09	0:55	0:46

CATEGORY	A	B	C	D
CIRCLING	860-1 495 (500-1)		860-1½ 495 (500-1½)	920-2 555 (600-2)

SC-2. 08 APR 2010 to 06 MAY 2010

VORTAC GGG	APP CRS	Rwy Idg	9200
112.3	125°	TDZE	358
Chan 70		Apt Elev	365

VOR/DME or TACAN RWY 13

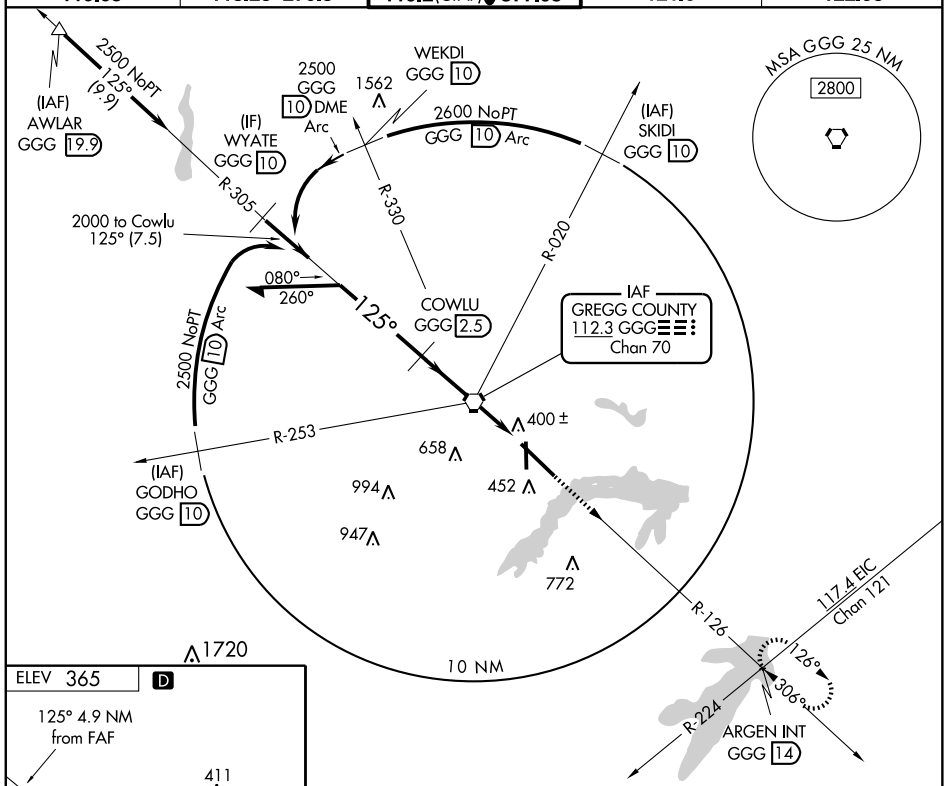
LONGVIEW/ EAST TEXAS RGNL (GGG)

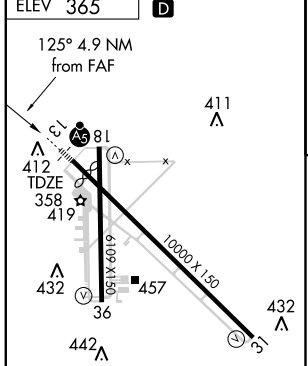
T For inoperative MALSR, increase S-13 Cat E visibility to 1¾. When local altimeter setting not received, use Gilmer altimeter setting and increase all MDA 60 feet and visibility Cat D and E ¼ mile. VDP NA when using Gilmer altimeter setting. For inoperative MALSR when using Gilmer altimeter setting increase S-13 Cat E visibility to 2 miles.

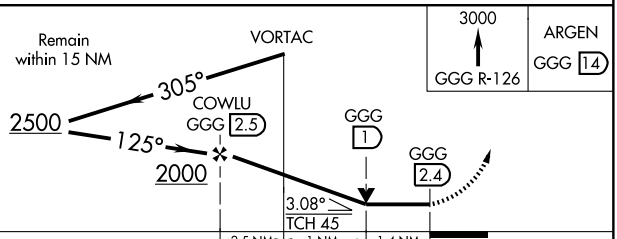
MALSR

MISSED APPROACH: Climb to 3000 via GGG R-126 to ARGEN Int/GGG 14 DME and hold.

ATIS	LONGVIEW APP CON★	EASTEX TOWER★	GND CON	UNICOM
119.65	118.25 270.3	119.2 (CTAF) Ⓛ 377.05	121.6	122.95







CATEGORY	A	B	C	D	E
S-13	860/24 502 (500-½)		860/50 502 (500-1)		860-60 502 (500-1¼)
CIRCLING	860-1 495 (500-1)		860-1½ 495 (500-1½)	920-2 555 (600-2)	1080-2½ 715 (800-2½)

HIRL Rwy 13-31
MIRL Rwy 18-36

SC-2, 08 APR 2010 to 06 MAY 2010

VORTAC GGG	APP CRS	Rwy Idg	9200
112.3	306°	TDZE	354
Chan 70		Apt Elev	365

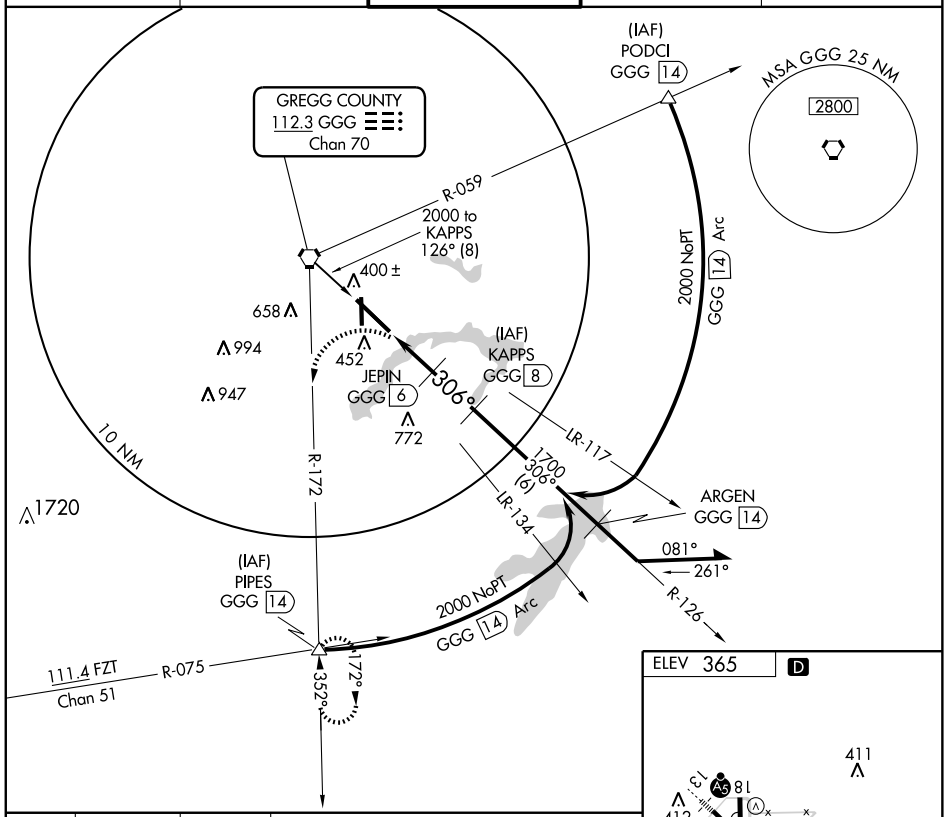
VOR/DME or TACAN RWY 31

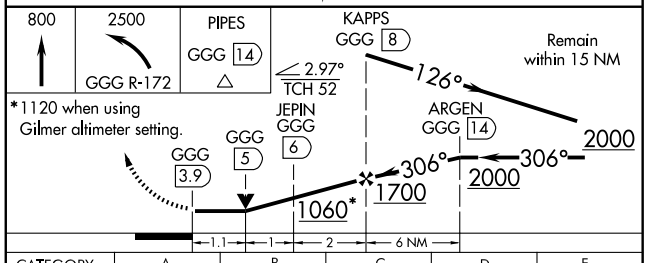
LONGVIEW/ EAST TEXAS RGNL (GGG)

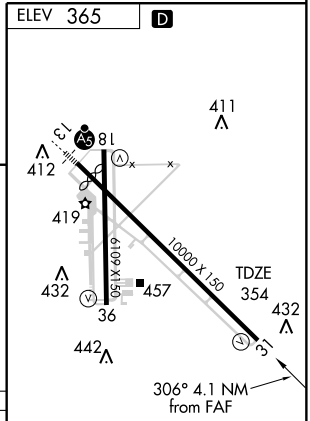
When local altimeter setting not received, use Gilmer altimeter setting and increase all MDA 60 feet and increase S-31 Cats C/D/E and Circling Cat E visibility ¼ mile. VDP NA when using Gilmer altimeter setting.

MISSED APPROACH: Climb to 800, then climbing left turn to 2500 via GGG R-172 to PIPES Int and hold.

ATIS	LONGVIEW APP CON ★	EASTEX TOWER ★	GND CON	UNICOM
119.65	118.25 270.3	119.2 (CTAF) Ⓛ 377.05	121.6	122.95







CATEGORY	A	B	C	D	E
S-31	740-1 386 (400-1)			740-1¼ 386 (400-1¼)	
CIRCLING	860-1 495 (500-1)		860-1½ 495 (500-1½)	920-2 555 (600-2)	1080-2½ 715 (800-2½)

HIRL Rwy 13-31
MIRL Rwy 17-35

SC-2, 08 APR 2010 to 06 MAY 2010

AIRPORT DIAGRAM

AL-241 (FAA)

LUBBOCK PRESTON SMITH INTL (LBB)
LUBBOCK, TEXAS

ATIS
125.3
LUBBOCK TOWER
120.5 239.3
GND CON
121.9 348.6
CLNC DEL
125.8 281.55

D

FIELD ELEV 3282

17R

0.4% DOWN

172.1°

11500 X 150

35L

352.1°

0.4% UP

NOTE: Ramps are uncontrolled. Do not call for push/power back. Advise GND CON when ready to taxi.

VAR 7.6° E

JANUARY 2005
ANNUAL RATE OF CHANGE
0.1° W

AIR CARGO

CONTROL TOWER

ELEV 3257

ELEV 3255

082.1°

8001 X 150

262.1°

26

FBO

MILITARY AND GENERAL AVIATION PARKING

FSDO

TERMINAL

ELEV 3255

17L

172.0°

2891 X 75

352.0°

35R

ELEV 3262

FBO

FIRE STATION

U.S. CUSTOMS

GENERAL AVIATION PARKING

3414

ELEV 3243

33° 41′ N

33° 40′ N

33° 39′ N

101° 50′ W

101° 49′ W

101° 48′ W

RWY 8-26
S100, D170, ST175, DT350
RWY 17L-35R
S12.5
RWY 17R-35L
S100, D170, ST175, DT350

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

SC-2, 08 APR 2010 to 06 MAY 2010

HI-ILS or LOC RWY 17R

LOC I-LBB 109.5 Chan 32	APCH CRS 171°	Rwy ldg 11,500 TDZE 3282 Arpt Elev 3282

JAL-241 [USAF]

LUBBOCK PRESTON SMITH INTL (KLBB)

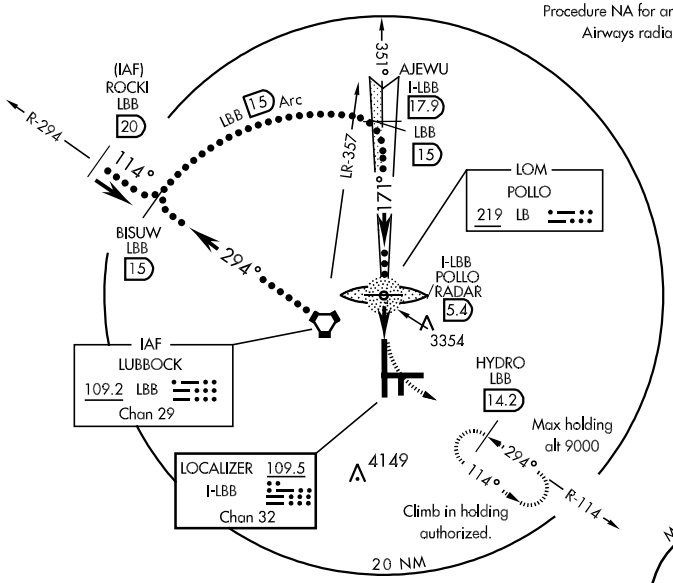
* When ALS inop, increase RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT CD RVR to 50 and vis to 1 mile, CAT E RVR to 60 and vis to 1¼ miles.

MALSR

MISSED APPROACH: Climb to 3700, then climbing left turn to 6000 via LBB VORTAC R-114 to HYDRO (LBB 14.2 DME) and hold, continue climb in hold to 6000.

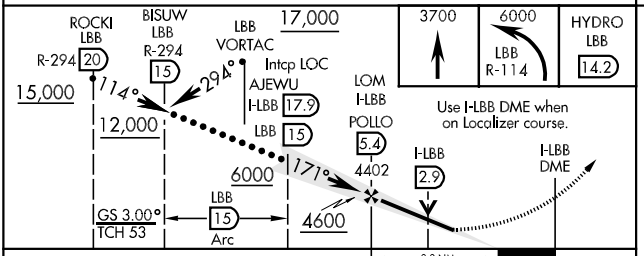
ATIS	LUBBOCK APP CON	LUBBOCK TOWER	GND CON	CLNC DEL	ASR
125.3	119.2 351.8	120.5 239.3	121.9 348.6	125.8 281.55	

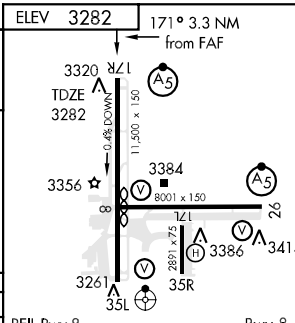
Procedure NA for arrivals on LBB VORTAC Airways radials 251 CW 305.



RADAR or DME REQUIRED

EMERG SAFE ALT 100 NM 7300





CATEGORY	C	D	E
S-ILS 17R *	3482/24 200 (200-½)		
S-LOC 17R**	3620/24 338 (400-½)	3620/40 338 (400-¾)	
CIRCLING	3740-1½ 458 (500-1½)	3840-2 558 (600-2)	3980-2½ 698 (700-2½)

FAF to MAP 3.3 NM

Knots	120	140	160	180	200
Min:Sec	1:39	1:25	1:14	1:06	0:59

HI-LOC/DME BC RWY 35L

LOC I-LBB 109.5 Chan 32	APCH CRS 351°	Rwy ldg 11,500 TDZE 3253 Arpt Elev 3282

JAL-241 [USAF] LUBBOCK PRESTON SMITH INTL (KLBB)

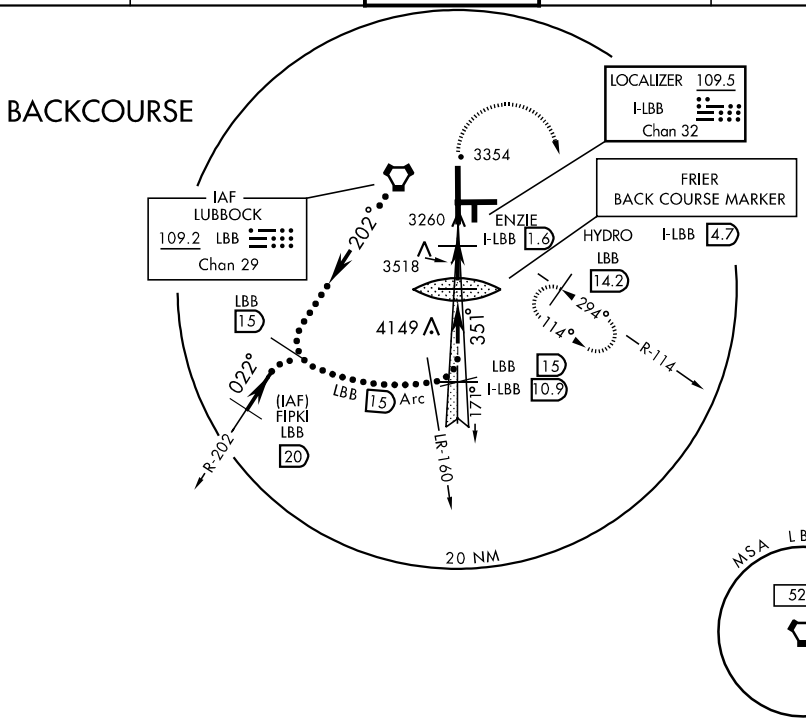
* When ODALS inop, increase CAT C vis to 1 mile.

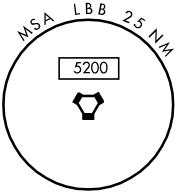
Use I-LBB DME when on Localizer course

ODALS

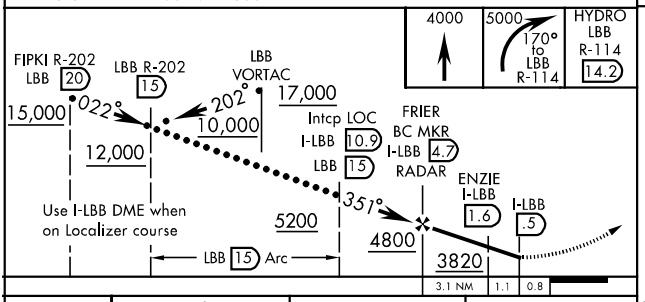
MISSED APPROACH: Climb to 4000, then climbing right turn to 5000 via Hdg 170° and LBB R-114 to HYDRO INT (LBB 14.2 DME) and hold.

ATIS	LUBBOCK APP CON	LUBBOCK TOWER	GND CON	CLNC DEL	ASR
125.3	119.2 351.8	120.5 239.3	121.9 348.6	125.8 281.55	

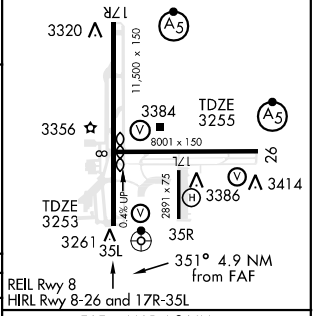




EMERG SAFE ALT 100 NM 7300



ELEV 3282 Rwy 8 ldg 7801′



FAF to MAP 4.2 NM

Knots	120	140	160	180	200
Min:Sec	2:06	1:48	1:35	1:24	1:16

CATEGORY	C	D	E
S-35L *	3560-¾ 307 (300-¾)	3560-1 307 (300-1)	
CIRCLING	3740-1½ 459 (500-1½)	3840-2 559 (600-2)	3980-2½ 699 (700-2½)

SC-2, 08 APR 2010 to 06 MAY 2010

HI-VOR/DME or TACAN RWY 26

VORTAC LBB 109.2 Chan 29	APCH CRS 282°	Rwy Idg 8001 TDZE 3255 Arpt Elev 3282

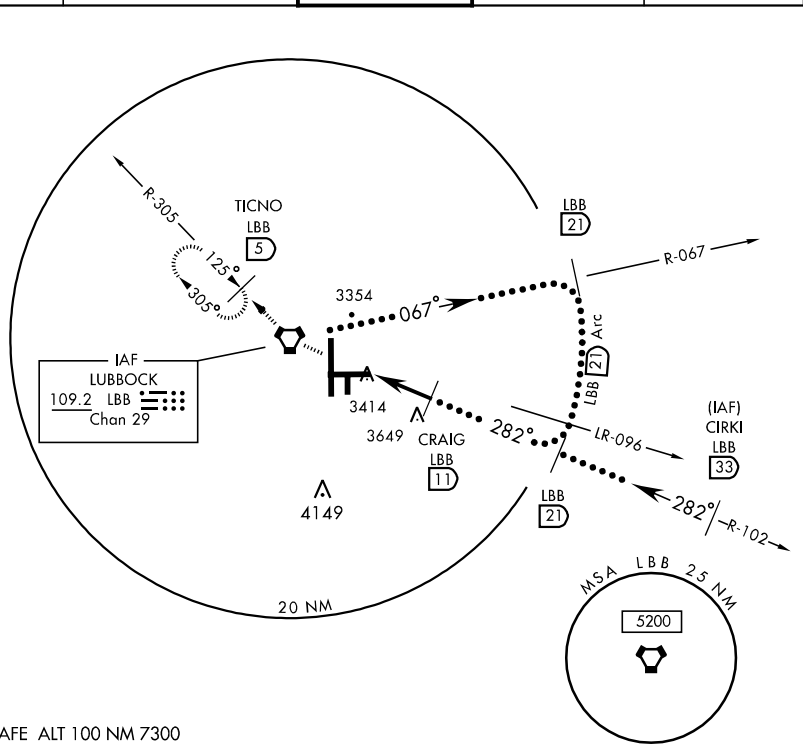
JAL-241 [USAF] LUBBOCK PRESTON SMITH INTL (KLBB)

* Inoperative Table does not apply.

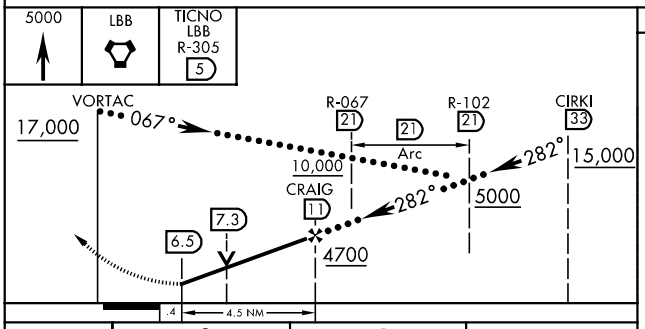
MALSR (A5)

MISSED APPROACH: Climb to 5000 direct LBB VORTAC and via LBB R-305 to TICNO (LBB 5 DME) and hold.

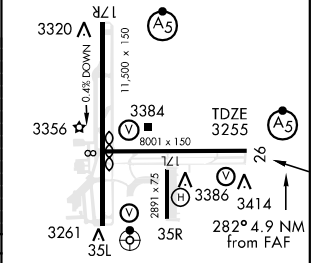
ATIS	LUBBOCK APP CON	LUBBOCK TOWER	GND CON	CLNC DEL	ASR
125.3	119.2 351.8	120.5 239.3	121.9 348.6	125.8 281.55	



EMERG SAFE ALT 100 NM 7300



ELEV 3282 Rwy 8 Idg 7801'



CATEGORY	C	D	E
S-26 *	3680-1¼ 425 (400-1¼)		3680-1½ 425 (400-1½)
CIRCLING	3740-1½ 459 (500-1½)	3840-2 559 (600-2)	3980-2½ 699 (700-2½)

REIL Rwy 8
HIRL Rwy 8-26 and 17R-35L

SC-2, 08 APR 2010 to 06 MAY 2010

HI-VOR/DME or TACAN RWY 26

LOC/DME I-LBB	APP CRS	Rwy Idg	11500
109.5	171°	TDZE	3282
Chan 32		Apt Elev	3282

ILS or LOC RWY 17R

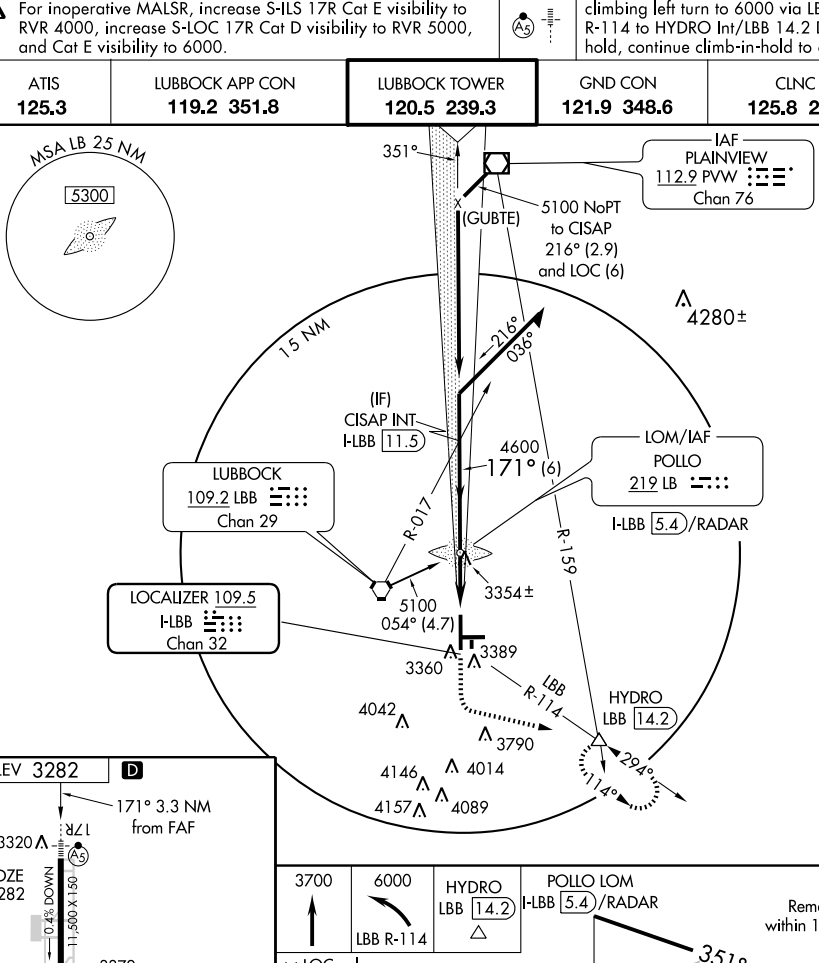
LUBBOCK PRESTON SMITH INTL (LBB)

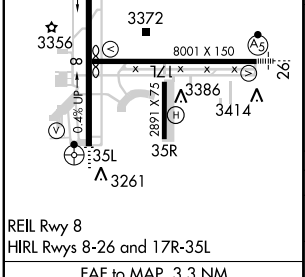
* RVR 1800 authorized with the use of FD or AP or HUD to DA. For inoperative MALSR, increase S-ILS 17R Cat E visibility to RVR 4000, increase S-LOC 17R Cat D visibility to RVR 5000, and Cat E visibility to 6000.

MALSR

MISSED APPROACH: Climb to 3700 then climbing left turn to 6000 via LBB VORTAC R-114 to HYDRO Int/LBB 14.2 DME and hold, continue climb-in-hold to 6000.

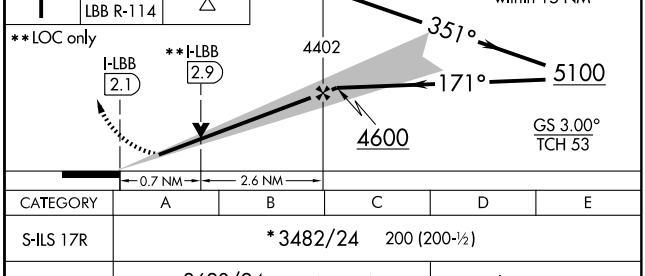
ATIS	LUBBOCK APP CON	LUBBOCK TOWER	GND CON	CLNC DEL
125.3	119.2 351.8	120.5 239.3	121.9 348.6	125.8 281.55





REIL Rwy 8
HIRL Rwys 8-26 and 17R-35L

FAF to MAP 3.3 NM					
Knots	60	90	120	150	180
Min:Sec	3:18	2:12	1:39	1:19	1:06



CATEGORY	A	B	C	D	E
S-ILS 17R	*3482/24 200 (200-½)				
S-LOC 17R	3620/24 338 (400-½)			3620/40 338 (400-¾)	
CIRCLING	3720-1 438 (500-1)	3740-1 458 (500-1)	3740-1½ 458 (500-1½)	3840-2 558 (600-2)	3980-2½ 698 (700-2½)

SC-2, 08 APR 2010 to 06 MAY 2010

LOC I-LDT	APP CRS	Rwy Idg	8001
111.9	261°	TDZE	3256
		Apt Elev	3282

ILS or LOC RWY 26

LUBBOCK PRESTON SMITH INTL (LBB)

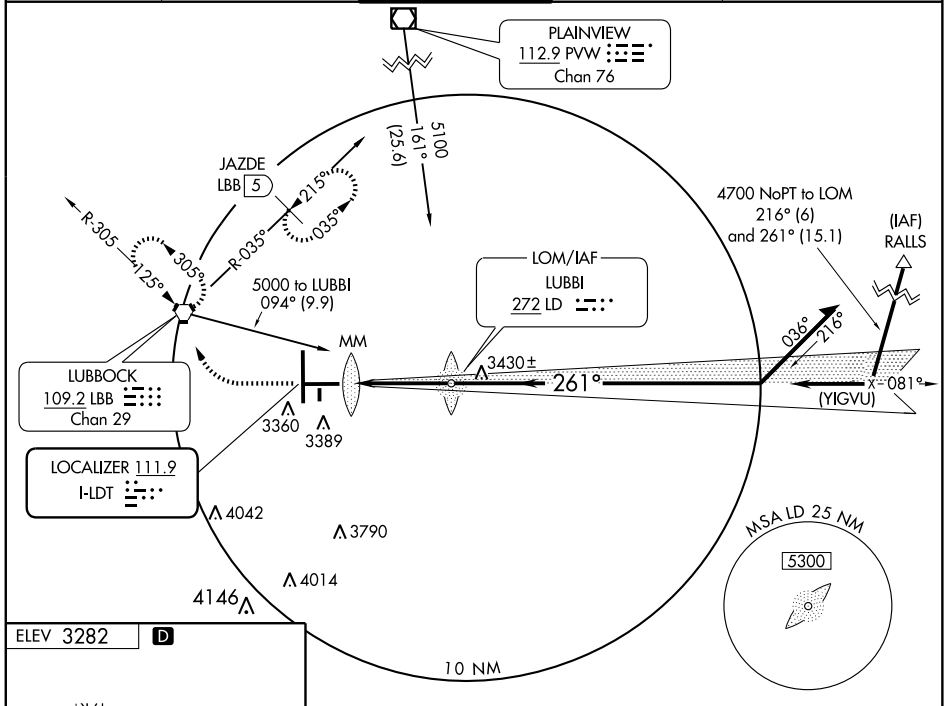
ASR

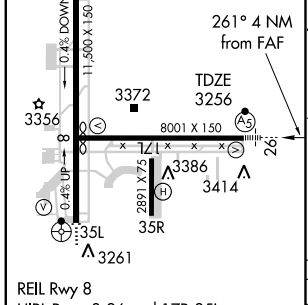
For inoperative MALSR increase S-LOC Cat D and E visibility to RVR 5000, S-ILS Cat E to RVR 4000.
* Vis Cat A/B/C/D RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 3800, then climbing right turn to 4800 direct LBB VORTAC and hold. (TACAN aircraft climb to 3800, then climbing right turn to 5100 via heading 300° and LBB R-035 to JAZDE Int / 5 DME and hold NE, left turn, 215° inbound).

ATIS	LUBBOCK APP CON	LUBBOCK TOWER	GND CON	CLNC DEL
125.3	119.2 351.8	120.5 239.3	121.9 348.6	125.8 281.55

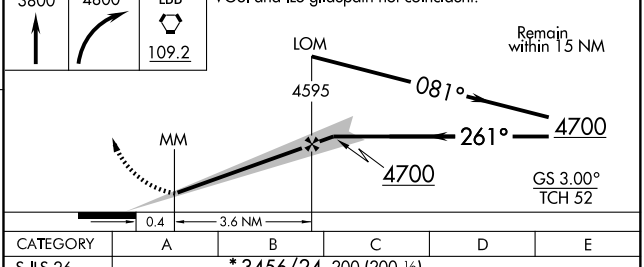




REIL Rwy 8
HIRL Rwys 8-26 and 17R-35L

FAF to MAP 4 NM

Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20



CATEGORY	A	B	C	D	E
S-ILS 26	* 3456/24 200 (200-½)				
S-LOC 26	3560/24 304 (300-½)			3560/40 304 (300-¾)	
CIRCLING	3720-1 438 (500-1)	3740-1 458 (500-1)	3740-1½ 458 (500-1½)	3840-2 558 (600-2)	3980-2½ 698 (700-2½)

SC-2, 08 APR 2010 to 06 MAY 2010

LOC I-LBB	APP CRS	Rwy Idg	11500
109.5	351°	TDZE	3254
Chan 32		Apt Elev	3282

LOC BC RWY 35L

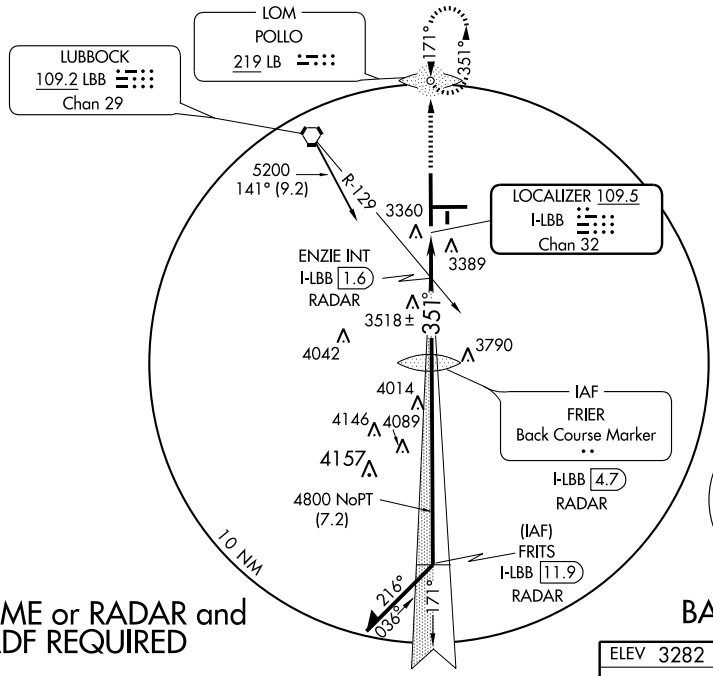
LUBBOCK PRESTON SMITH INTL (LBB)

ASR

ODALS

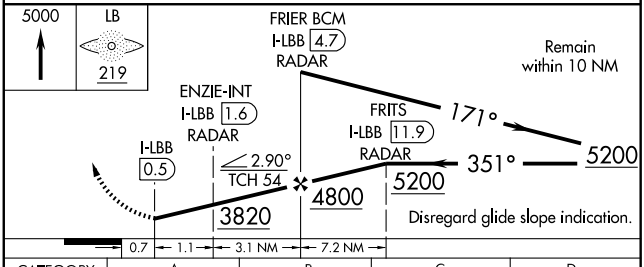
MISSED APPROACH: Climb to 5000 direct POLLO LOM and hold.

ATIS	LUBBOCK APP CON	LUBBOCK TOWER	GND CON	CLNC DEL
125.3	119.2 351.8	120.5 239.3	121.9 348.6	125.8 281.55



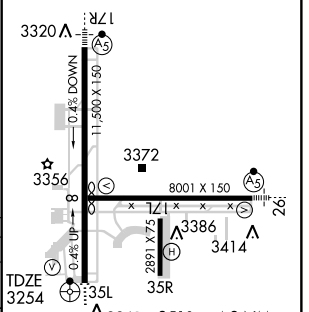
DME or RADAR and ADF REQUIRED

BACK COURSE



CATEGORY	A	B	C	D
S-LOC 35L	3820-¾ 566 (600-¾)		3820-1½ 566 (600-1½)	3820-1¾ 566 (600-1¾)
CIRCLING	3820-1 538 (600-1)		3820-1½ 538 (600-1½)	3840-2 558 (600-2)
ENZIE FIX MINIMUMS				
S-LOC 35L	3560-¾ 306 (300-¾)			3560-1 306 (300-1)
CIRCLING	3720-1 438 (500-1)	3740-1 458 (500-1)	3740-1½ 458 (500-1½)	3840-2 558 (600-2)

ELEV 3282 D



REIL Rwy 8
HIRL Rwys 8-26 and 17R-35L

FAF to MAP 4.2 NM

Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

SC-2, 08 APR 2010 to 06 MAY 2010

WAAS CH 97327 W08A	APP CRS 081°	Rwy Idg 7801 TDZE 3256 Apt Elev 3282

RNAV (GPS) RWY 8

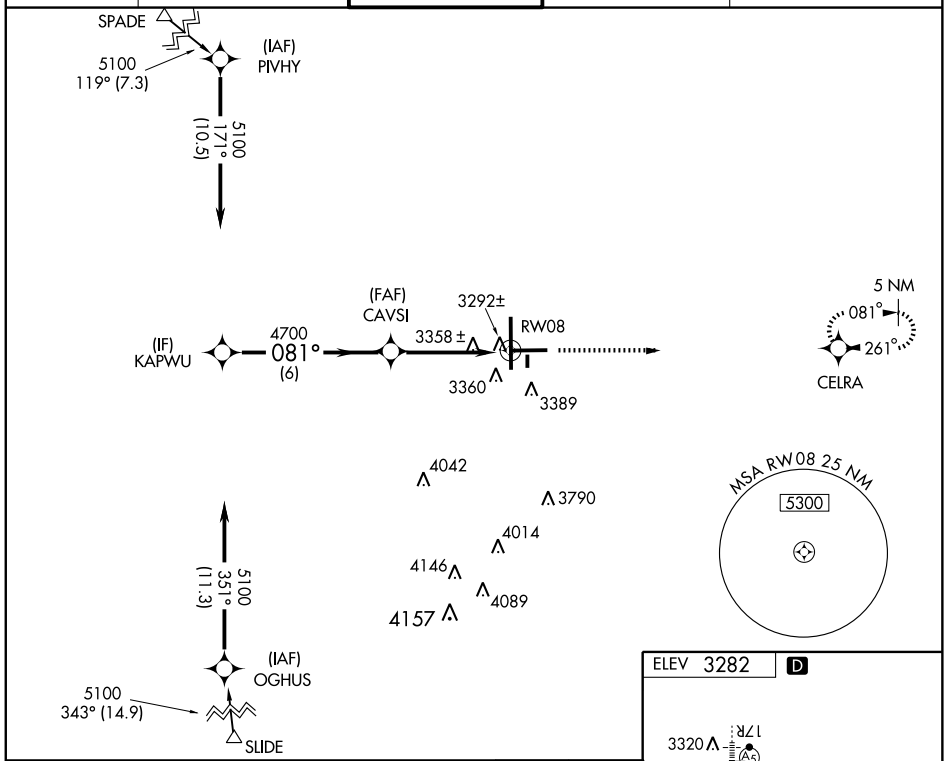
LUBBOCK PRESTON SMITH INTL (LBB)

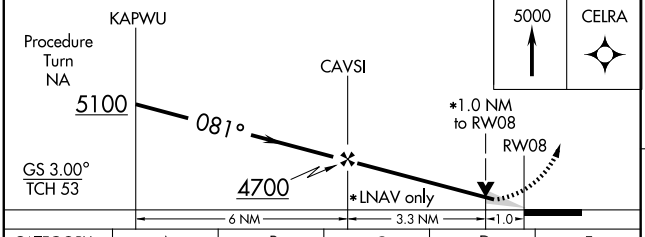
ASR

DME/DME RNP-0.3 NA.
Baro-VNAV NA below -21°C (-5°F).

MISSED APPROACH: Climb to 5000 direct CELRA and hold.

ATIS	LUBBOCK APP CON	LUBBOCK TOWER	GND CON	CLNC DEL
125.3	119.2 351.8	120.5 239.3	121.9 348.6	125.8 281.55





CATEGORY	A	B	C	D	E
LPV DA	3507-¾ 250 (300-¾)				
LNAV/VNAV DA	3633-1¼ 376 (400-1¼)				
LNAV MDA	3620-1 363 (400-1)			3620-1¼ 363 (400-1¼)	
CIRCLING	3720-1¼ 438 (500-1¼)	3740-1¼ 458 (500-1¼)	3740-1½ 458 (500-1½)	3840-2 558 (600-2)	3980-2½ 698 (700-2½)

REIL Rwy 8
HIRL Rwys 8-26 and 17R-35L

SC-2, 08 APR 2010 to 06 MAY 2010

WAAS CH 40028 W17A	APP CRS 171°	Rwy Idg 11500 TDZE 3282 Apt Elev 3282

RNAV (GPS) RWY 17R

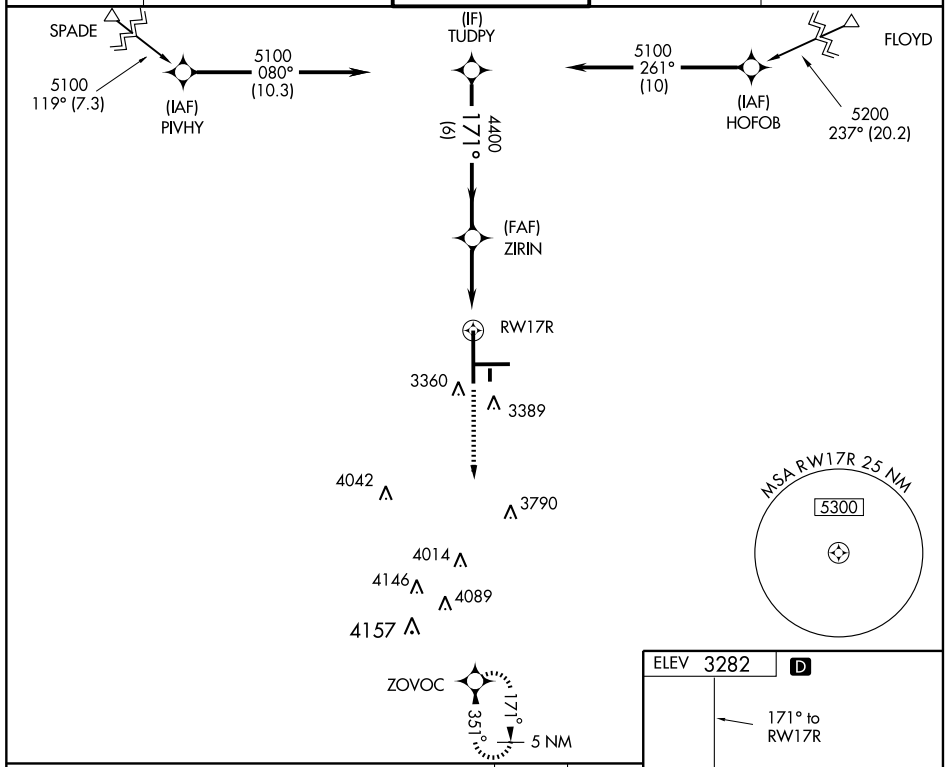
LUBBOCK PRESTON SMITH INTL (LBB)

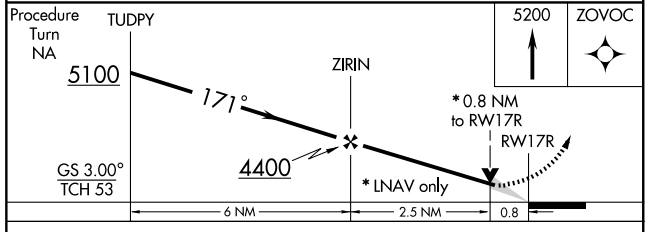
T A ASR — Baro-VNAV NA below -21°C (-6°F). DME/DME RNP-0.3 NA. For inoperative MALSR increase LPV visibility to RVR 4000 all Cats, LNAV/VNAV Cats A,B to RVR 5000. Inoperative table does not apply to LNAV Cats D,E.

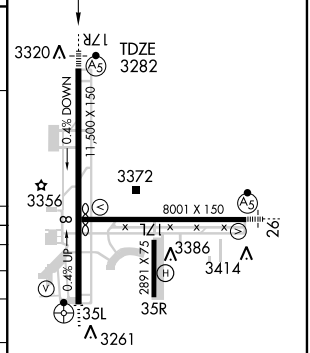
MALSR

MISSED APPROACH: Climb to 5200 direct ZOVOC and hold.

ATIS	LUBBOCK APP CON	LUBBOCK TOWER	GND CON	CLNC DEL
125.3	119.2 351.8	120.5 239.3	121.9 348.6	125.8 281.55







CATEGORY	A	B	C	D	E
LPV DA	3532/24 250 (300-½)				
LNAV/VNAV DA	3570/24 288 (300-½)			3570/40 288 (300-¾)	
LNAV MDA	3580/24 298 (300-½)			3580/50 298 (300-1)	
CIRCLING	3720-1 438 (500-1)	3740-1 458 (500-1)	3740-1½ 458 (500-1½)	3840-2 558 (600-2)	3980-2½ 698 (700-2½)

REIL Rwy 8
HIRL Rwys 8-26 and 17R-35L

SC-2, 08 APR 2010 to 06 MAY 2010

WAAS CH 45528 W26A	APP CRS 261°	Rwy Idg 8001 TDZE 3256 Apt Elev 3282

RNAV (GPS) RWY 26

LUBBOCK PRESTON SMITH INTL (LBB)

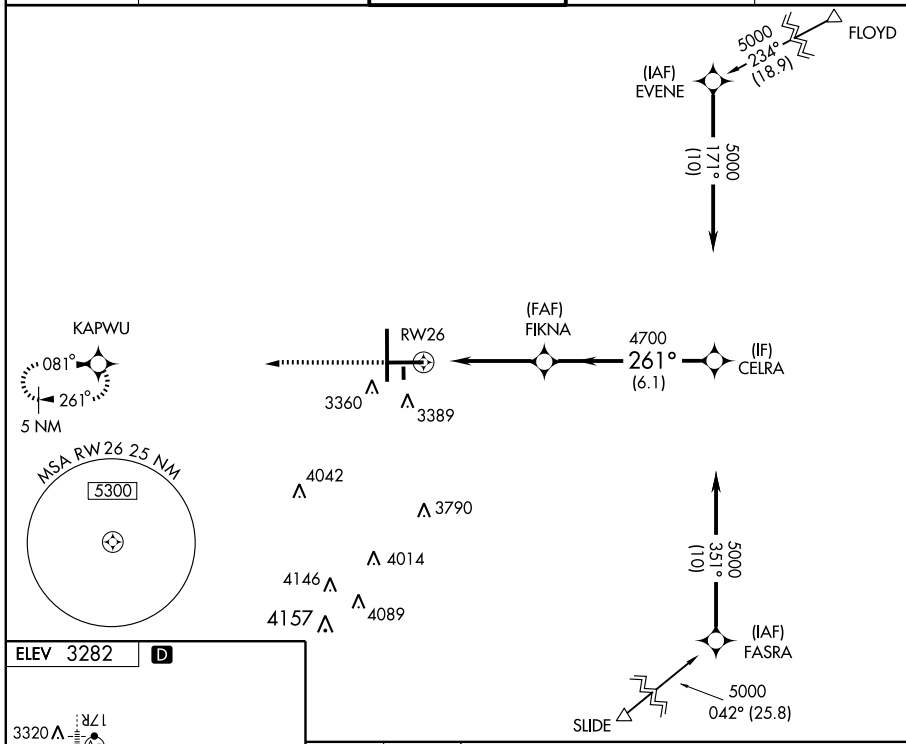
ASR

Baro-VNAV NA below -21°C (-5°F). DME/DME RNP-0.3 NA. For inoperative MALSR increase LPV visibility to RVR 4000 all Cats, LNAV/VNAV Cat E to RVR 6000 and LNAV Cat D visibility to RVR 6000 and Cat E to 1½.

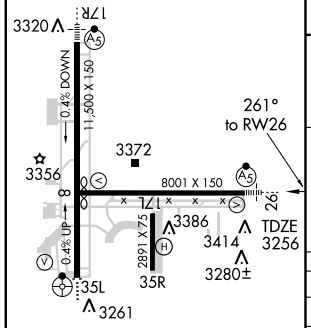
MALSR

MISSED APPROACH: Climb to 5100 direct KAPWU and hold.

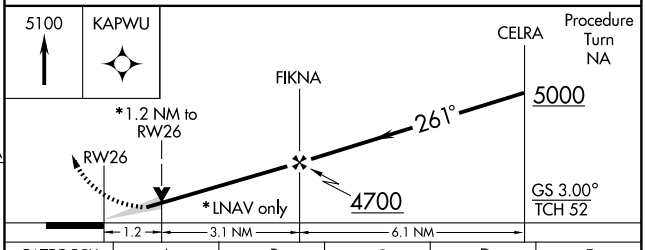
ATIS	LUBBOCK APP CON	LUBBOCK TOWER	GND CON	CLNC DEL
125.3	119.2 351.8	120.5 239.3	121.9 348.6	125.8 281.55



ELEV 3282 D



REIL Rwy 8
HIRL Rwys 8-26 and 17R-35L



CATEGORY	A	B	C	D	E
LPV DA	3506/24 250 (300-½)				
LNAV/VNAV DA	3609/40 353 (400-¾)				
LNAV MDA	3680/24 424 (500-½)		3680/40 424 (500-¾)	3680/50 424 (500-1)	
CIRCLING	3720-1¼ 438 (500-1¼)	3740-1¼ 458 (500-1¼)	3740-1½ 458 (500-1½)	3840-2 558 (600-2)	3980-2½ 698 (700-2½)

SC-2, 08 APR 2010 to 06 MAY 2010

WAAS CH 50128 W35A	APP CRS 351°	Rwy Idg 11500 TDZE 3254 Apt Elev 3282

RNAV (GPS) RWY 35L

LUBBOCK PRESTON SMITH INTL (LBB)

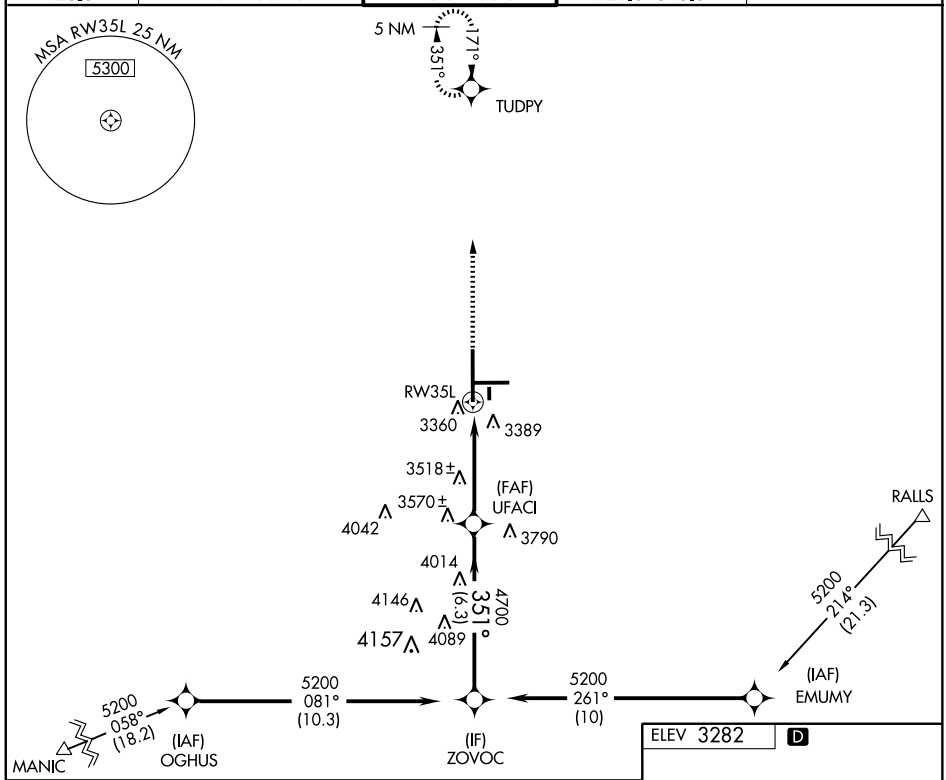
Baro-VNAV NA below -21°C (-5°F). DME/DME RNP-0.3 NA. Inoperative table does not apply to LPV, LNAV/VNAV all Cats and LNAV Cat C.

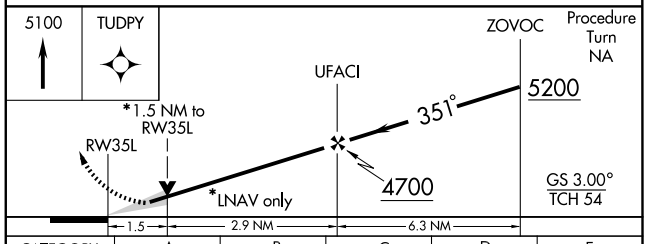
ASR

ODALS

MISSED APPROACH: Climb to 5100 direct TUDPY and hold.

ATIS	LUBBOCK APP CON	LUBBOCK TOWER	GND CON	CLNC DEL
125.3	119.2 351.8	120.5 239.3	121.9 348.6	125.8 281.55





CATEGORY	A	B	C	D	E
LPV DA	3504-¾ 250 (300-¾)				
LNAV/VNAV DA	3672-1½ 418 (500-1½)				
LNAV MDA	3780-¾ 526 (600-¾)		3780-1½ 526 (600-1½)	3780-1¾ 526 (600-1¾)	
CIRCLING	3780-1½ 498 (500-1½)			3840-2 558 (600-2)	3980-2½ 698 (700-2½)

SC-2, 08 APR 2010 to 06 MAY 2010

VOR LBB 109.2 Chan 29	APP CRS 112°	Rwy Idg N/A TDZE N/A Apt Elev 3282

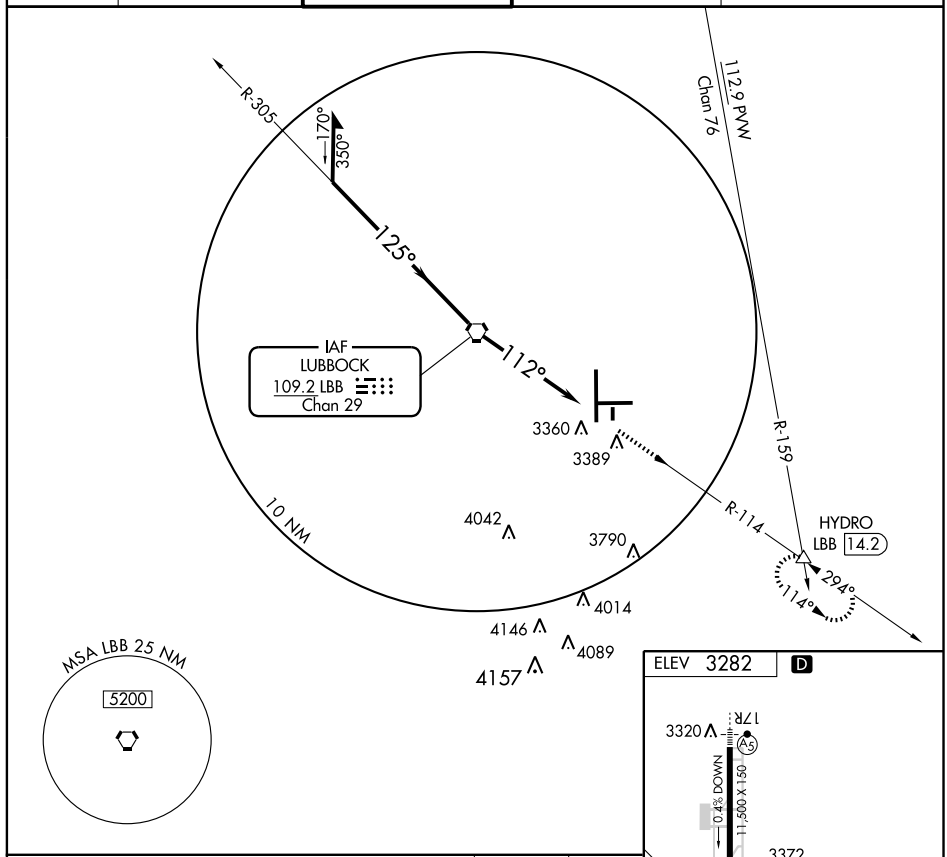
VOR-A

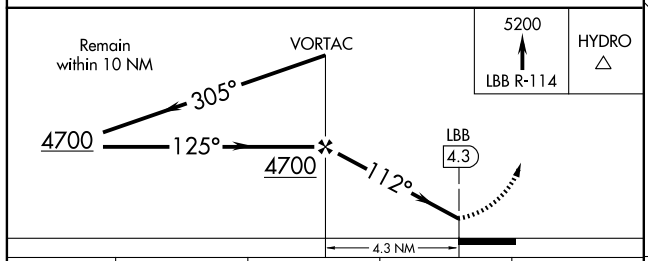
LUBBOCK PRESTON SMITH INTL (LBB)

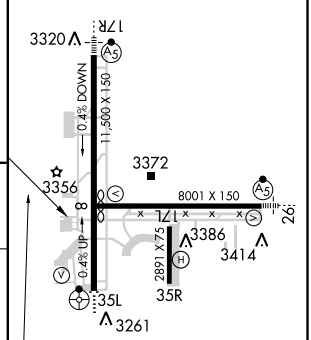
ASR

MISSED APPROACH: Climb to 5200 via LBB R-114 to HYDRO Int and hold.

ATIS	LUBBOCK APP CON	LUBBOCK TOWER	GND CON	CLNC DEL
125.3	119.2 351.8	120.5 239.3	121.9 348.6	125.8 281.55







CATEGORY	A	B	C	D
CIRCLING	3720-1 438 (500-1)	3740-1 458 (500-1)	3740-1½ 458 (500-1½)	3840-2 558 (600-2)

FAF to MAP 4.3 NM

Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

SC-2, 08 APR 2010 to 06 MAY 2010

VOR LBB 109.2 Chan 29	APP CRS 282°	Rwy Idg 8001 TDZE 3256 Apt Elev 3282

VOR/DME or TACAN RWY 26

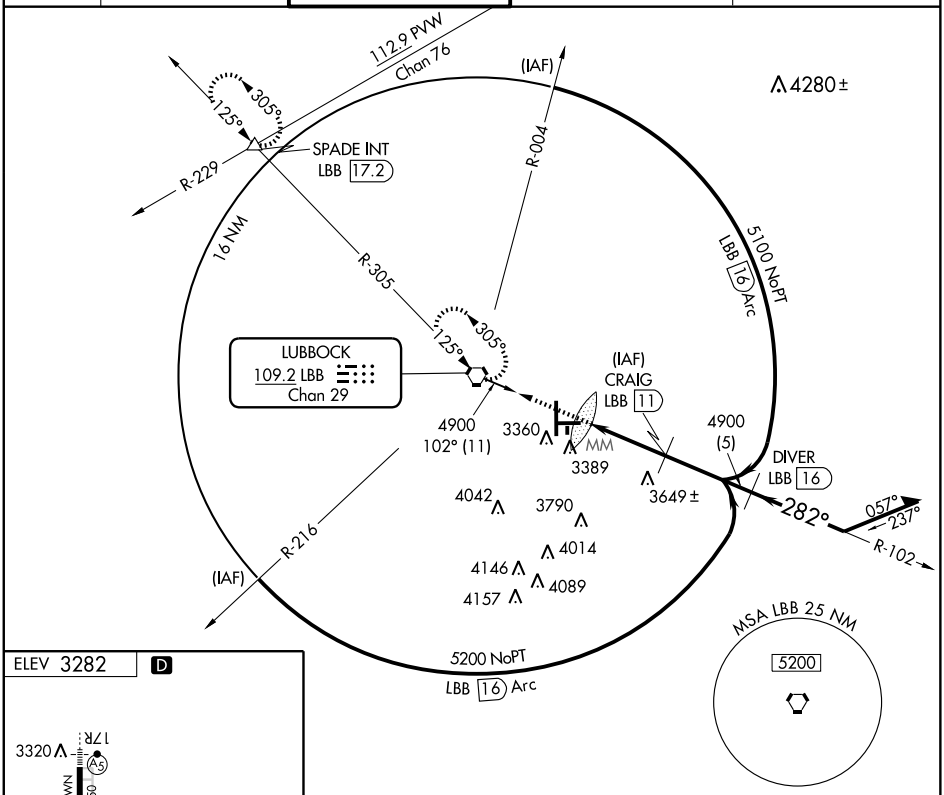
LUBBOCK PRESTON SMITH INTL (LBB)

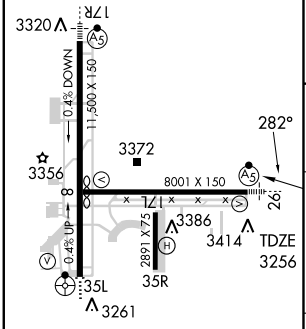
ASR — Inoperative table does not apply.

MALSR

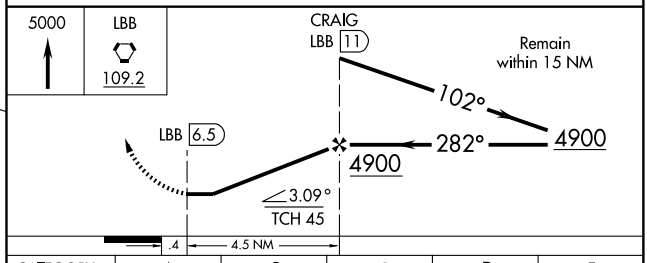
MISSED APPROACH: Climb to 5000 direct LBB VORTAC and hold. (TACAN equipped aircraft continue via R-305 to SPADE and hold. Hold NW, left turns 125° inbound.)

ATIS	LUBBOCK APP CON	LUBBOCK TOWER	GND CON	CLNC DEL
125.3	119.2 351.8	120.5 239.3	121.9 348.6	125.8 281.55





REIL Rwy 8
HIRL Rwys 8-26 and 17R-35L



CATEGORY	A	B	C	D	E
S-26	3680-1 424 (400-1)		3680-1¼ 424 (400-1¼)		3680-1½ 424 (400-1½)
CIRCLING	3720-1 438 (500-1)	3740-1 458 (500-1)	3740-1½ 458 (500-1½)	3840-2 558 (600-2)	3980-2½ 698 (700-2½)

SC-2, 08 APR 2010 to 06 MAY 2010

LOC I-LFK	APP CRS	Rwy Idg	5398
111.3	070°	TDZE	286
		Apt Elev	296

ILS or LOC RWY 7

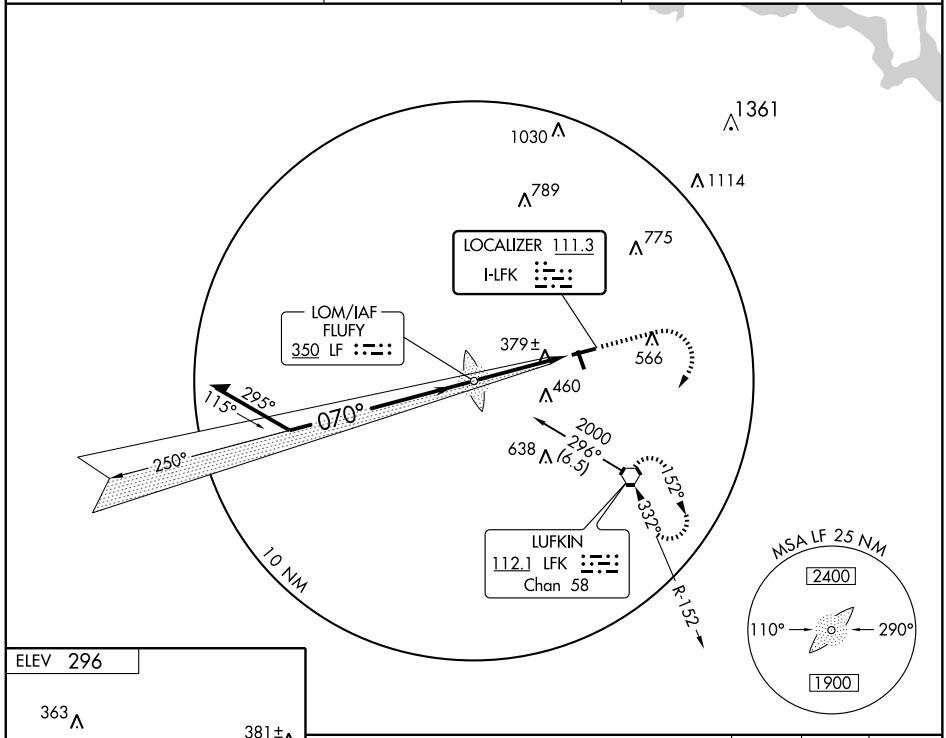
LUFKIN/ANGELINA COUNTY (LFK)

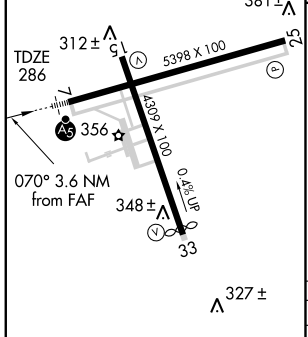
NA Circling NA for Cat D to Rwys 15 and 33. Inoperative table does not apply to S-ILS 7. For inoperative MALSR, increase S-LOC 7 Cats A/B/C visibility to 1. Visibility reduction by helicopters NA.

MALSR

MISSED APPROACH: Climb to 800 then climbing right turn to 2000 direct LFK VORTAC and hold.

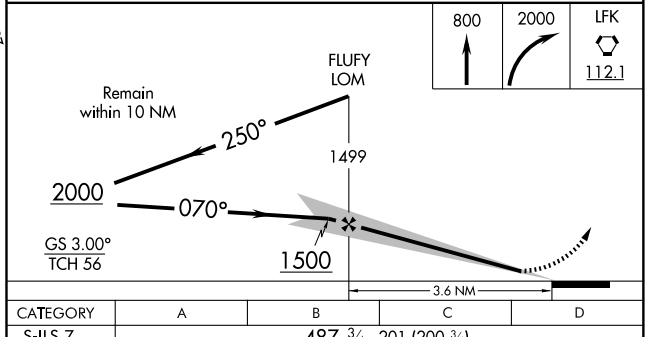
ASOS	HOUSTON CENTER	UNICOM
120.625	125.17 285.57	123.0 (CTAF) L





MIRL Rwys 7-25 and 15-33 L

FAF to MAP 3.6 NM					
Knots	60	90	120	150	180
Min:Sec	3:36	2:24	1:48	1:26	1:12



CATEGORY	A	B	C	D
S-ILS 7	487-¾ 201 (200-¾)			
S-LOC 7	640-¾ 354 (400-¾)			
CIRCLING	740-1 444 (500-1)	760-1 464 (500-1)	760-1½ 464 (500-1½)	880-2 584 (600-2)

SC-5, 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	5398
CH 50105	070°	TDZE	286
W07A		Apt Elev	296

RNAV (GPS) RWY 7

LUFKIN/ANGELINA COUNTY (LFK)

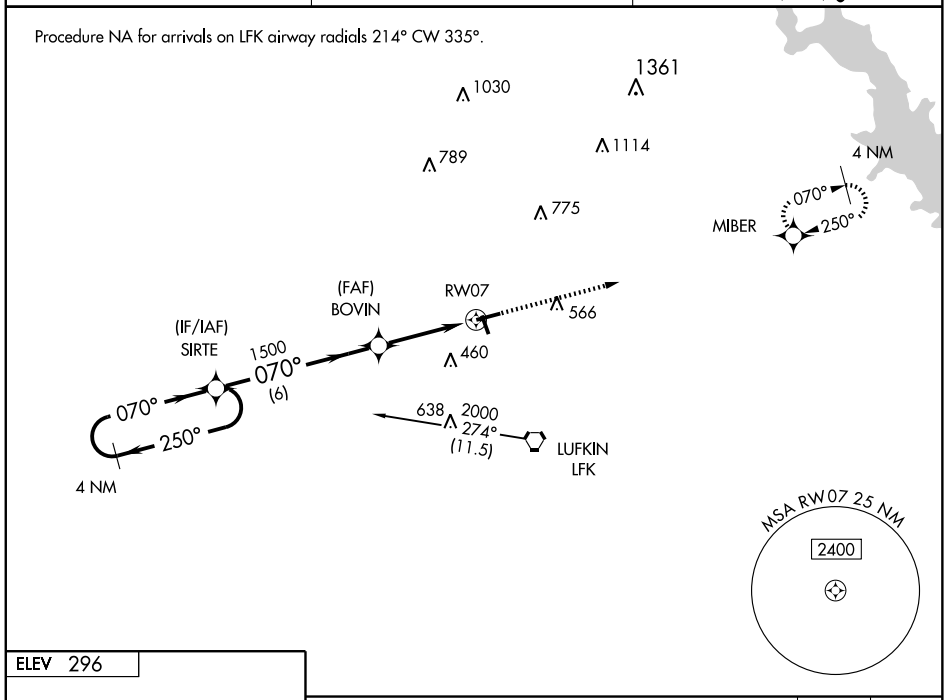
Baro-VNAV NA below -17°C (2°F). DME/DME RNP-0.3 NA. For inoperative MALSR, increase LNAV Cats A/B/C visibility to 1 and Cat D visibility to 1¼. Circling NA for Cat D to Rwys 15-33. Visibility reduction by helicopters NA.

MALSR

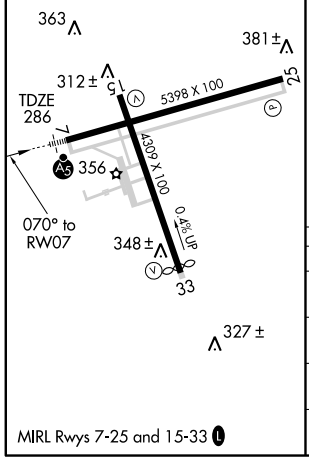
MISSED APPROACH: Climb to 2000 direct MIBER and hold.

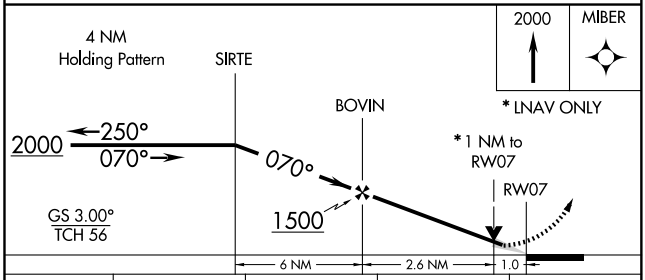
ASOS	HOUSTON CENTER	UNICOM
120.625	125.17 285.57	123.0 (CTAF) L

Procedure NA for arrivals on LFK airway radials 214° CW 335°.



ELEV 296





CATEGORY	A	B	C	D
LPV DA	583-¾ 297 (300-¾)			
LNAV/VNAV DA	654-¾ 368 (400-¾)			
LNAV MDA	660-¾ 374 (400-¾)			660-1 374 (400-1)
CIRCLING	740-1 444 (500-1)	760-1 464 (500-1)	760-1½ 464 (500-1½)	880-2 584 (600-2)

MIRL Rwys 7-25 and 15-33 L

SC-5, 08 APR 2010 to 06 MAY 2010

LUFKIN, TEXAS

AL-870 (FAA)

APP CRS	Rwy Idg	4309
155°	TDZE	289
	Apt Elev	296

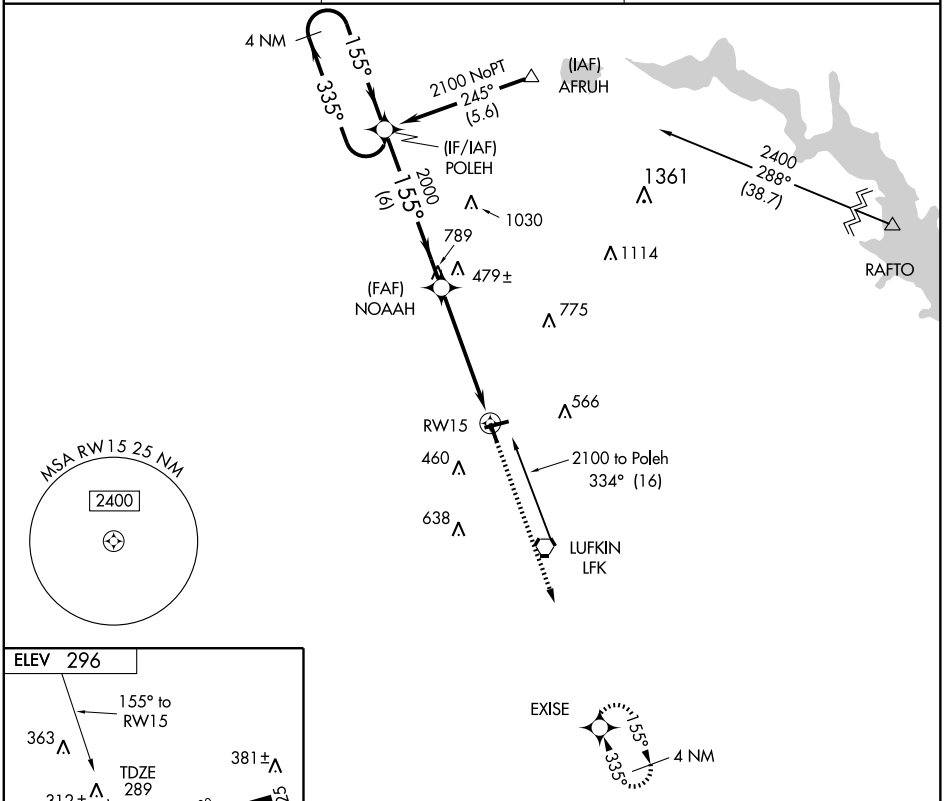
RNAV (GPS) RWY 15

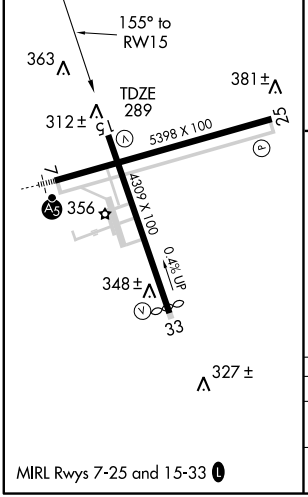
LUFKIN/ANGELINA COUNTY (LFK)

DME/DME RNP-0.3 NA.

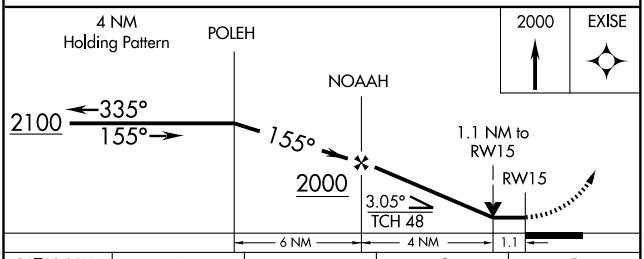
MISSED APPROACH: Climb to 2000 direct EXISE and hold.

ASOS	HOUSTON CENTER	UNICOM
120.625	125.17 285.57	123.0 (CTAF) L





MIRL Rwys 7-25 and 15-33 L



CATEGORY	A	B	C	D
LNAV MDA	700-1 411 (500-1)		700-1¼ 411 (500-1¼)	NA
CIRCLING	740-1 444 (500-1)	760-1 464 (500-1)	760-1½ 464 (500-1½)	NA

SC-5, 08 APR 2010 to 06 MAY 2010

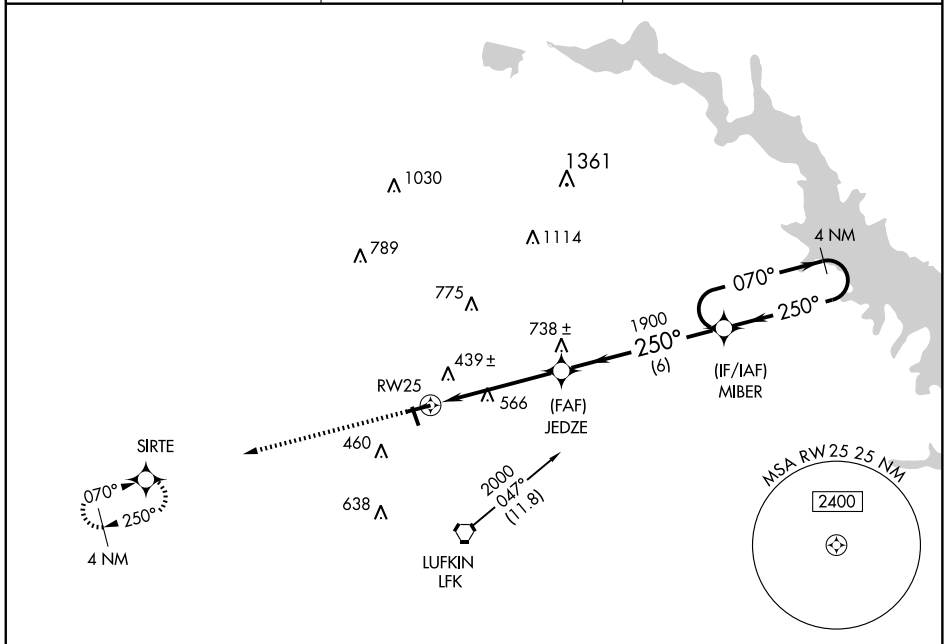
APP CRS	Rwy Idg	5398
250°	TDZE	296
	Apt Elev	296

RNAV (GPS) RWY 25
LUFKIN/ANGELINA COUNTY (LFK)

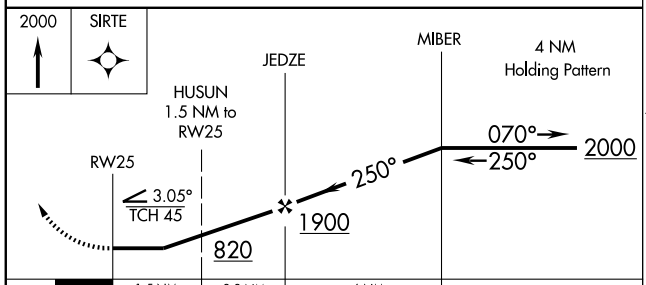
DME/DME RNP- 0.3 NA.
Circling NA for Cat D to Rwys 15-33.

MISSED APPROACH: Climb to 2000 direct SIRTE and hold.

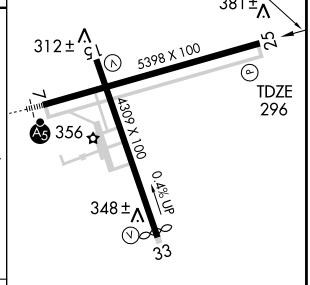
ASOS	HOUSTON CENTER	UNICOM
120.625	125.17 285.57	123.0 (CTAF) L



Procedure NA for arrival on LFK VORTAC airway radials 346 CW 107.



CATEGORY	A	B	C	D
LNAV MDA	660-1 364 (400-1)			660-1¼ 364 (400-1¼)
CIRCLING	740-1 444 (500-1)	760-1 464 (500-1)	760-1½ 464 (500-1½)	880-2 584 (600-2)



MIRL Rwys 7-25 and 15-33 L

SC-5, 08 APR 2010 to 06 MAY 2010

LUFKIN, TEXAS

AL-870 (FAA)

APP CRS	Rwy Idg	4204
335°	TDZE	286
	Apt Elev	296

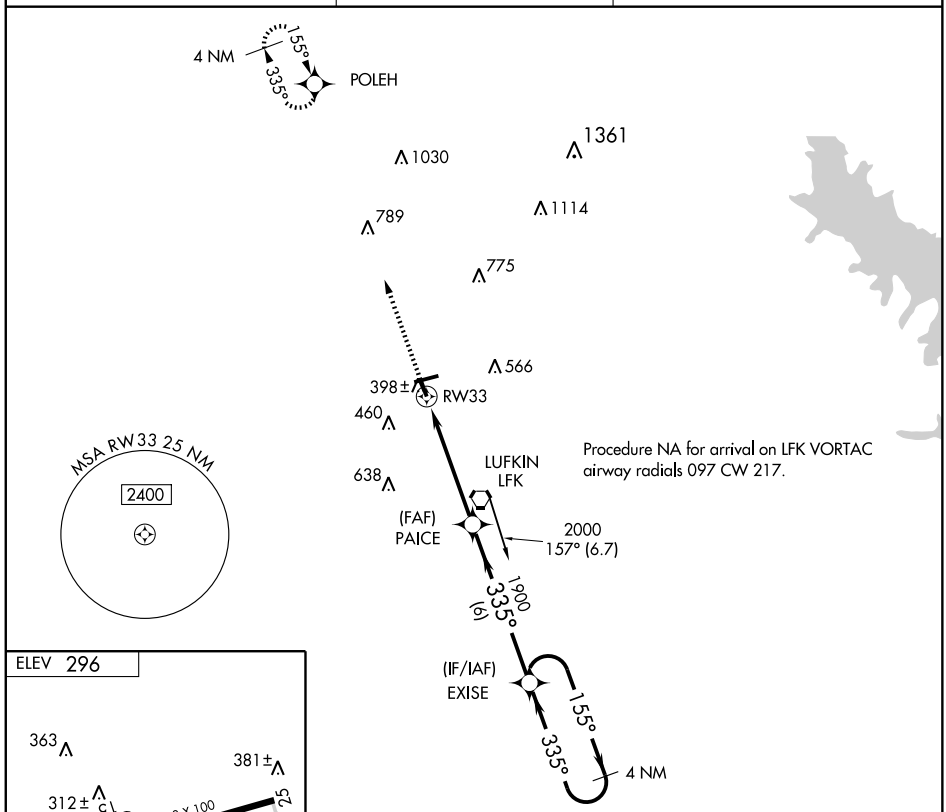
RNAV (GPS) RWY 33

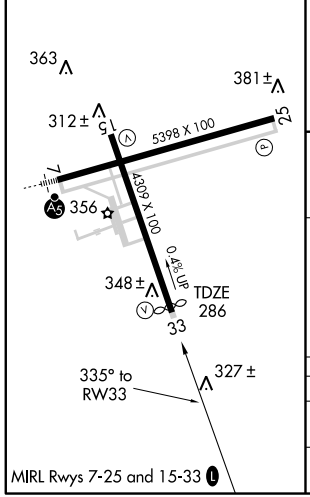
LUFKIN/ ANGELINA COUNTY (LFK)

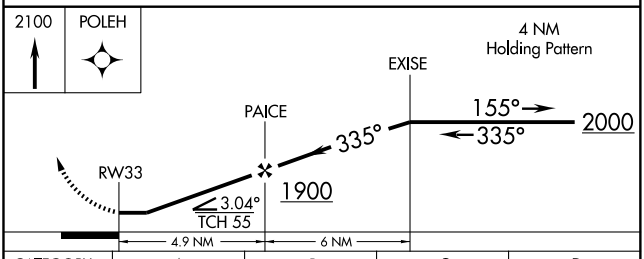
DME/DME RNP- 0.3 NA.

MISSED APPROACH: Climb to 2100 direct POLEH and hold.

ASOS	HOUSTON CENTER	UNICOM
120.625	125.17 285.57	123.0 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	660-1 374 (400-1)			NA
CIRCLING	740-1 444 (500-1)	760-1 464 (500-1)	760-1½ 464 (500-1½)	NA

SC-5, 08 APR 2010 to 06 MAY 2010

VORTAC LFK 112.1 Chan 58	APP CRS 152°	Rwy Idg 4309 TDZE 289 Apt Elev 296

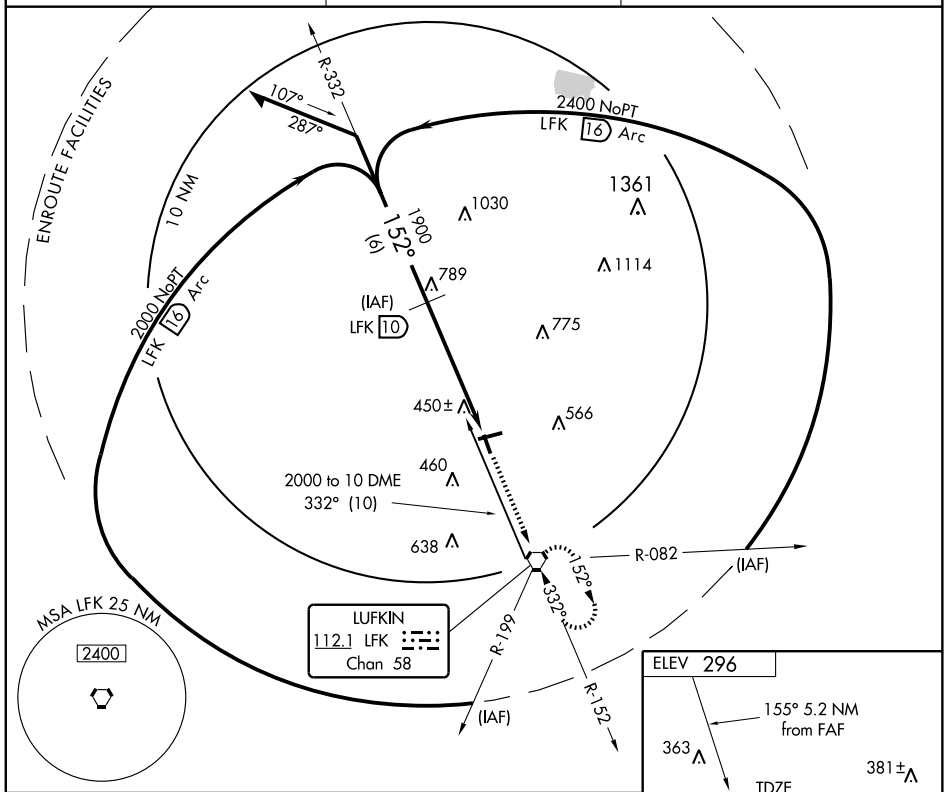
VOR/DME RWY 15

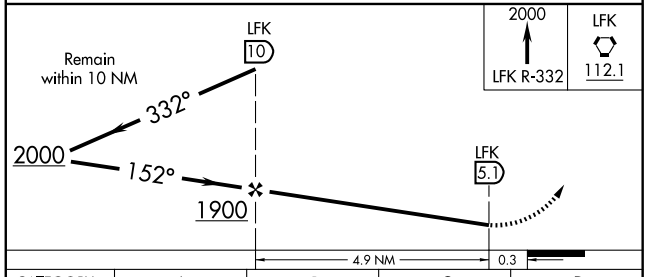
LUFKIN/ANGELINA COUNTY (LFK)

Straight-in minimums NA at night.

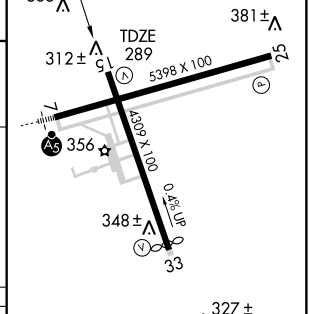
MISSED APPROACH: Climb to 2000 via LFK R-332 to LFK VORTAC and hold.

ASOS	HOUSTON CENTER	UNICOM
120.625	125.17 285.57	123.0 (CTAF) L





2000 LFK R-332	LFK 112.1



CATEGORY	A	B	C	D
S-15	700-1 411 (500-1)		700-1¼ 411 (500-1¼)	NA
CIRCLING	760-1 464 (500-1)		760-1½ 464 (500-1½)	NA

MIRL Rwys 7-25 and 15-33 L

SC-5, 08 APR 2010 to 06 MAY 2010

VORTAC LFK	APP CRS	Rwy Idg	4204
112.1	332°	TDZE	286
Chan 58		Apt Elev	296

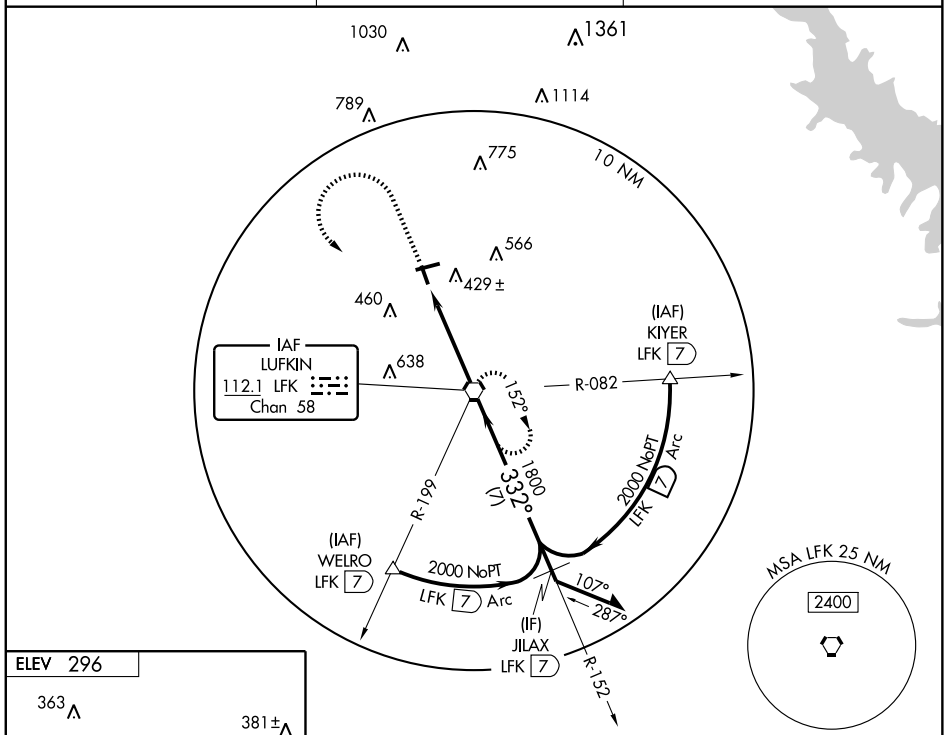
VOR RWY 33

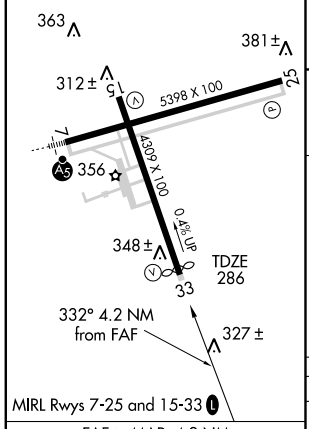
LUFKIN/ANGELINA COUNTY (LFK)

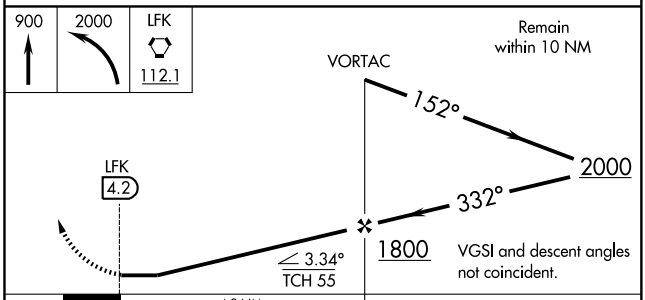
If local altimeter setting not received, use A L Mangham Jr. Rgnl altimeter setting and increase all MDAs 60 feet.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 900 then climbing left turn to 2000 direct LFK VORTAC and hold.

ASOS	HOUSTON CENTER	UNICOM
120.625	125.17 285.57	123.0 (CTAF) L







FAF to MAP 4.2 NM					
Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

CATEGORY	A	B	C	D
S-33	680-1 394 (400-1)			680-1¼ 394 (400-1¼)
CIRCLING	760-1 464 (500-1)		760-1½ 464 (500-1½)	880-2 584 (600-2)

SC-5, 08 APR 2010 to 06 MAY 2010

MADISONVILLE, TEXAS AL-6843 (FAA)

APP CRS	Rwy Idg	3202
183°	TDZE	287
	Apt Elev	287

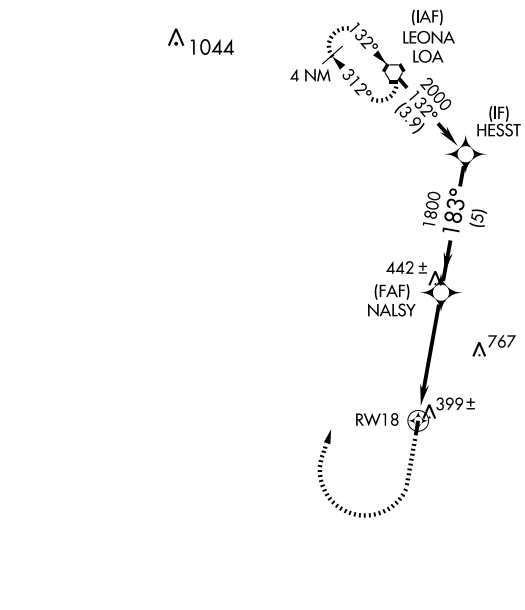
RNAV (GPS) RWY 18

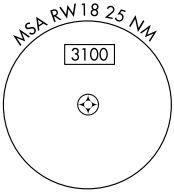
MADISONVILLE MUNI (51R)

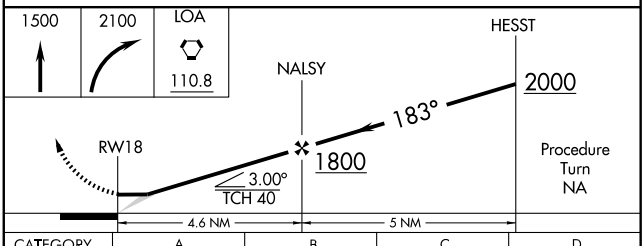
NA Use Huntsville Muni altimeter setting.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 1500, then climbing right turn to 2100 direct LOA VORTAC and hold.

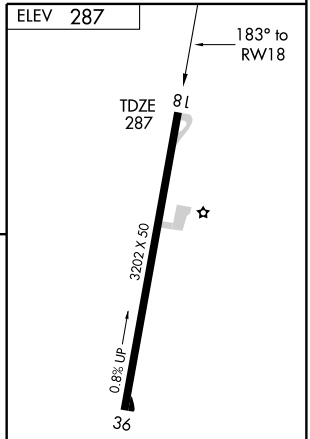
HUNTSVILLE ASOS	HOUSTON CENTER	CTAF
119.425	134.8 269.6	122.9







CATEGORY	A	B	C	D
LNAV MDA	720-1	433 (500-1)	NA	
CIRCLING	780-1	493 (500-1)	NA	



MIRL Rwy 18-36

SC-5, 08 APR 2010 to 06 MAY 2010

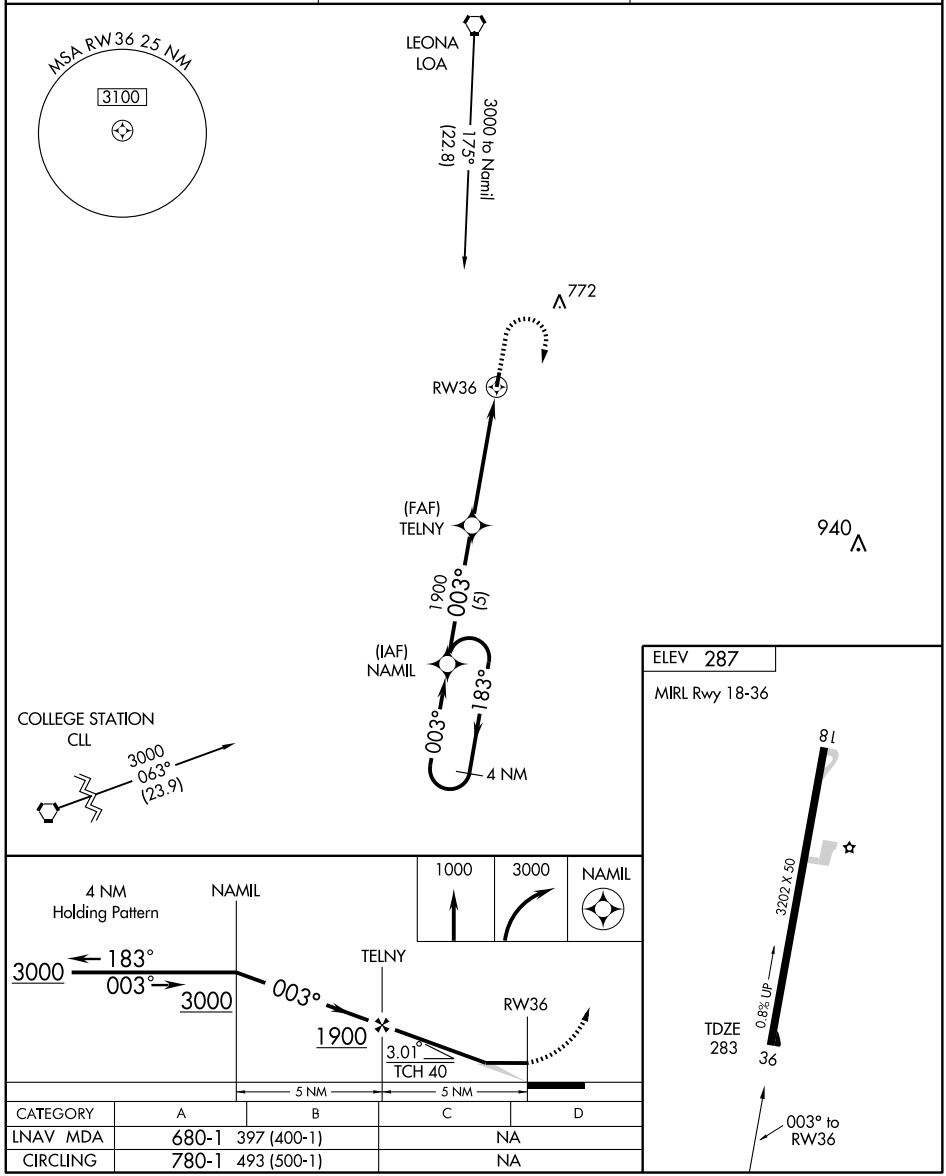
APP CRS	Rwy Idg	3202
003°	TDZE	283
	Apt Elev	287

RNAV (GPS) RWY 36
MADISONVILLE MUNI (51R)

NA — Use Huntsville Muni altimeter setting. GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 1000 then climbing right turn to 3000 direct NAMIL WP and hold.

HUNTSVILLE ASOS	HOUSTON CENTER	CTAF
119.425	134.8 269.6	122.9



CATEGORY	A	B	C	D
LNAV MDA	680-1	397 (400-1)	NA	
CIRCLING	780-1	493 (500-1)	NA	

SC-5, 08 APR 2010 to 06 MAY 2010

VORTAC LOA	APP CRS	Rwy Idg	3202
110.8	168°	TDZE	287
Chan 45		Apt Elev	287

VOR/DME RWY 18

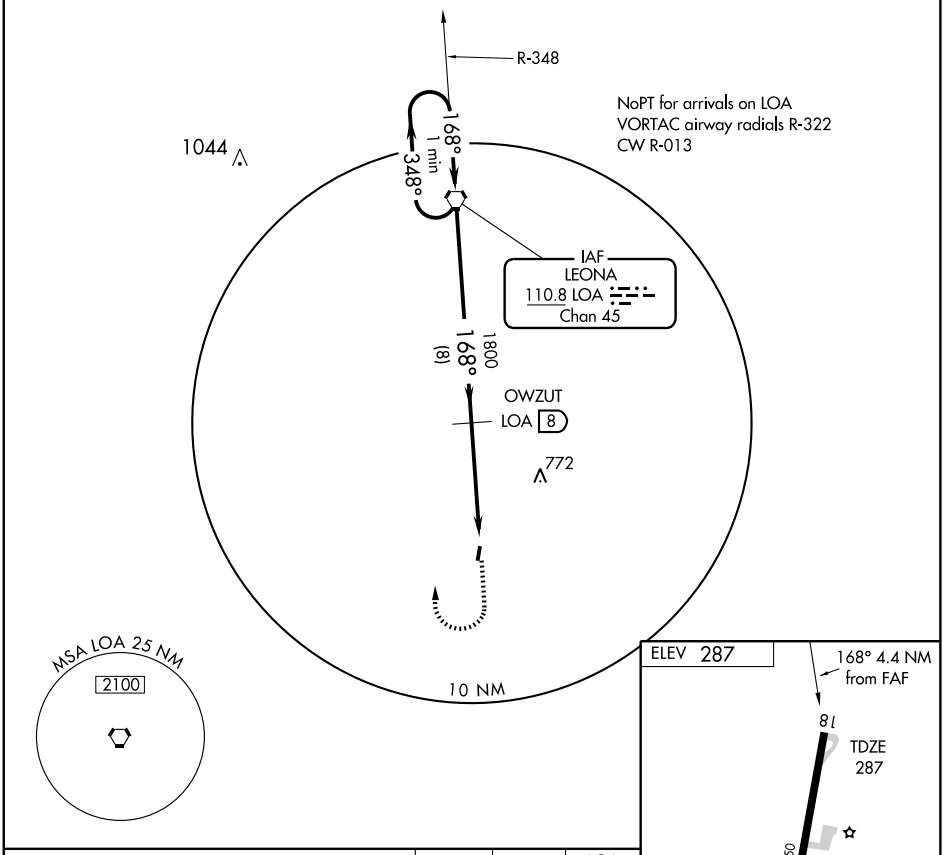
MADISONVILLE MUNI (51R)

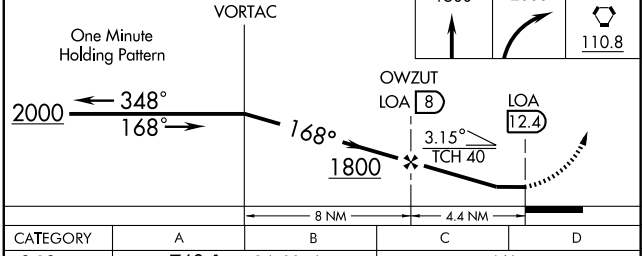
Use Huntsville Muni altimeter setting.

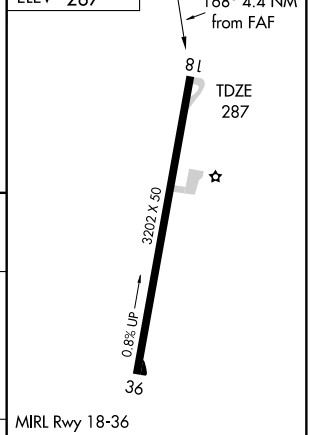
NA

MISSED APPROACH: Climb to 1500, then climbing right turn to 2000 direct LOA VORTAC and hold.

HUNTSVILLE ASOS	HOUSTON CENTER	CTAF
119.425	134.8 269.6	122.9







MIRL Rwy 18-36

CATEGORY	A	B	C	D
S-18	760-1	473 (500-1)	NA	
CIRCLING	780-1	493 (500-1)	NA	

Knots	60	90	120	150	180
Min:Sec					

SC-5, 08 APR 2010 to 06 MAY 2010

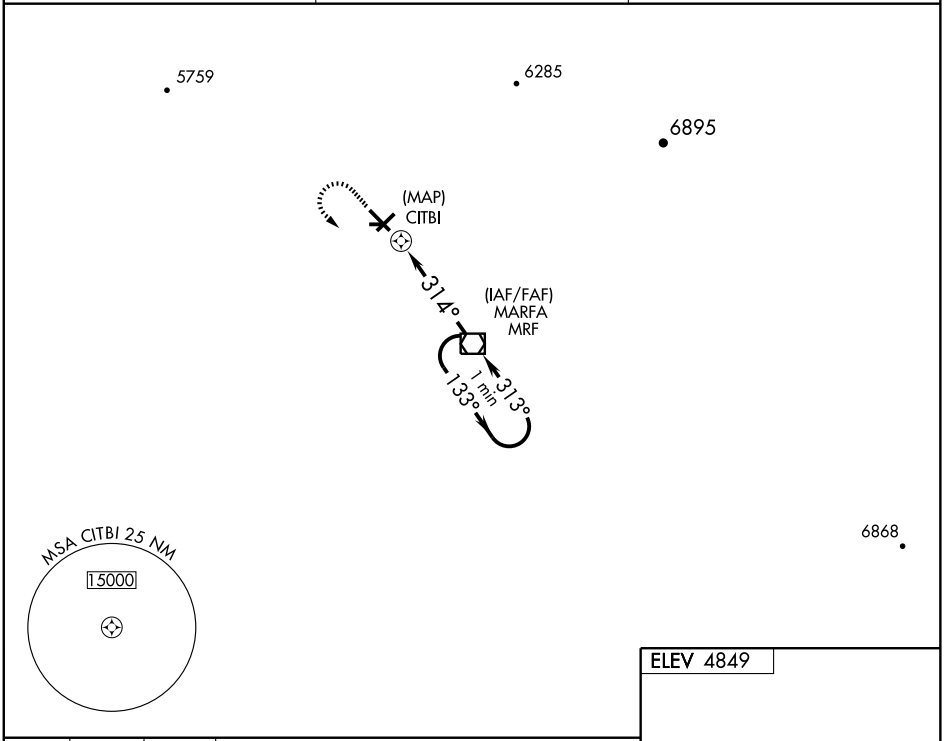
APP CRS	Rwy Idg	6214
314°	TDZE	4840
	Apt Elev	4849

GPS RWY 30
MARFA MUNI (MRF)

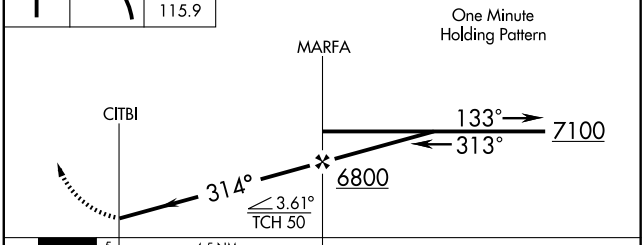
▼ If local altimeter setting not received, procedure not authorized.
▲ NA

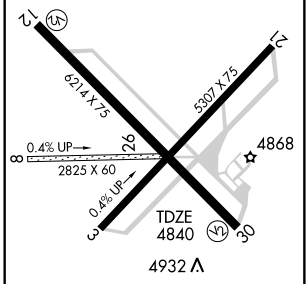
MISSED APPROACH: Climb to 5500 then climbing left turn to 7100 direct MRF VOR/DME and hold.

AWOS-3	ALBUQUERQUE CENTER	UNICOM
134.025	135.875 292.15	122.8 (CTAF) L



5500	7100	MRF
↑	↰	⬡ 115.9





CATEGORY	A	B	C	D
S-30	5200-1 360 (400-1)			5200-1¼ 360 (400-1¼)
CIRCLING	5260-1 411 (500-1)	5300-1 451 (500-1)	5300-1½ 451 (500-1½)	5400-2 551 (600-2)

MIRL Rwy 12-30 L

SC-3, 08 APR 2010 to 06 MAY 2010

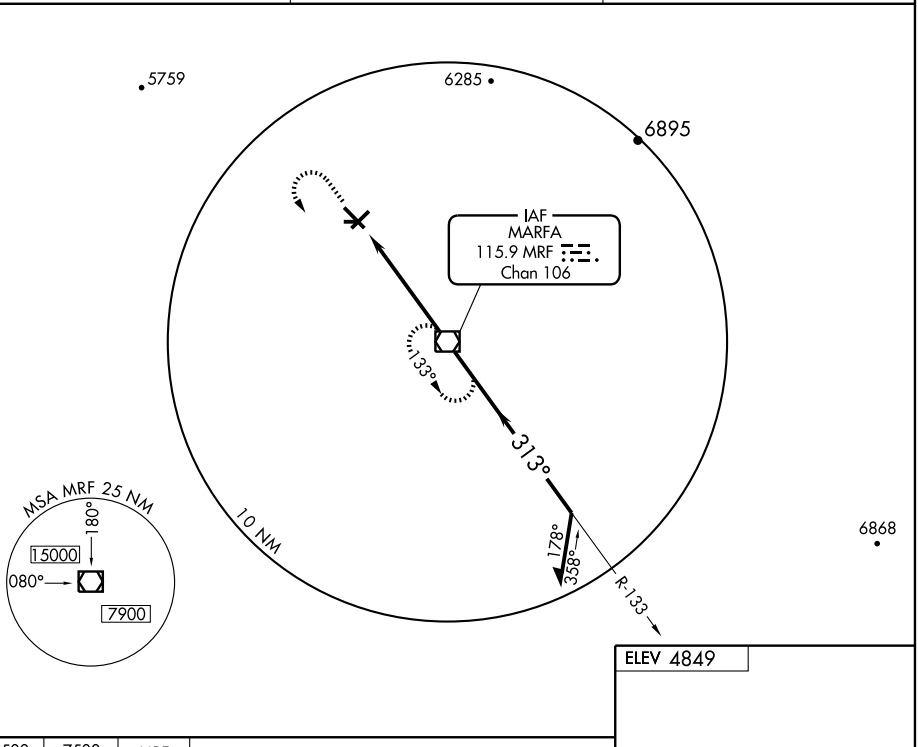
VOR/DME MRF	APP CRS	Rwy Idg	6214
115.9	313°	TDZE	4840
Chan 106		Apt Elev	4849

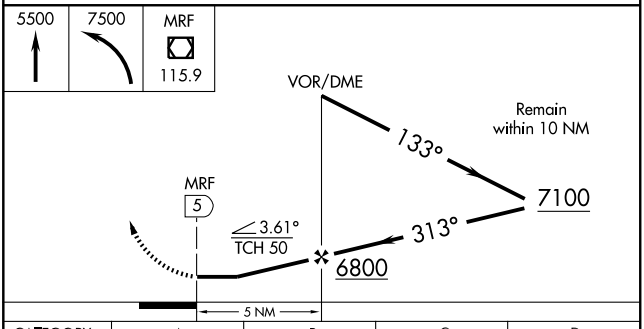
VOR RWY 30
MARFA MUNI (MRF)

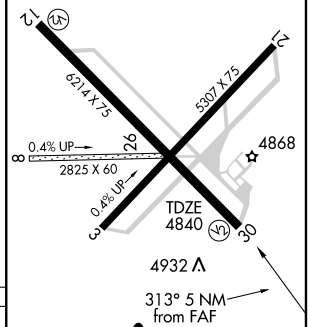
▼ If local altimeter setting not received, procedure not authorized.
▲ NA

MISSED APPROACH: Climb to 5500 then climbing left turn to 7500 direct MRF VOR/DME and hold.

AWOS-3	ALBUQUERQUE CENTER	UNICOM
134.025	135.875 292.15	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-30	5200-1 360 (400-1)			5200-1¼ 360 (400-1¼)
CIRCLING	5260-1 411 (500-1)	5300-1 451 (500-1)	5300-1½ 451 (500-1½)	5400-2 551 (600-2)

FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

SC-3. 08 APR 2010 to 06 MAY 2010

VOR ACT	APP CRS	Rwy Idg	N/A
115.3	123°	TDZE	N/A
Chan 100		Apt Elev	411

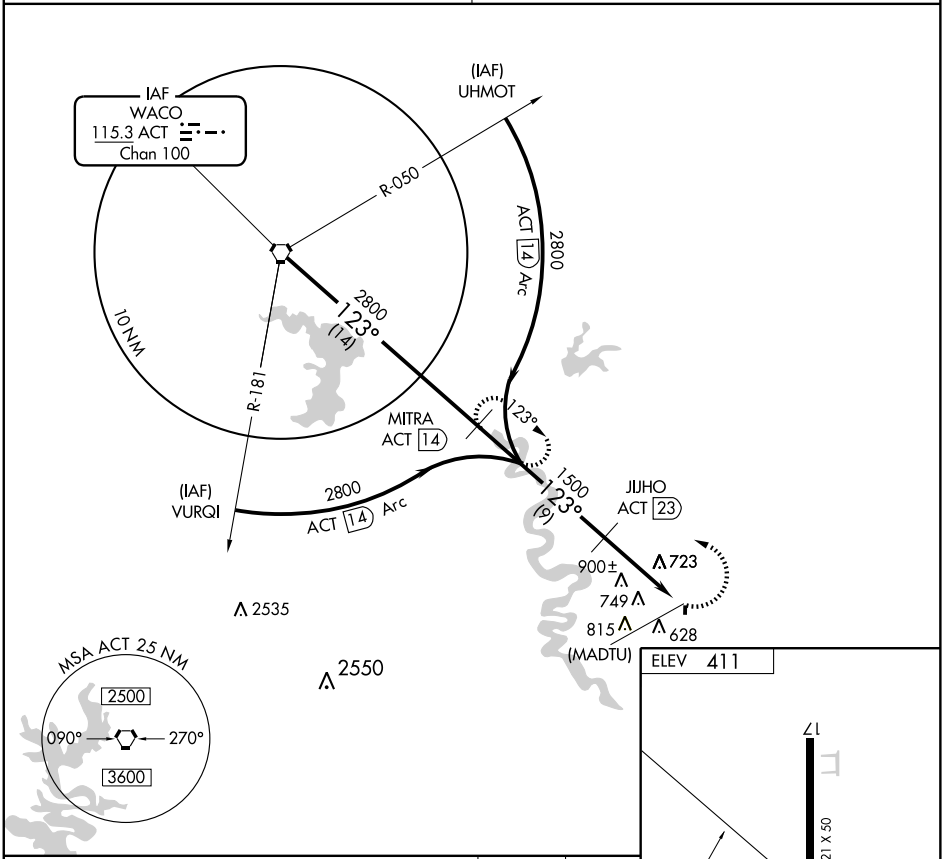
VOR/DME or GPS-A

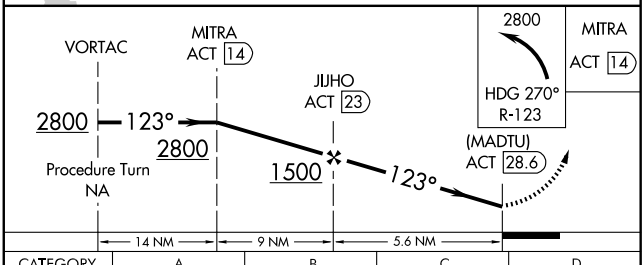
MARLIN (T15)

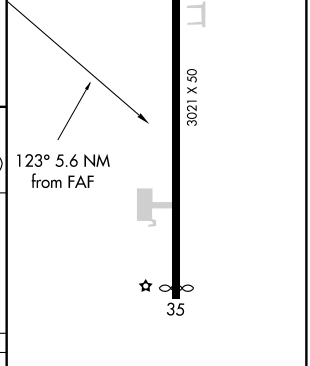
⚠ NA Use Waco Rgnl altimeter setting.

MISSED APPROACH: Climbing left turn to 2800 via heading 270° and R-123 to MITRA/14 DME and hold.

WACO APP CON ★	CTAF
127.65 352.0	120.0







CATEGORY	A	B	C	D
CIRCLING	1280-1 869 (900-1)	1280-1¼ 869 (900-1¼)	NA	

LIRL Rwy 17-35

SC-5, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	5000
330°	TDZE	346
	Apt Elev	356

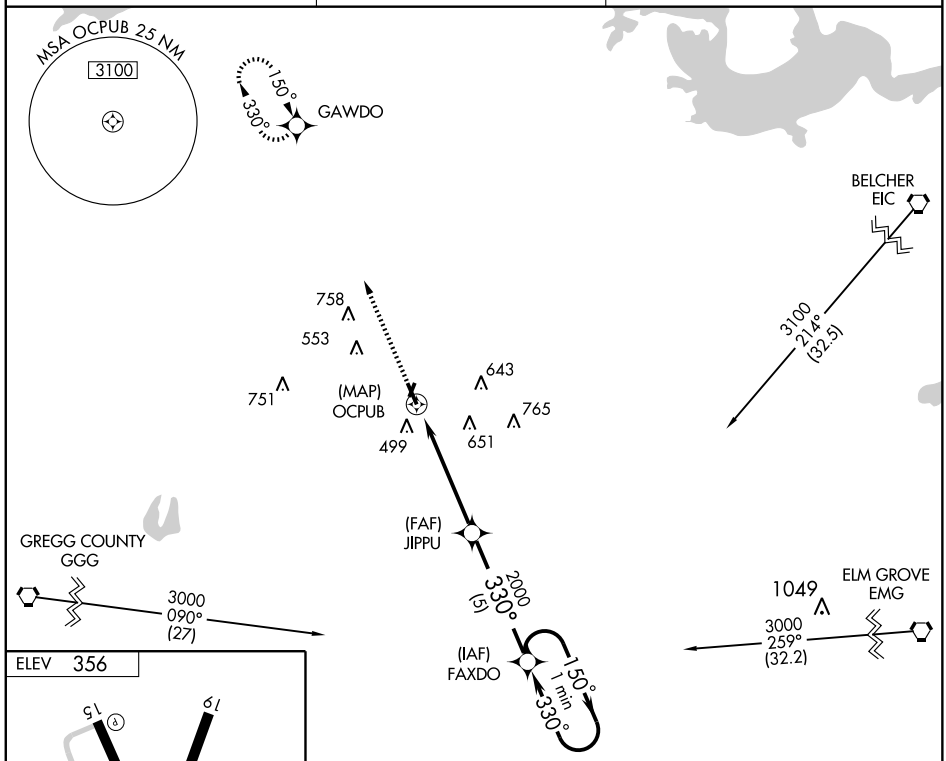
GPS RWY 33

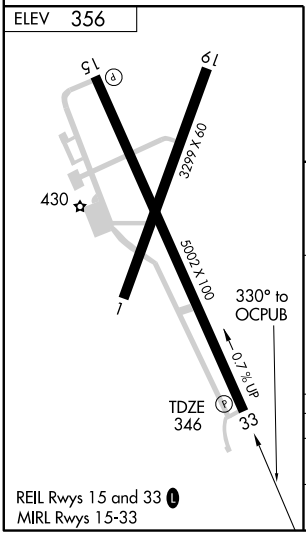
MARSHALL/ HARRISON COUNTY (ASL)

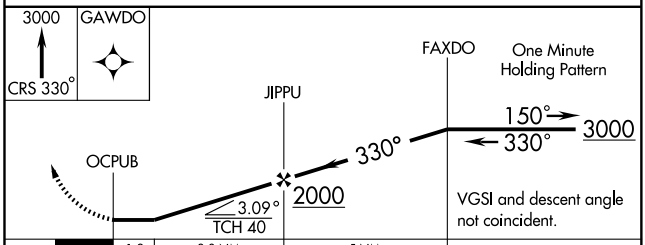
NA

MISSED APPROACH: Climb to 3000 via 330° course to GAWDO and hold.

AWOS-3	SHREVEPORT APP CON ★	UNICOM
118.675	119.9 335.55	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-33	780-1 434 (500-1)		780-1¼ 434 (500-1¼)	NA
CIRCLING	900-1 544 (600-1)		900-1½ 544 (600-1½)	NA

SC-2, 08 APR 2010 to 06 MAY 2010

VORTAC GGG	APP CRS	Rwy Idg	N/A
112.3	068°	TDZE	N/A
Chan 70		Apt Elev	356

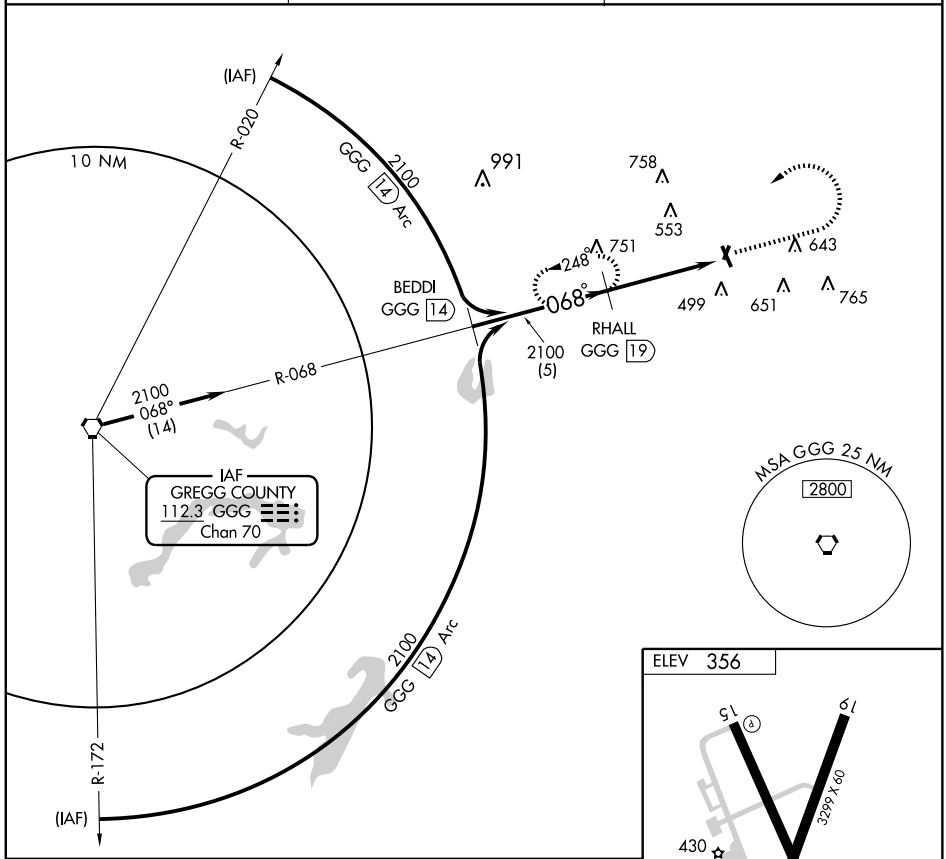
VOR/DME-A

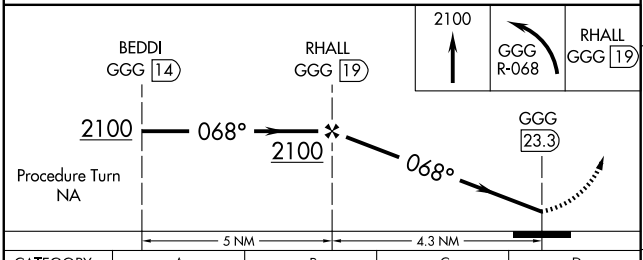
MARSHALL/ HARRISON COUNTY (ASL)

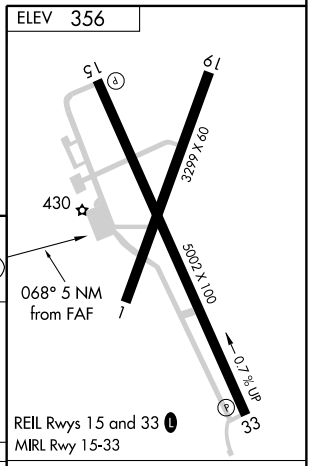
NA

MISSED APPROACH: Climb to 2100 then left turn via GGG R-068 to RHALL/GGG 19 DME and hold.

AWOS-3	SHREVEPORT APP CON ★	UNICOM
118.675	119.9 335.55	122.8 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	1300-1¼ 944 (1000-1¼)		NA	

Knots	60	90	120	150	180
Min:Sec					

SC-2, 08 APR 2010 to 06 MAY 2010

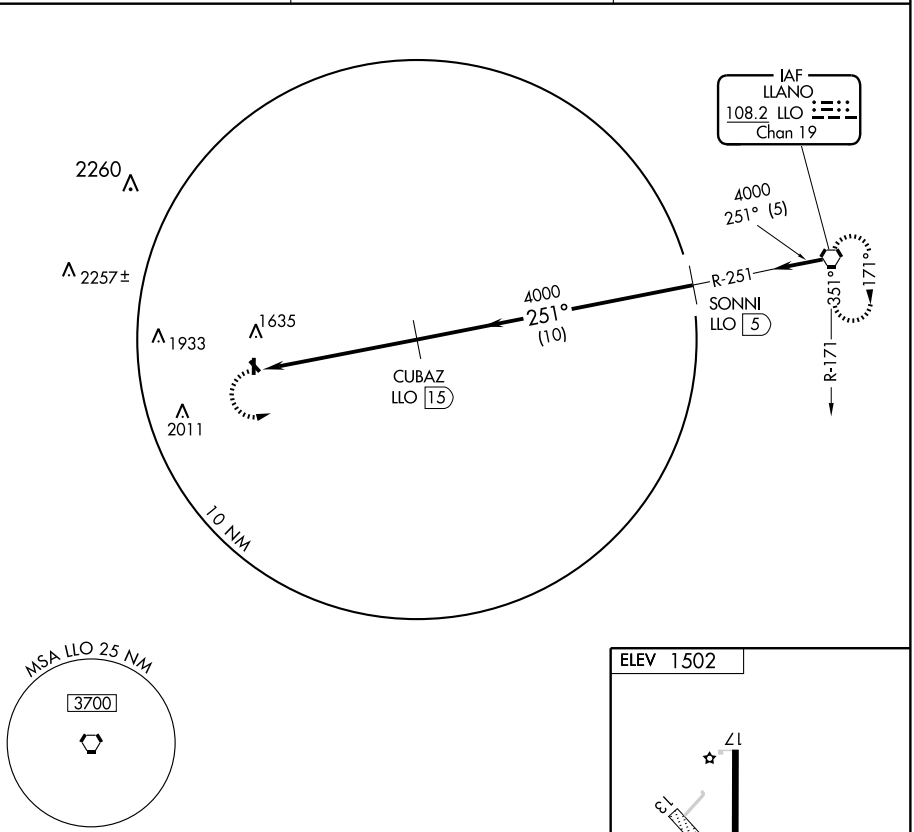
VORTAC LLO 108.2 Chan 19	APP CRS 251°	Rwy Idg N/A TDZE N/A Apt Elev 1502

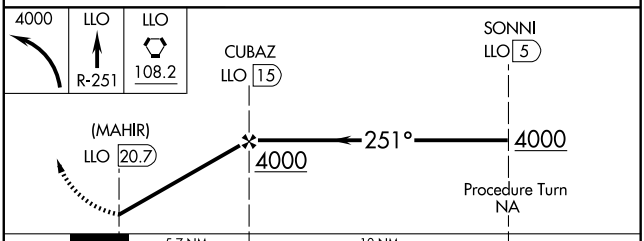
VOR/DME or GPS-A
MASON COUNTY (T92)

Use Curtis Field altimeter setting.
NA

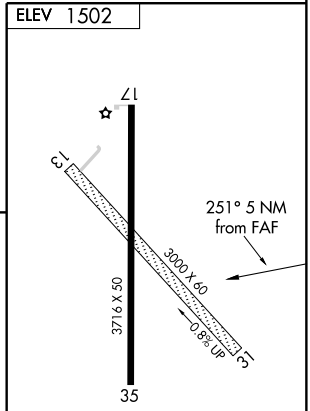
MISSED APPROACH: Climbing left turn to 4000. Return to LLO VORTAC via R-251 and hold.

HOUSTON CENTER	CTAF	
132.35 317.5	122.9	123.3 L





CATEGORY	A	B	C	D
CIRCLING	2100-1 598 (600-1)	2100-1¼ 598 (600-1¼)	2100-1½ 598 (600-1½)	NA



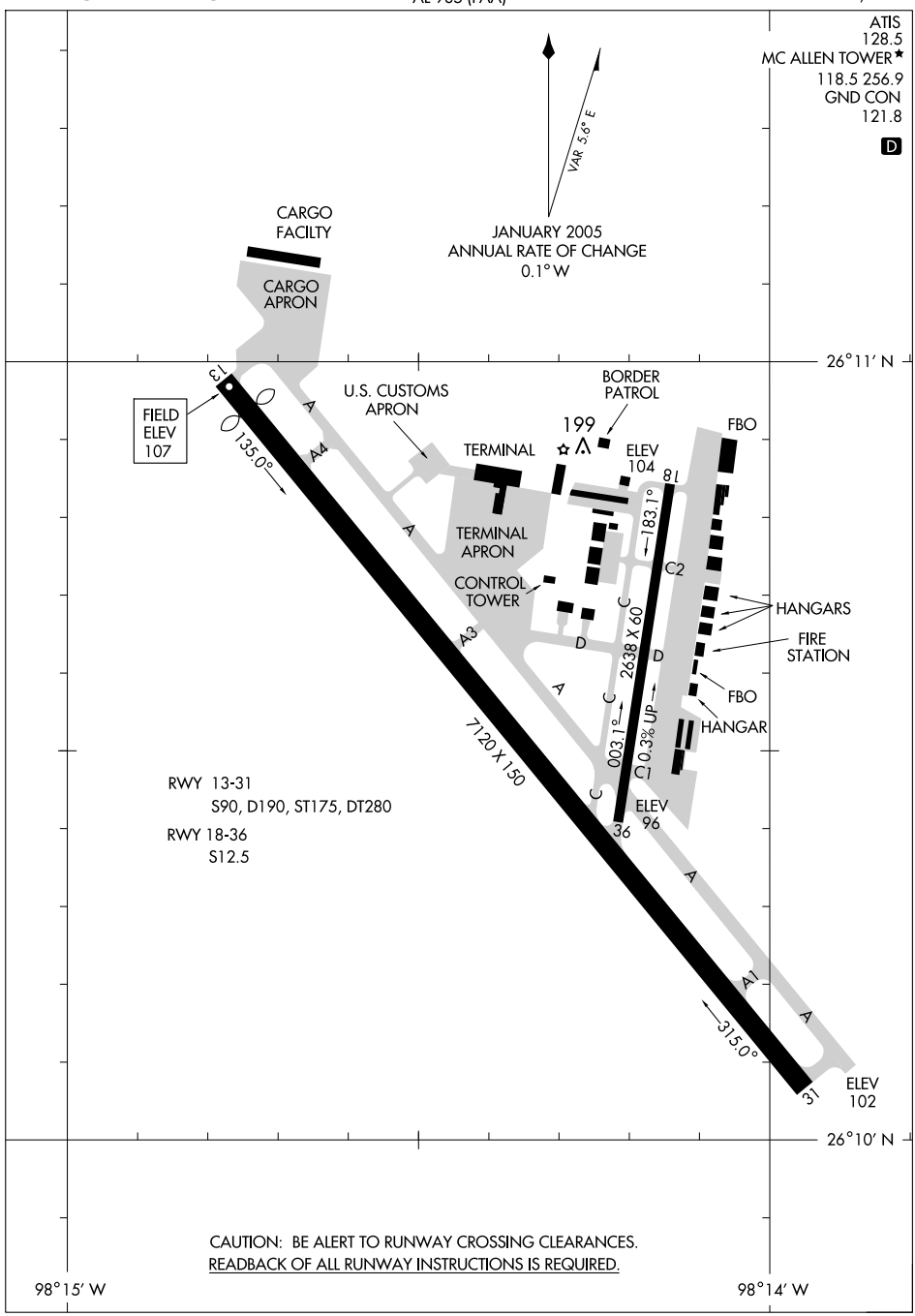
LIRL Rwy 17-35 L

SC-3, 08 APR 2010 to 06 MAY 2010

AIRPORT DIAGRAM

AL-985 (FAA)

MC ALLEN MILLER INTL (MFE)
MC ALLEN, TEXAS



LOC I-MFE	APP CRS	Rwy Idg	6983
111.7	134°	TDZE	107
Chan 54		Apt Elev	107

ILS or LOC RWY 13

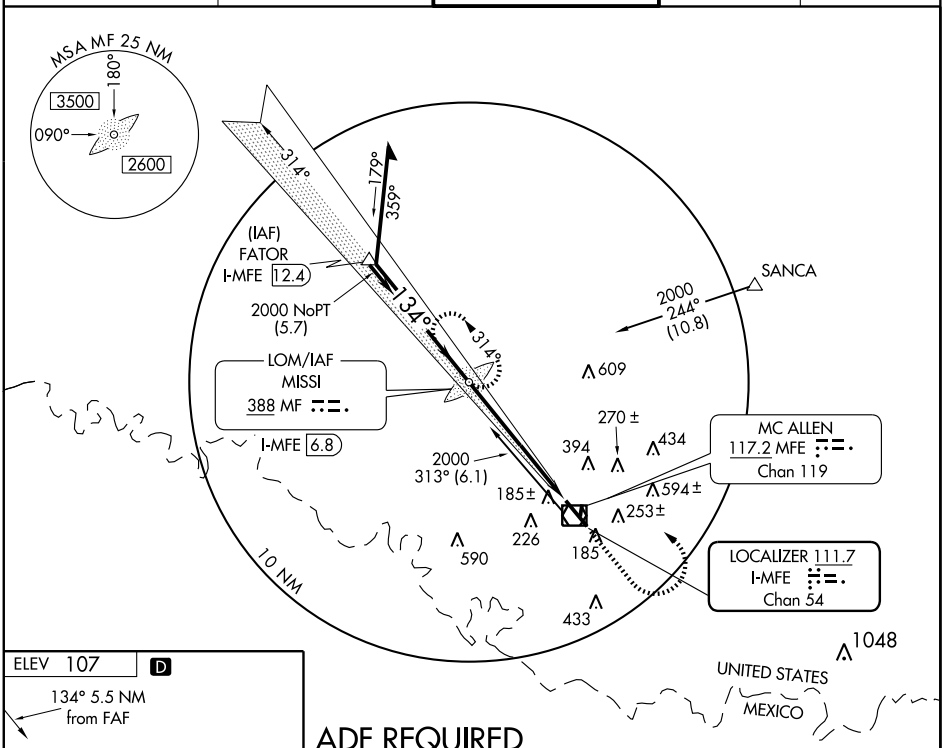
MC ALLEN MILLER INTL (MFE)

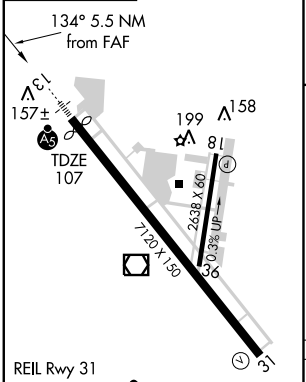
Circling not authorized Northeast of Rwy 13-31. ADF required.

MALSR

MISSED APPROACH: Climb to 1500 then climbing left turn to 2000 direct to MISSI LOM and hold.

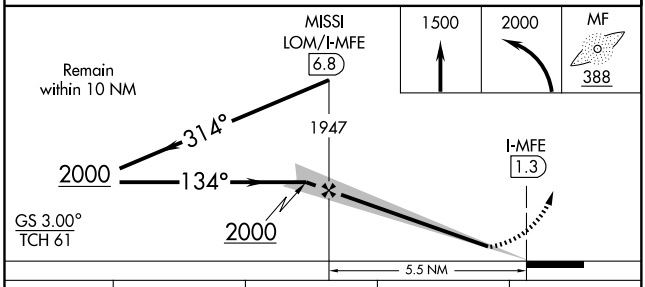
ATIS	VALLEY APP CON	MC ALLEN TOWER★	GND CON	UNICOM
128.5	121.0 377.2	118.5 (CTAF) L 256.9	121.8	122.95





FAF to MAP 5.5 NM					
Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

ADF REQUIRED



CATEGORY	A	B	C	D
S-ILS 13	307-½ 200 (200-½)			
S-LOC 13	540-½ 433 (500-½)		540-¾ 433 (500-¾)	540-1 433 (500-1)
CIRCLING	580-1 473 (500-1)		580-1½ 473 (500-1½)	660-2 553 (600-2)

SC-3. 08 APR 2010 to 06 MAY 2010

MC ALLEN, TEXAS

AL-985 (FAA)

LOC/DME I-LLM	APP CRS	Rwy Idg	7120
111.7	315°	TDZE	102
Ch 54		Apt Elev	107

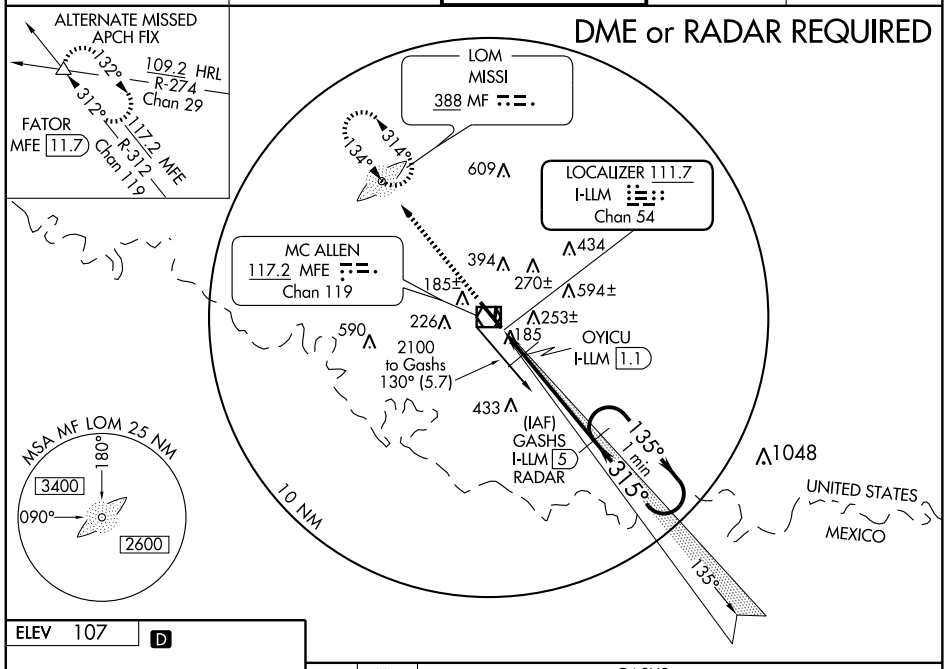
ILS or LOC RWY 31

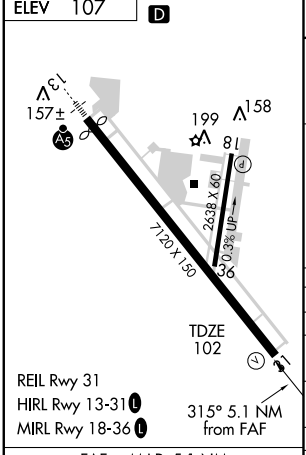
MC ALLEN MILLER INTL (MFE)

Circling NA northest of Rwys 13 and 31. Visibility reduction by helicopters NA. ADF and DME or Radar required. OYICU DME minimums NA when using Valley Intl altimeter. When local altimeter setting not received, use Valley Intl altimeter setting and increase all DA 83 feet and all MDA 100 feet, S-ILS 31 all Cats visibility ¼ mile, S-LOC 31 Cat C visibility ¼ and Cat D ½ mile.

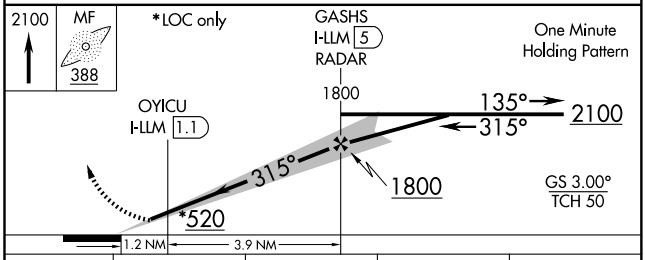
MISSED APPROACH: Climb to 2100 direct MF LOM and hold

ATIS	VALLEY APP CON	MC ALLEN TOWER *	GND CON	UNICOM
128.5	121.0 377.2	118.5 (CTAF) L 256.9	121.8	122.95





FAF to MAP 5.1 NM					
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42



CATEGORY	A	B	C	D
S-ILS 31	302-¾ 200 (200-¾)			
S-LOC 31	520-1 418 (500-1)		520-1¼ 418 (500-1¼)	
CIRCLING	580-1 473 (500-1)		580-1½ 473 (500-1½)	660-2 553 (600-2)
OYICU DME MINIMUMS				
S-LOC 31	440-1 338 (400-1)			
CIRCLING	580-1 473 (500-1)		580-1½ 473 (500-1½)	660-2 553 (600-2)

SC-3, 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS		
CH 78400 W13A	134°	Rwy Idg	6983
		TDZE	107
		Apt Elev	107

RNAV (GPS) RWY 13

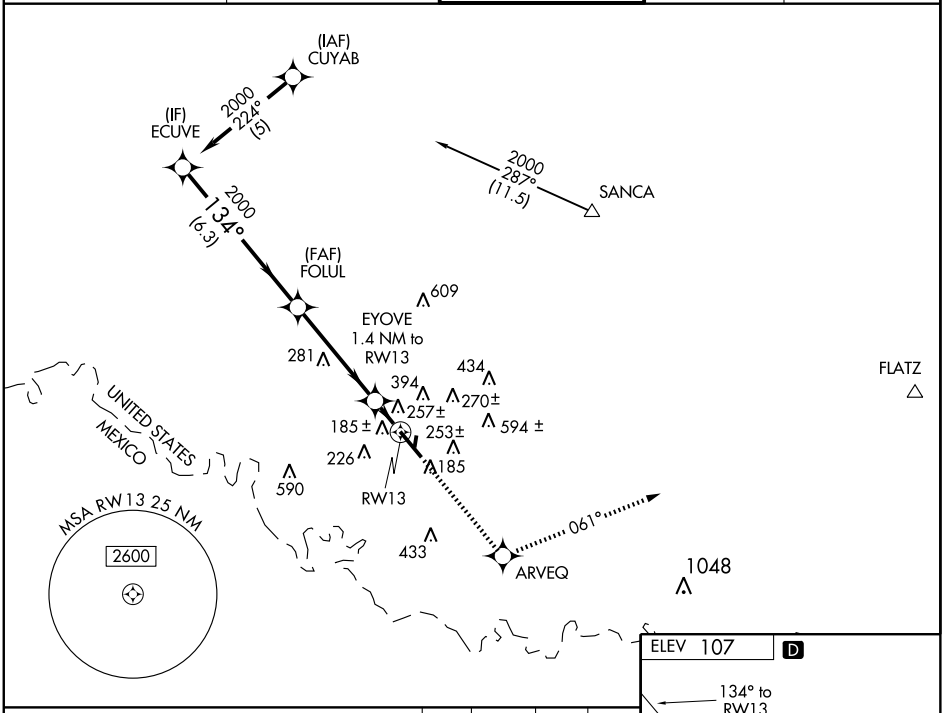
MC ALLEN MILLER INTL (MFE)

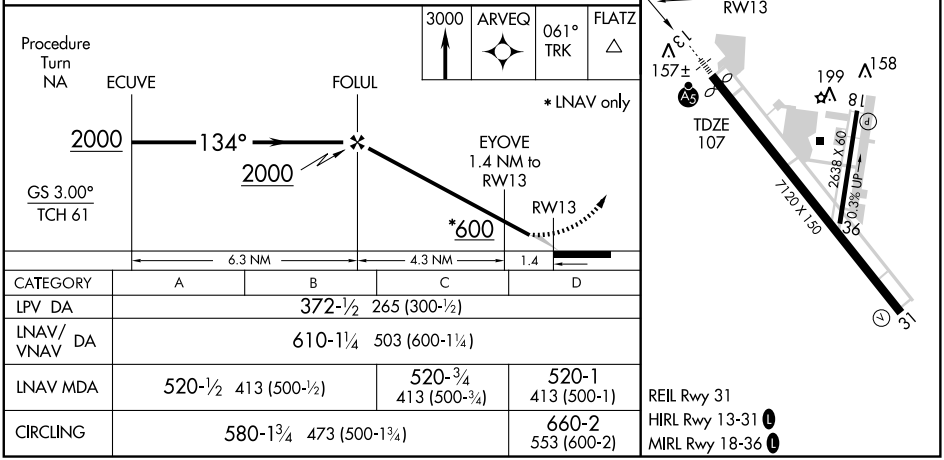
DME/DME RNP-0.3 NA. Circling not authorized northeast of Rwy 13-31. For inoperative MALSR, increase LPV all Cats visibility to ¾ and LNAV Cat D visibility to 1¼. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F).

MALSR

MISSED APPROACH: Climb to 3000 direct ARVEQ and via 061° track to FLATZ.

ATIS	VALLEY APP CON	MC ALLEN TOWER ★	GND CON	UNICOM
128.5	121.0 377.2	118.5 (CTAF) L 256.9	121.8	122.95





CATEGORY	A	B	C	D
LPV DA	372-½ 265 (300-½)			
LNAV/VNAV DA	610-1¼ 503 (600-1¼)			
LNAV MDA	520-½ 413 (500-½)		520-¾ 413 (500-¾)	520-1 413 (500-1)
CIRCLING	580-1¾ 473 (500-1¾)			660-2 553 (600-2)

REIL Rwy 31
HIRL Rwy 13-31 L
MIRL Rwy 18-36 L

MC ALLEN, TEXAS

AL-985 (FAA)

WAAS CH 78001 W31A	APP CRS 314°	Rwy Idg 7120 TDZE 102 Apt Elev 107

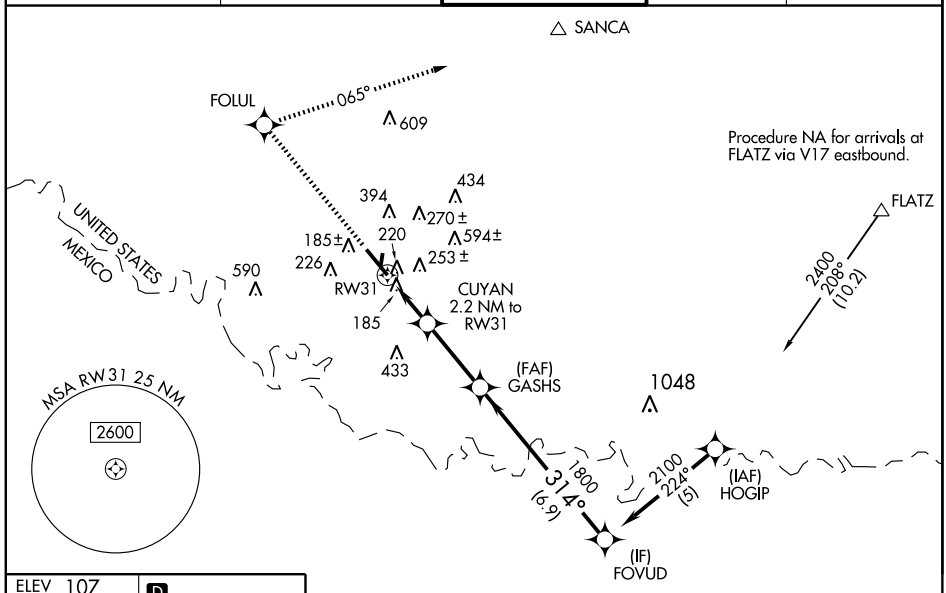
RNAV (GPS) RWY 31

MC ALLEN MILLER INTL (MFE)

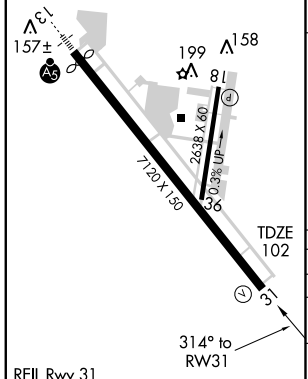
DME/DME RNP-0.3 NA. Circling NA northeast of Rwy 13-31. Visibility reduction by helicopters NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). Baro-VNAV NA when using Valley Intl altimeter setting. When local altimeter setting not received, use Valley Intl altimeter setting and increase all DA 83 feet and all MDA 100 feet, LPV and LNAV/VNAV all Cats visibility ½ mile, LNAV Cats C and D visibility ¼ mile. VDP NA when using Valley Intl altimeter setting.

MISSED APPROACH: Climb to 2000 direct FOLUL and right turn via 065° track to SANCA.

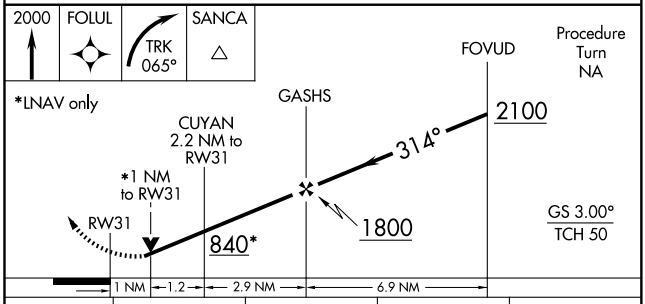
ATIS	VALLEY APP CON	MC ALLEN TOWER *	GND CON	UNICOM
128.5	121.0 377.2	118.5 (CTAF) L 256.9	121.8	122.95



ELEV 107 D



REIL Rwy 31
HIRL Rwy 13-31 L
MIRL Rwy 18-36 L



CATEGORY	A	B	C	D
LPV DA	424-1 322 (400-1)			
LNAV/VNAV DA	562-1½ 460 (500-1½)			
LNAV MDA	480-1 378 (400-1)			480-1¼ 378 (400-1¼)
CIRCLING	580-1 473 (500-1)		580-1½ 473 (500-1½)	660-2 553 (600-2)

SC-3, 08 APR 2010 to 06 MAY 2010

VOR/DME MFE	APP CRS	Rwy Idg	6983
117.2	134°	TDZE	107
Chan 119		Apt Elev	107

VOR RWY 13

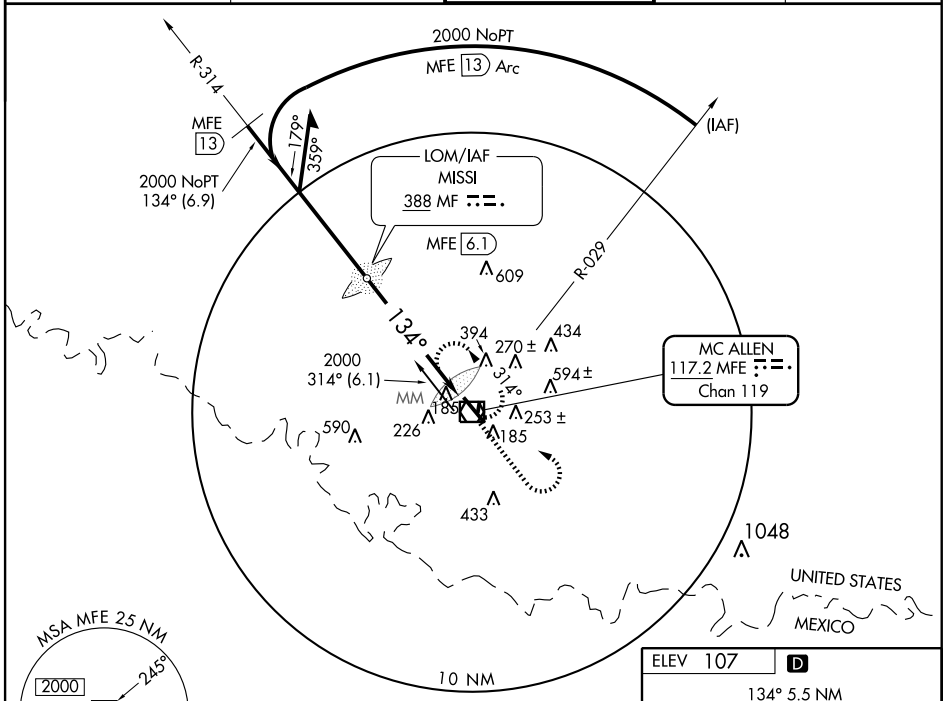
MC ALLEN MILLER INTL (MFE)

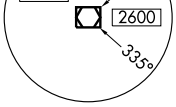
Circling not authorized Northeast of Rwy 13-31.

MALSR

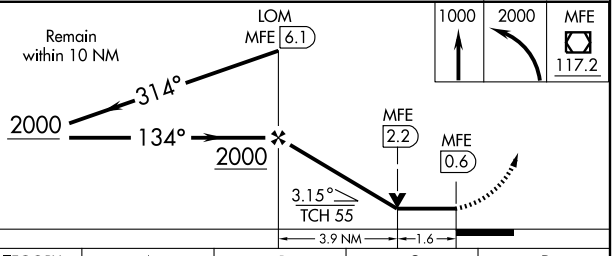
MISSED APPROACH: Climb to 1000 then climbing left turn to 2000 direct MFE VOR/DME and hold.

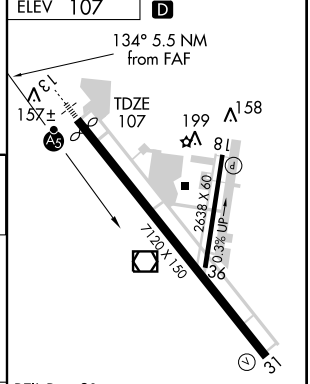
ATIS	VALLEY APP CON	MC ALLEN TOWER★	GND CON	UNICOM
128.5	121.0 377.2	118.5 (CTAF) L 256.9	121.8	122.95





ADF or DME REQUIRED





REIL Rwy 31
HIRL Rwy 13-31 L
MIRL Rwy 18-36 L

CATEGORY	A	B	C	D
S-13	600-½ 493 (500-½)		600-¾ 493 (500-¾)	600-1 493 (500-1)
CIRCLING	600-1 493 (500-1)		600-1½ 493 (500-1½)	660-2 553 (600-2)

FAF to MAP 5.5 NM

Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

SC-3, 08 APR 2010 to 06 MAY 2010

VOR/DME MFE	APP CRS	Rwy Idg	7120
117.2	305°	TDZE	102
Chan 119		Apt Elev	107

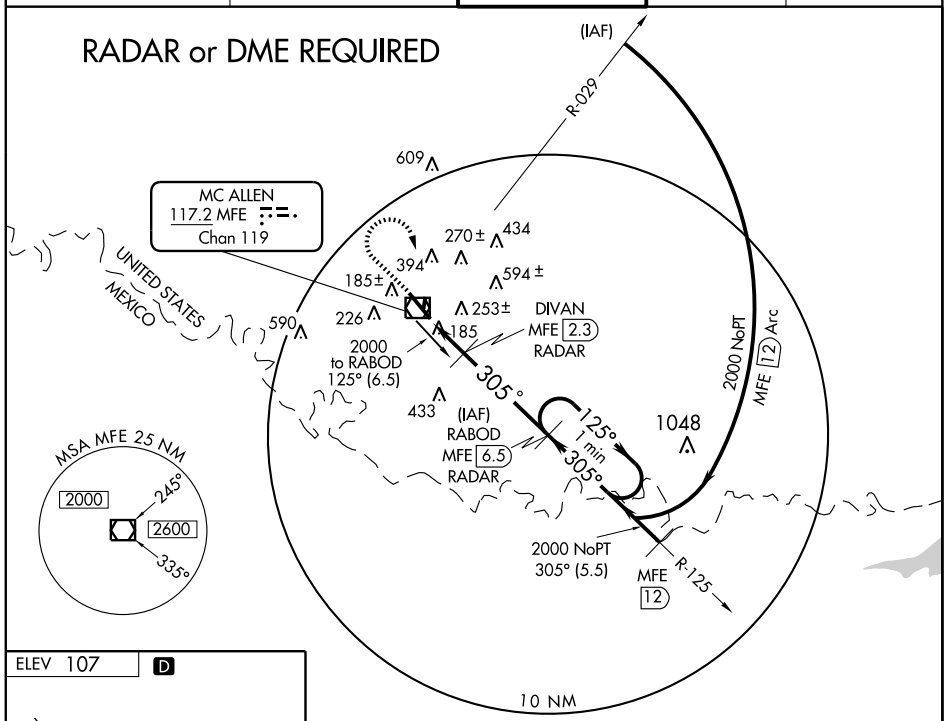
VOR RWY 31

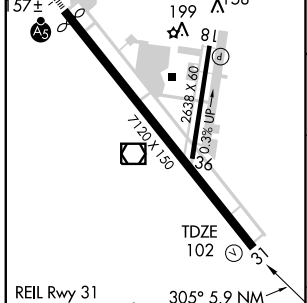
MC ALLEN MILLER INTL (MFE)

Circling not authorized Northeast of Rwy 13-31.

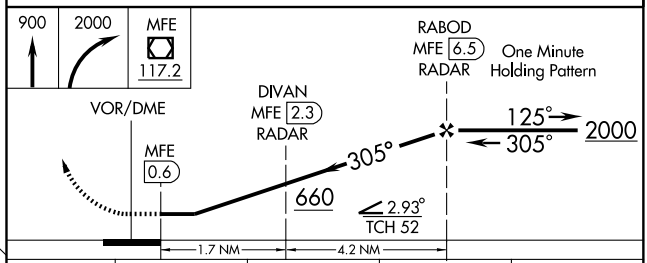
MISSED APPROACH: Climb to 900 then climbing right turn to 2000 direct MFE VOR/DME.

ATIS	VALLEY APP CON	MC ALLEN TOWER*	GND CON	UNICOM
128.5	121.0 377.2	118.5 (CTAF) L 256.9	121.8	122.95



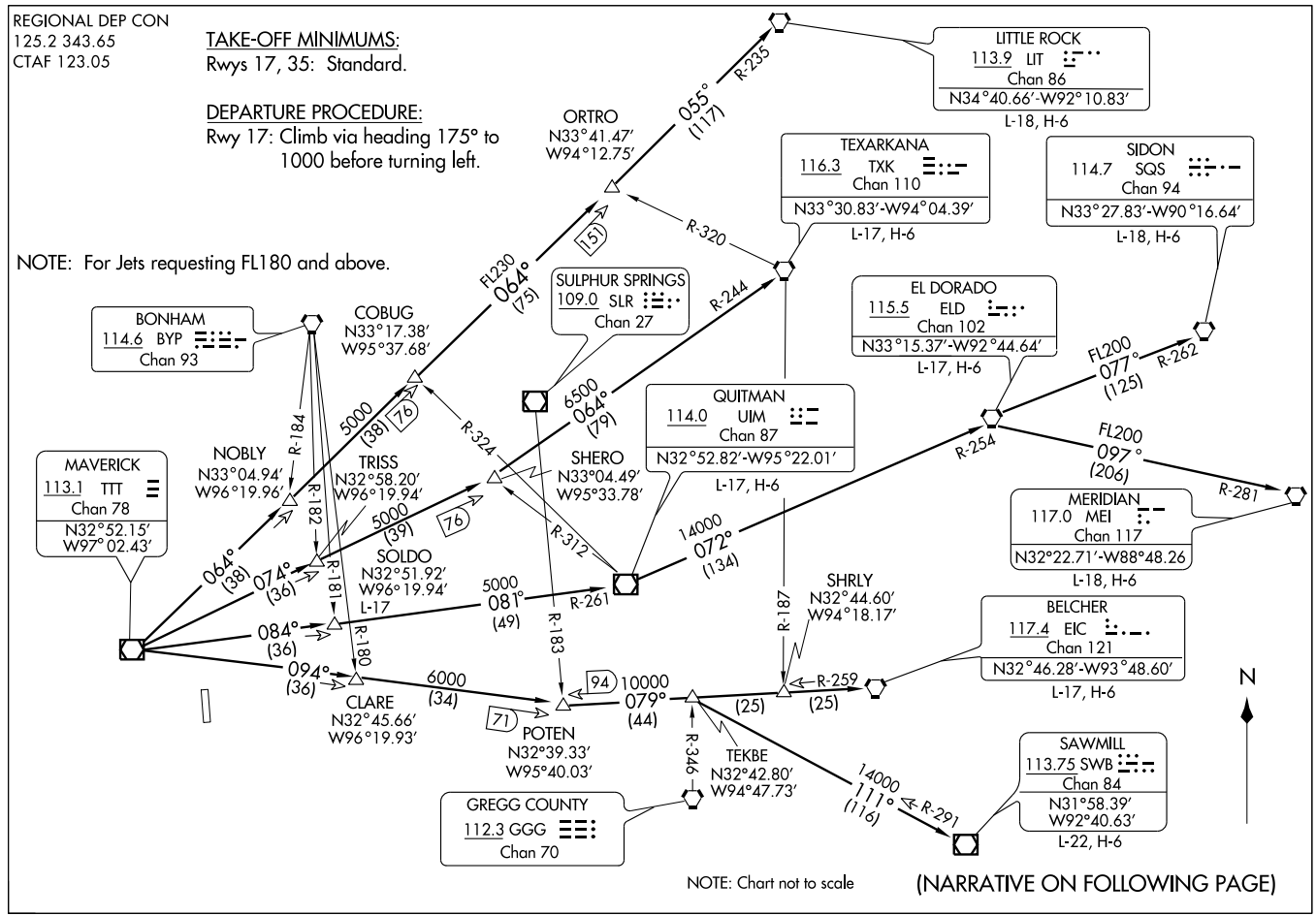


FAF to MAP 5.9 NM					
Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58



CATEGORY	A	B	C	D
S-31	480-1 378 (400-1)			480-1¼ 378 (400-1¼)
CIRCLING	580-1 473 (500-1)		580-1½ 473 (500-1½)	660-2 553 (600-2)

SC-3, 08 APR 2010 to 06 MAY 2010



(DAL9.TTT) 09351

DALLAS NINE DEPARTURE

SL-6444 (FAA)

MESQUITE METRO (HQZ)

MESQUITE, TEXAS

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading and altitude to appropriate route.

JETS

Jets requesting 17,000 and below expect GARLAND Departure.

BELCHER TRANSITION (DALL9.EIC): (For aircraft inbound to the JAN, MLU and SHV terminal areas only.) From over TTT VOR/DME via TTT R-094 to POTEN INT, then via EIC R-259 to EIC VORTAC.

EL DORADO TRANSITION (DALL9.ELD): (For aircraft inbound to the Memphis Terminal area. Aircraft should file and/or expect appropriate STAR.) From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC.

LITTLE ROCK TRANSITION (DALL9.LIT): From over TTT VOR/DME via TTT R-064 to ORTRO INT, then via LIT R-235 to LIT VORTAC.

MERIDIAN TRANSITION (DALL9.MEI): (For aircraft inbound to the Atlanta Terminal area.) From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC, then via ELD R-097 and MEI R-281 to MEI VORTAC.

QUITMAN TRANSITION (DALL9.UIM): (For aircraft inbound to Shreveport Terminal area.) From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME.

SAWMILL TRANSITION (DALL9.SWB): From over TTT VOR/DME via TTT R-094 to POTEN INT, then via EIC R-259 to TEKBE INT, then via SWB R-291 to SWB VOR/DME.

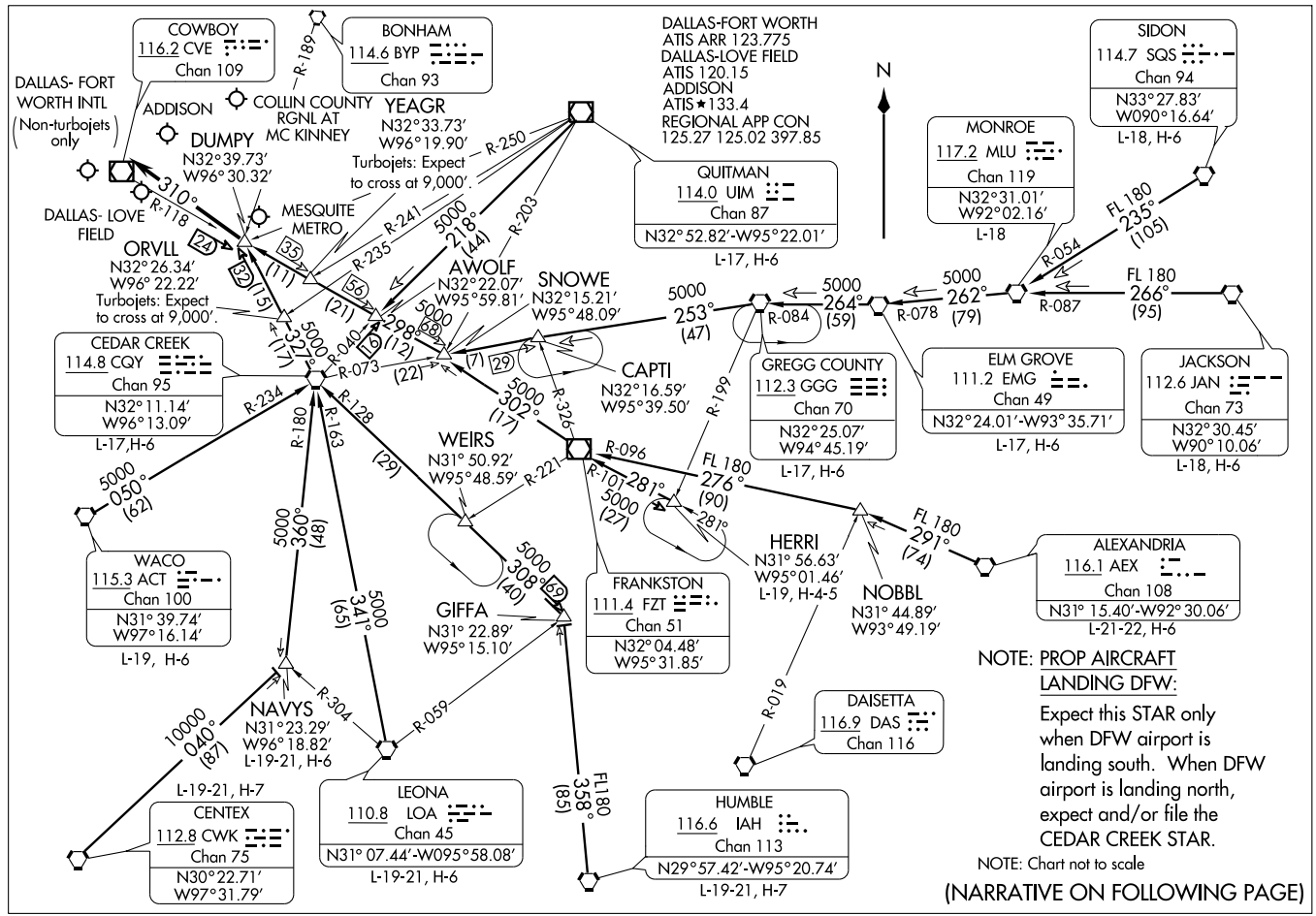
SIDON TRANSITION (DALL9.SQS): From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC, then via ELD R-077 and SQS R-262 to SQS VORTAC.

SOLDO TRANSITION (DALL9.SOLDO): From over TTT VOR/DME via TTT R-084 to SOLDO INT.

TEXARKANA TRANSITION (DALL9.TXK): From over TTT VOR/DME via TTT R-074 to SHERO INT, then via TXK R-244 to TXK VORTAC.

TAKE-OFF OBSTACLES:
Rwy 17: Tower 2.0 NM from DER, 1.8 left of centerline, 456' AGL/944' MSL.

SC-2, 08 APR 2010 to 06 MAY 2010


DUMPY THREE ARRIVAL
(DUMPY.DUMPY3) 09351
ST-6039 (FAA)
DALLAS-FT. WORTH, TEXAS
COWBOY
116.2 CVE
Chan 109
BONHAM
114.6 BYP
Chan 93
DALLAS-FORT WORTH
ATIS ARR 123.775
DALLAS-LOVE FIELD
ATIS 120.15
ADDISON
ATIS ★133.4
REGIONAL APP CON
125.27 125.02 397.85
N
SIDON
114.7 SQS
Chan 94
N33°27.83′
W090°16.64′
L-18, H-6
DALLAS- FORT
WORTH INTL
(Non-turbojets
only)
ADDISON
COLLIN COUNTY
RGNL AT
MC KINNEY
YEAGR
N32°33.73′
W96°19.90′
DUMPY
N32°39.73′
W96°30.32′
Turbojets: Expect
to cross at 9,000′.
QUITMAN
114.0 UIM
Chan 87
N32°52.82′-W95°22.01′
L-17, H-6
MONROE
117.2 MLU
Chan 119
N32°31.01′
W92°02.16′
L-18
DALLAS- LOVE
FIELD
MESQUITE
METRO
ORVLL
N32°26.34′
W96° 22.22′
Turbojets: Expect
to cross at 9,000′.
AWOLF
N32°22.07′
W95°59.81′
SNOWE
N32°15.21′
W95°48.09′
CEDAR CREEK
114.8 CQY
Chan 95
N32°11.14′
W96°13.09′
L-17,H-6
CAPTI
N32°16.59′
W95°39.50′
GREGG COUNTY
112.3 GGG
Chan 70
N32°25.07′
W94°45.19′
L-17, H-6
ELM GROVE
111.2 EMG
Chan 49
N32°24.01′-W93° 35.71′
L-17, H-6
JACKSON
112.6 JAN
Chan 73
N32°30.45′
W90°10.06′
L-18, H-6
WEIRS
N31° 50.92′
W95°48.59′
HERRI
N31° 56.63′
W95°01.46′
L-19, H-4-5
NOBBL
N31° 44.89′
W93°49.19′
ALEXANDRIA
116.1 AEX
Chan 108
N31° 15.40′-W92° 30.06′
L-21-22, H-6
WACO
115.3 ACT
Chan 100
N31° 39.74′
W97° 16.14′
L-19, H-6
FRANKSTON
111.4 FZT
Chan 51
N32° 04.48′
W95° 31.85′
GIFFA
N31° 22.89′
W95° 15.10′
NAVYS
N31° 23.29′
W96° 18.82′
L-19-21, H-6
L-19-21, H-7
DAISETTA
116.9 DAS
Chan 116
CENTEX
112.8 CWK
Chan 75
N30° 22.71′
W97° 31.79′
LEONA
110.8 LOA
Chan 45
N31° 07.44′-W095° 58.08′
L-19-21, H-6
HUMBLE
116.6 IAH
Chan 113
N29° 57.42′-W95° 20.74′
L-19-21, H-7
NOTE: PROP AIRCRAFT
LANDING DFW:
Expect this STAR only
when DFW airport is
landing south. When DFW
airport is landing north,
expect and/or file the
CEDAR CREEK STAR.
NOTE: Chart not to scale
(NARRATIVE ON FOLLOWING PAGE)

DUMPY THREE ARRIVAL

ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.DUMPY3): From over AEX VORTAC via AEX R-291 to NOBBL INT, then via FZT R-096 to FZT VOR/DME, then via FZT R-302 to SNOWE INT, then via CVE R-118 to DUMPY INT. Thence . . . .

CEDAR CREEK TRANSITION (CQY.DUMPY3): From over CQY VORTAC via CQY R-327 to DUMPY INT. Thence....

CENTEX TRANSITION (CWK.DUMPY3): From over CWK VORTAC via CWK R-040 to NAVYS INT, then via CQY R-180 to CQY VORTAC , then via CQY R-327 to DUMPY INT. Thence . . . .

ELM GROVE TRANSITION (EMG.DUMPY3): From over EMG VORTAC via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to SNOWE INT, then via CVE R-118 to DUMPY INT. Thence . . . .

GREGG COUNTY TRANSITION (GGG.DUMPY3): From over GGG VORTAC via GGG R-253 and CQY R-073 to SNOWE INT, then via CVE R-118 to DUMPY INT. Thence . . . .

HERRI TRANSITION (HERRI.DUMPY3): (Assigned by ATC) From over HERRI INT via FZT R-101 to FZT VOR/DME, then via FZT R-302 to SNOWE INT, then via CVE R-118 to DUMPY INT. Thence . . . .

HUMBLE TRANSITION (IAH.DUMPY3): From over IAH VORTAC via IAH R-358 to GIFFA INT, then via CQY R-128 to CQY VORTAC, then via CQY R-327 to DUMPY INT. Thence . . . .

JACKSON TRANSITION (JAN.DUMPY3): From over JAN VORTAC via JAN R-266 and MLU R-087 to MLU VORTAC, then via MLU R-262 and EMG R-078 to EMG VORTAC, then via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to SNOWE INT, then via CVE R-118 to DUMPY INT. Thence . . . .

LEONA TRANSITION (LOA.DUMPY3): From over LOA VORTAC via LOA R-341 and CQY R-163 to CQY VORTAC, then via CQY R-327 to DUMPY INT.

MONROE TRANSITION (MLU.DUMPY3): From over MLU VORTAC via MLU R-262 and EMG R-078 to EMG VORTAC, then via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to SNOWE INT, then via CVE R-118 to DUMPY INT. Thence . . . .

NAVYS TRANSITION (NAVYS.DUMPY3): From over NAVYS INT via CQY R-180 to CQY VORTAC, then via CQY R-327 to DUMPY INT. Thence . . . .

QUITMAN TRANSITION (UIM.DUMPY3): From over UIM VOR/DME via UIM R-218 and CQY R-040 to AWOLF INT, then via CVE R-118 to DUMPY INT. Thence . . . .

SIDON TRANSITION (SQS.DUMPY3): From over SQS VORTAC via SQS R-235 and MLU R-054 to MLU VORTAC, then via MLU R-262 and EMG R-078 to EMG VORTAC, then via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to SNOWE INT, then via CVE R-118 to DUMPY INT. Thence . . . .

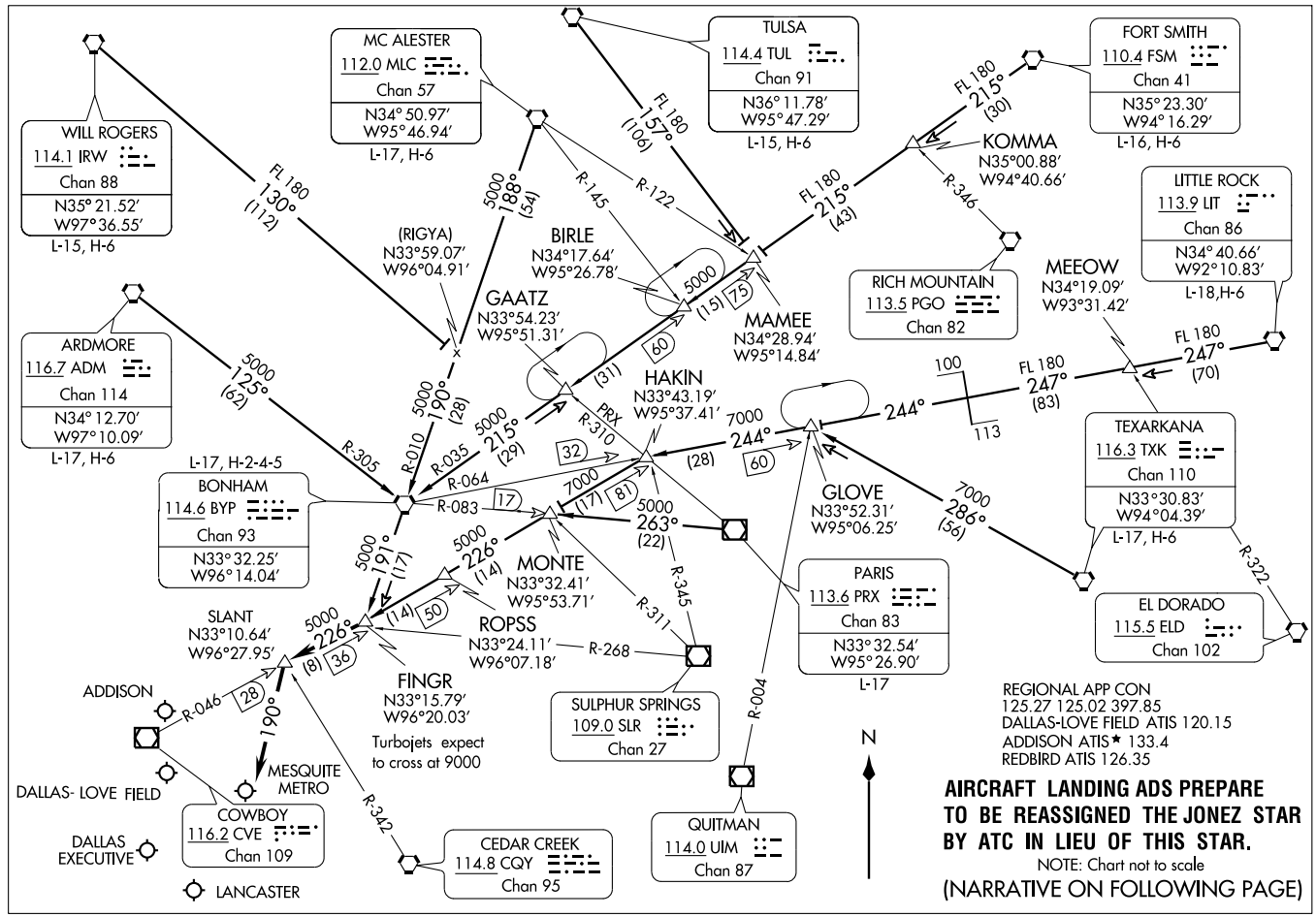
WACO TRANSITION (ACT.DUMPY3): From over ACT VORTAC via ACT R-050 and CQY R-234 to CQY VORTAC, then via CQY R-327 to DUMPY INT. Thence . . . .

. . . . From over DUMPY INT.

LANDING SOUTH: Depart DUMPY INT heading 310° for vectors to final approach course.

LANDING NORTH: Expect vectors to final approach course.

SC-2, 08 APR 2010 to 06 MAY 2010


MC ALESTER
112.0 MLC
Chan 57
N34° 50.97′
W95° 46.94′
L-17, H-6
TULSA
114.4 TUL
Chan 91
N36° 11.78′
W95° 47.29′
L-15, H-6
FORT SMITH
110.4 FSM
Chan 41
N35° 23.30′
W94° 16.29′
L-16, H-6
WILL ROGERS
114.1 IRW
Chan 88
N35° 21.52′
W97° 36.55′
L-15, H-6
KOMMA
N35°00.88′
W94°40.66′
LITTLE ROCK
113.9 LIT
Chan 86
N34° 40.66′
W92° 10.83′
L-18,H-6
(RIGYA)
N33°59.07′
W96°04.91′
BIRLE
N34°17.64′
W95°26.78′
GAATZ
N33°54.23′
W95°51.31′
MAMEE
N34°28.94′
W95°14.84′
RICH MOUNTAIN
113.5 PGO
Chan 82
MEEOW
N34°19.09′
W93°31.42′
ARDMORE
116.7 ADM
Chan 114
N34° 12.70′
W97° 10.09′
L-17, H-6
HAKIN
N33°43.19′
W95°37.41′
TEXARKANA
116.3 TXK
Chan 110
N33°30.83′
W94°04.39′
L-17, H-6
L-17, H-2-4-5
BONHAM
114.6 BYP
Chan 93
N33° 32.25′
W96° 14.04′
GLOVE
N33°52.31′
W95°06.25′
MONTE
N33°32.41′
W95°53.71′
PARIS
113.6 PRX
Chan 83
N33° 32.54′
W95° 26.90′
L-17
EL DORADO
115.5 ELD
Chan 102
SLANT
N33°10.64′
W96°27.95′
ROPSS
N33°24.11′
W96°07.18′
FINGR
N33°15.79′
W96°20.03′
Turbojets expect
to cross at 9000
SULPHUR SPRINGS
109.0 SLR
Chan 27
ADDISON
MESQUITE
METRO
DALLAS- LOVE FIELD
COWBOY
116.2 CVE
Chan 109
DALLAS
EXECUTIVE
LANCASTER
CEDAR CREEK
114.8 CQY
Chan 95
QUITMAN
114.0 UIM
Chan 87
N
REGIONAL APP CON
125.27 125.02 397.85
DALLAS-LOVE FIELD ATIS 120.15
ADDISON ATIS★ 133.4
REDBIRD ATIS 126.35
AIRCRAFT LANDING ADS PREPARE
TO BE REASSIGNED THE JONEZ STAR
BY ATC IN LIEU OF THIS STAR.
NOTE: Chart not to scale
(NARRATIVE ON FOLLOWING PAGE)

FINGR THREE ARRIVAL (FINGR.FINGR3)

ARRIVAL DESCRIPTION

ARDMORE TRANSITION (ADM.FINGR3): From over ADM VORTAC via ADM R-125 and BYP R-305 to BYP VORTAC, then via BYP R-191 to FINGR INT. Thence . . . .
BONHAM TRANSITION (BYP.FINGR3): From over BYP VORTAC via BYP R-191 to to FINGR INT. Thence . . . .
FORT SMITH TRANSITION (FSM.FINGR3): From over FSM VORTAC via FSM R-215 to MAMEE INT, then via BYP R-035 to BYP VORTAC, then via BYP R-191 to FINGR INT. Thence . . . .
LITTLE ROCK TRANSITION (LIT.FINGR3): From over LIT VORTAC via LIT R-247 and BYP R-064 to HAKIN INT, then via CVE R-046 to FINGR INT. Thence . . . .
MC ALESTER TRANSITION (MLC.FINGR3): From over MLC VORTAC via MLC R-188 and BYP R-010 to BYP VORTAC, then via BYP R-191 to FINGR INT. Thence . . . .
PARIS TRANSITION (PRX.FINGR3): From over PRX VOR/DME via PRX R-263 to MONTE INT, then via CVE R-046 to FINGR INT. Thence . . . .
TEXARKANA TRANSITION (TXK.FINGR3): From over TXK VORTAC via TXK R-286 to GLOVE INT, then via BYP R-064 to HAKIN INT, then via CVE R-046 to FINGR INT. Thence . . . .
TULSA TRANSITION (TUL.FINGR3): From over TUL VORTAC via TUL R-157 to to MAMEE INT, then via BYP R-035 to BYP VORTAC, then via BYP R-191 to FINGR INT. Thence . . . .
WILL ROGERS TRANSITION (IRW.FINGR3): From over IRW VORTAC via IRW R-130 and BYP R-010 to BYP VORTAC, then via BYP R-191 to FINGR INT. Thence . . . . From over FINGR INT via CVE R-046 to SLANT INT.
AIRCRAFT LANDING NORTH: Depart SLANT INT heading 190° for vectors to final approach course.
AIRCRAFT LANDING SOUTH: Expect vectors to final approach course.

SC-2, 08 APR 2010 to 06 MAY 2010

GARLAND THREE DEPARTURE

SL-6444 (FAA)

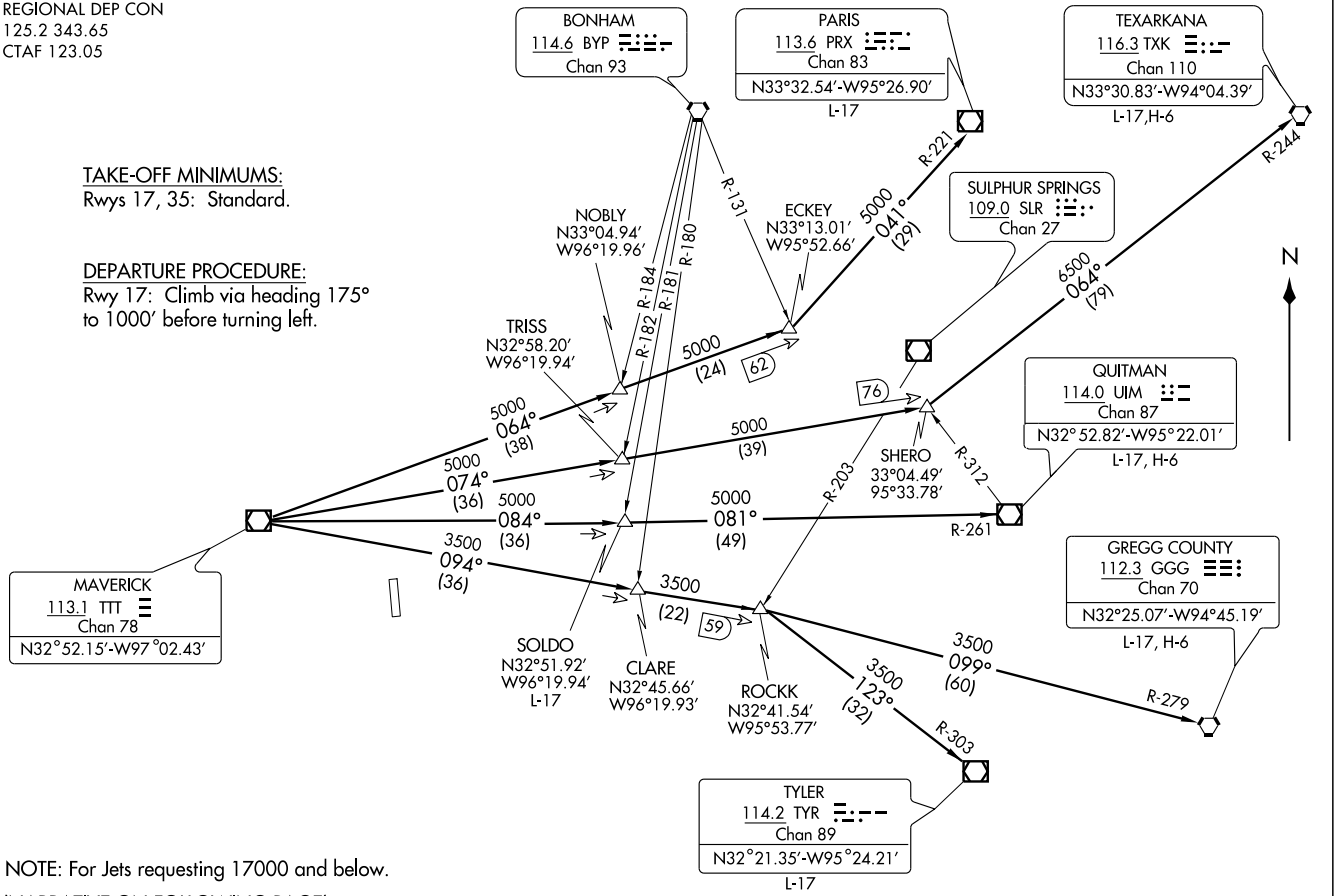
MESQUITE METRO (HQZ)

MESQUITE, TEXAS

REGIONAL DEP CON
125.2 343.65
CTAF 123.05

TAKE-OFF MINIMUMS:
Rwys 17, 35: Standard.

DEPARTURE PROCEDURE:
Rwy 17: Climb via heading 175° to 1000′ before turning left.



NOTE: For Jets requesting 17000 and below.
(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale

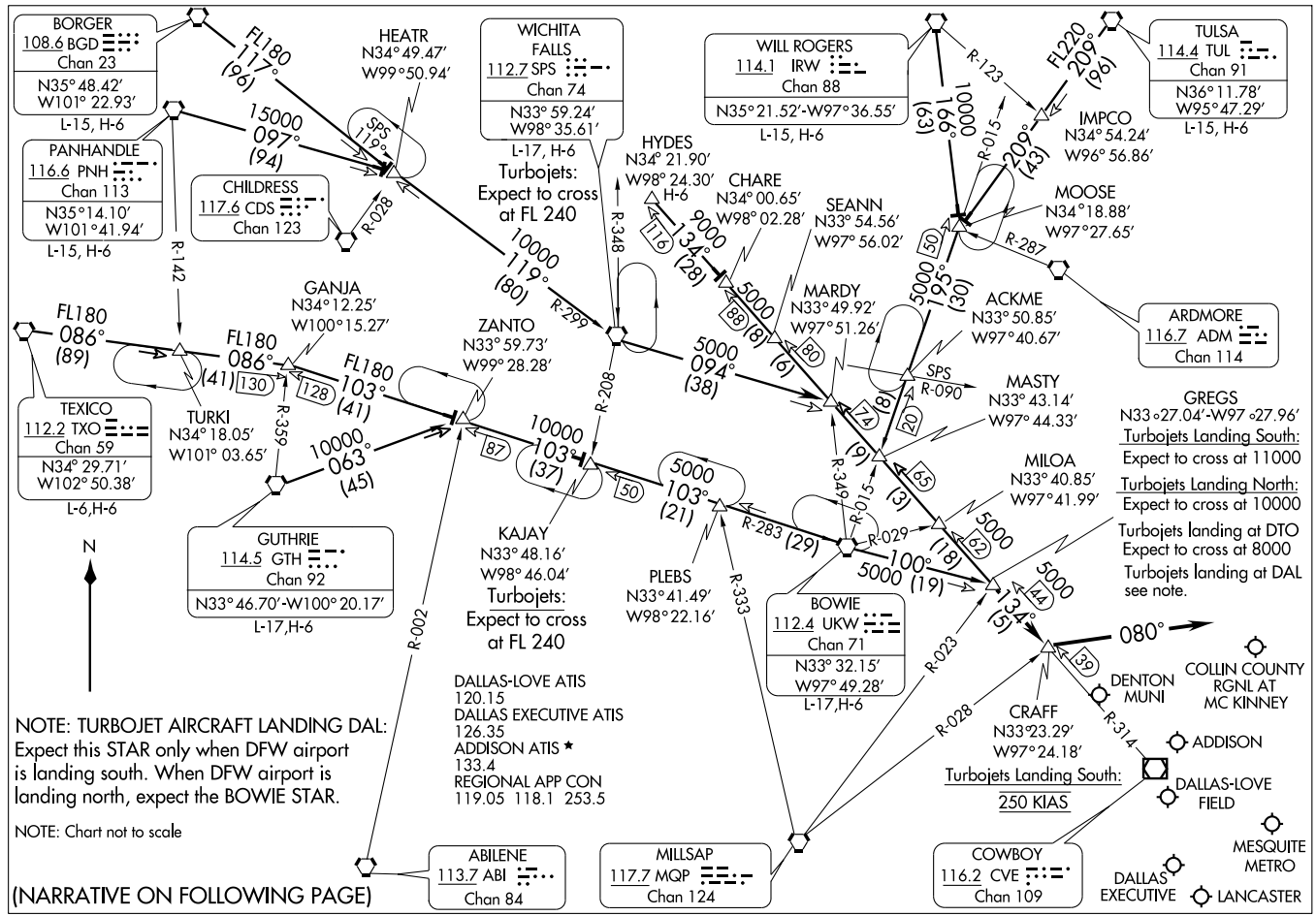
DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading to appropriate route.

LONGVIEW TRANSITION (GARL3.GGG): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via GGG R-279 to GGG VORTAC.
PARIS TRANSITION (GARL3.PRX): From over TTT VOR/DME via TTT R-064 to ECKEY INT, then via PRX R-221 to PRX VOR/DME.
QUITMAN TRANSITION (GARL3.UIM): From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME.
SOLDO TRANSITION (GARL3.SOLDO): (ATC assigned) From over TTT VOR/DME via TTT R-084 to SOLDO INT.
TEXARKANA TRANSITION (GARL3.TXK): From over TTT VOR/DME via TTT R-074 to SHERO INT, then via TXK R-244 to TXK VORTAC.
TYLER TRANSITION (GARL3.TYR): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via TYR R-303 to TYR VOR/DME.

TAKE-OFF OBSTACLE:
Rwy 17: Tower 2 NM from DER, 1.8 NM left of centerline, 456' AGL/944' MSL.

SC-2, 08 APR 2010 to 06 MAY 2010


BORGER
108.6 BGD
Chan 23
N35° 48.42'
W101° 22.93'
L-15, H-6
PANHANDLE
116.6 PNH
Chan 113
N35° 14.10'
W101° 41.94'
L-15, H-6
CHILDRESS
117.6 CDS
Chan 123
HEATR
N34° 49.47'
W99° 50.94'
WICHITA FALLS
112.7 SPS
Chan 74
N33° 59.24'
W98° 35.61'
L-17, H-6
Turbojets: Expect to cross at FL 240
WILL ROGERS
114.1 IRW
Chan 88
N35° 21.52'-W97° 36.55'
L-15, H-6
TULSA
114.4 TUL
Chan 91
N36° 11.78'
W95° 47.29'
L-15, H-6
IMPCO
N34° 54.24'
W96° 56.86'
MOOSE
N34° 18.88'
W97° 27.65'
ARDMORE
116.7 ADM
Chan 114
HYDES
N34° 21.90'
W98° 24.30'
H-6
CHARE
N34° 00.65'
W98° 02.28'
SEANN
N33° 54.56'
W97° 56.02'
MARDY
N33° 49.92'
W97° 51.26'
ACKME
N33° 50.85'
W97° 40.67'
MASTY
N33° 43.14'
W97° 44.33'
GREGS
N33°27.04'-W97°27.96'
Turbojets Landing South:
Expect to cross at 11000
Turbojets Landing North:
Expect to cross at 10000
Turbojets landing at DTO
Expect to cross at 8000
Turbojets landing at DAL
see note.
MILOA
N33° 40.85'
W97° 41.99'
GANJA
N34° 12.25'
W100° 15.27'
ZANTO
N33° 59.73'
W99° 28.28'
TEXICO
112.2 TXO
Chan 59
N34° 29.71'
W102° 50.38'
L-6,H-6
TURKI
N34° 18.05'
W101° 03.65'
GUTHRIE
114.5 GTH
Chan 92
N33° 46.70'-W100° 20.17'
L-17,H-6
KAJAY
N33° 48.16'
W98° 46.04'
Turbojets: Expect to cross at FL 240
PLEBS
N33° 41.49'
W98° 22.16'
BOWIE
112.4 UKW
Chan 71
N33° 32.15'
W97° 49.28'
L-17,H-6
CRAFF
N33° 23.29'
W97° 24.18'
Turbojets Landing South:
250 KIAS
DENTON MUNI
COLLIN COUNTY RGNL AT MC KINNEY
ADDISON
DALLAS-LOVE FIELD
MESQUITE METRO
DALLAS EXECUTIVE
LANCASTER
ABILENE
113.7 ABI
Chan 84
MILLSAP
117.7 MQP
Chan 124
COWBOY
116.2 CVE
Chan 109
DALLAS-LOVE ATIS
120.15
DALLAS EXECUTIVE ATIS
126.35
ADDISON ATIS ★
133.4
REGIONAL APP CON
119.05 118.1 253.5
NOTE: TURBOJET AIRCRAFT LANDING DAL:
Expect this STAR only when DFW airport is landing south. When DFW airport is landing north, expect the BOWIE STAR.
NOTE: Chart not to scale
(NARRATIVE ON FOLLOWING PAGE)
N
FL180 117° (96)
15000 097° (94)
SPS 119°
R-028
R-142
FL180 086° (89)
FL180 086° (41)
130
128
FL180 103° (41)
R-359
10000° 063° (45)
10000 119° (80)
R-299
R-348
R-208
10000 103° (37)
87
50
5000 103° (21)
R-283 (29)
R-002
R-333
9000 134° (28)
116
5000 088° (8)
80
6
5000 094° (38)
74
8
20
9
R-349
R-015
65
3
R-029
5000 100° (19)
5000 062 (18)
5000 134° (5)
44
39
080°
R-023
R-028
R-314
R-123
10000 166° (63)
FL220 209° (96)
R-015
209° (43)
50
5000 195° (30)
R-287
SPS R-090

ARRIVAL DESCRIPTION

BORGER TRANSITION (BGD.GREGS6): From over BGD VORTAC via BGD R-117 to HEATR INT, then via SPS R-299 to SPS VORTAC, then via SPS R-094 to MARDY INT, then via CVE R-314 to GREGS INT. Thence . . . .

BOWIE TRANSITION (UKW.GREGS6): From over UKW VORTAC via UKW R-100 to GREGS INT. Thence . . . .

GUTHRIE TRANSITION (GTH.GREGS6): From over GTH VORTAC via GTH R-063 to ZANTO INT, then via UKW R-283 to UKW VORTAC, then via UKW R-100 to GREGS INT. Thence . . . .

HYDES TRANSITION (HYDES.GREGS6): From over HYDES INT via CVE R-314 to GREGS INT. Thence . . . .

PANHANDLE TRANSITION (PNH.GREGS6): From over PNH VORTAC via PNH R-097 to HEATR INT, then via SPS R-299 to SPS VORTAC, then via SPS R-094 to MARDY INT, then via CVE R-314 to GREGS INT. Thence. . . .

TEXICO TRANSITION (TXO.GREGS6): From over TXO VORTAC via TXO R-086 to GANJA INT, then via UKW R-283 to UKW VORTAC, then via UKW R-100 to GREGS INT. Thence . . . .

TULSA TRANSITION (TUL.GREGS6): From over TUL VORTAC via TUL R-209 to MOOSE INT, then via UKW R-015 to MASTY INT, then via CVE R-314 to GREGS INT. Thence . . . .

WICHITA FALLS TRANSITION (SPS.GREGS6): From over SPS VORTAC via SPS R-094 to MARDY INT, then via CVE R-314 to GREGS INT. Thence. . . .

WILL ROGERS TRANSITION (IRW.GREGS6): From over IRW VORTAC via IRW R-166 to MOOSE INT, then via UKW R-015 to MASTY INT, then via CVE R-314 to GREGS INT. Thence . . . .

. . . . From over GREGS INT via CVE R-314 to CRAFF INT thence heading 080° for vector to final approach course.

SC-2, 08 APR 2010 to 06 MAY 2010

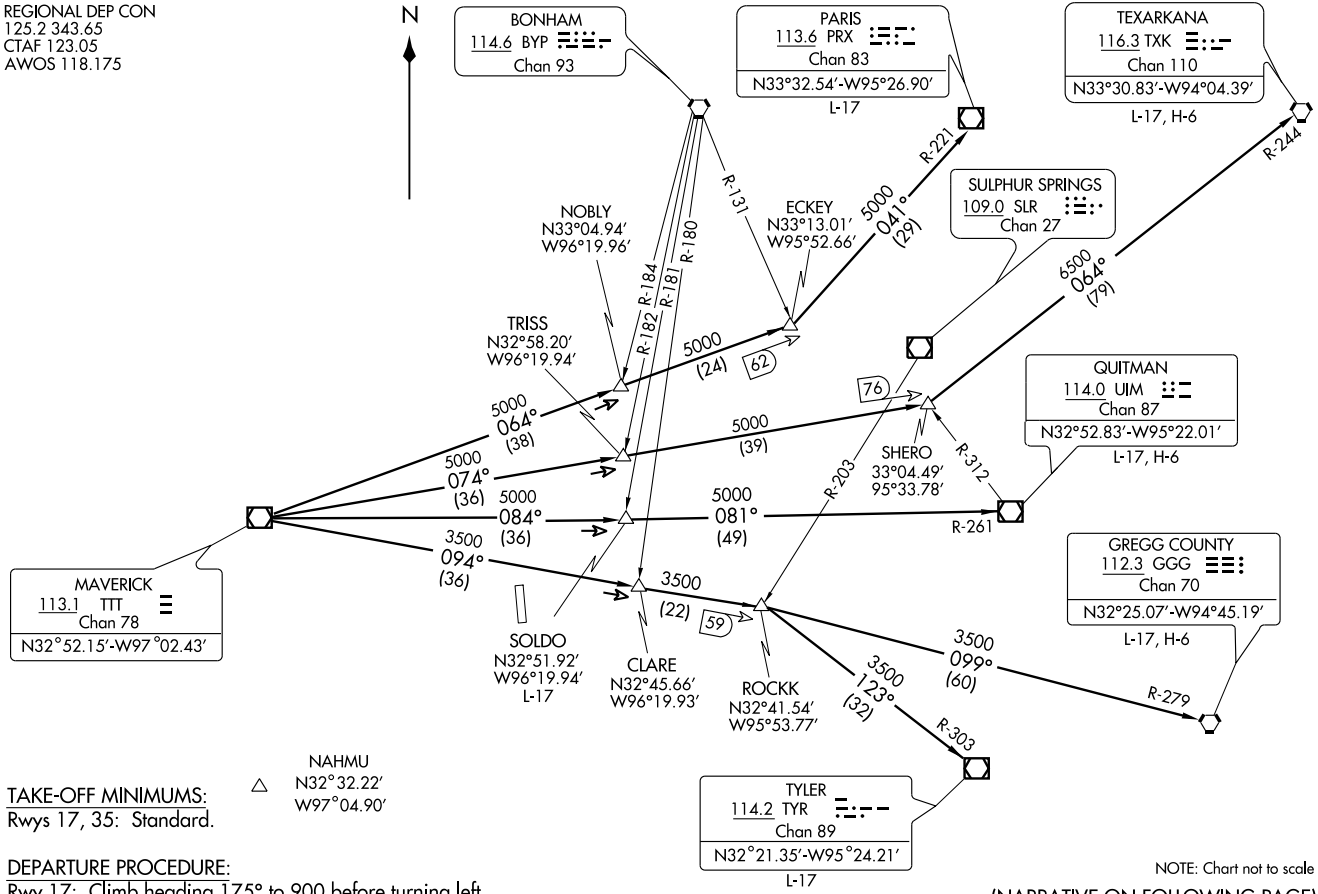
HUBBARD SIX DEPARTURE

(HUBB6.111) 07298

SL-6444 (FAA)

MESQUITE METRO (HQZ)

MESQUITE, TEXAS



DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading and altitude to appropriate route.

LONGVIEW TRANSITION (HUBB6.GGG): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via GGG R-279 to GGG VORTAC.
PARIS TRANSITION (HUBB6.PRX): From over TTT VOR/DME via TTT R-064 to ECKEY INT, then via PRX R-221 to PRX VOR/DME.
QUITMAN TRANSITION (HUBB6.UIM): From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME.
SOLDO TRANSITION (HUBB6.SOLDO): (ATC assigned.) From over TTT VOR/DME via TTT R-084 to SOLDO INT.
TEXARKANA TRANSITION (HUBB6.TXK): From over TTT VOR/DME via TTT R-074 to SHERO INT, then via TXK R-244 to TXK VORTAC.
TYLER TRANSITION (HUBB6.TYR): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via TYR R-303 to TYR VOR/DME.

TAKE-OFF OBSTACLES:
Rwy 17:
Multiple trees, sign and fences beginning 10′ from departure end of runway, 362′ left of centerline, up to 35′ AGL/478′ MSL.
Rwy 35:
Hangar 53′ from departure end of runway, 497′ left of centerline, 23′ AGL/470′ MSL.
Multiple trees and poles beginning 999′ from departure end of runway, 708′ left of centerline, up to 44′ AGL/483′ MSL.
Bush 45′ from departure end of runway, 466′ right of centerline, 10′ AGL/457′ MSL.
Pole 814′ from departure end of runway, 288′ right of centerline, 27′ AGL/467/ MSL.
Construction equipment 892′ from departure end of runway, 628′ right of centerline, 59′ AGL/489′ MSL.

SC-2, 08 APR 2010 to 06 MAY 2010

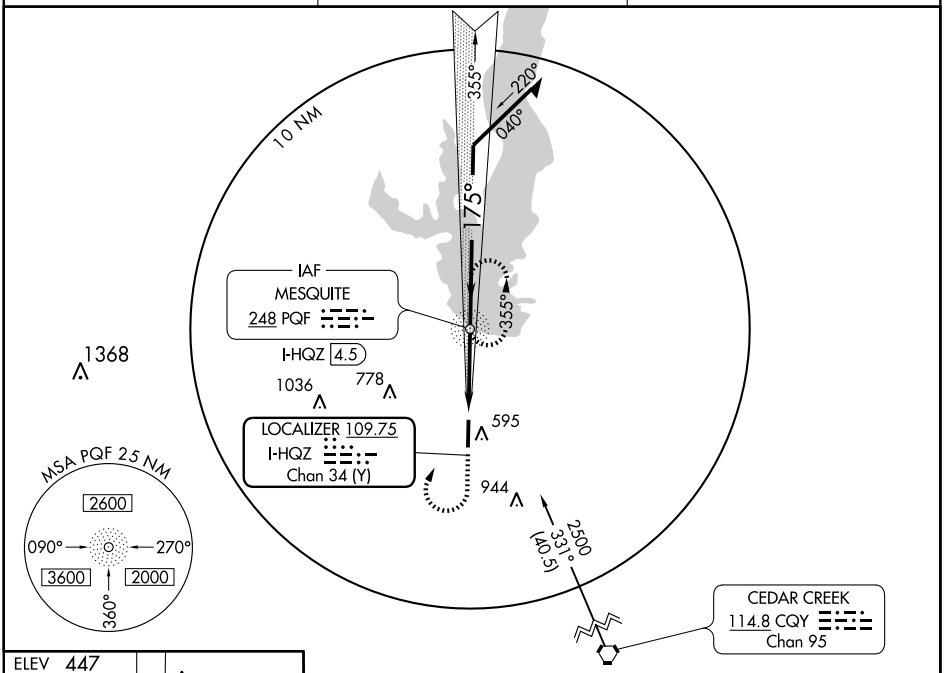
LOC I-HQZ	APP CRS	Rwy Idg	5999
109.75	175°	TDZE	447
Chan 34 (Y)		Apt Elev	447

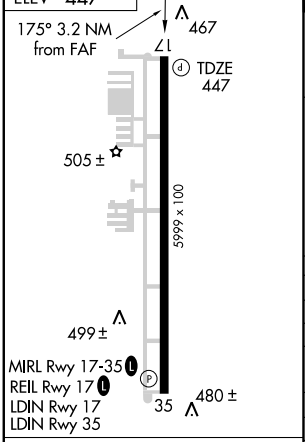
ILS or LOC RWY 17
MESQUITE METRO (HQZ)

When local altimeter setting not received use Dallas-Love Field altimeter setting. ADF Required.

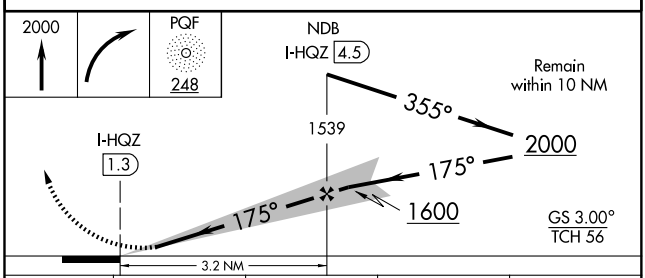
MISSED APPROACH: Climb straight ahead to 2000, then turn right direct PQF NDB and hold.

AWOS-3	REGIONAL APP CON	UNICOM
118.175	125.2 343.65	123.05 (CTAF) L





FAF to MAP 3.2 NM					
Knots	60	90	120	150	180
Min:Sec	3:12	2:08	1:36	1:17	1:04



CATEGORY	A	B	C	D
S-ILS 17	697-¾ 250 (300-¾)			NA
S-LOC 17	740-1 293 (300-1)			NA
CIRCLING	960-1 513 (600-1)		960-1½ 513 (600-1½)	NA
DALLAS-LOVE FIELD ALTIMETER SETTING MINIMUMS				
S-ILS 17	743-1 296 (300-1)			NA
S-LOC 17	800-1 353 (400-1)			NA
CIRCLING	1000-1 553 (600-1)		1000-1½ 553 (600-1½)	NA

SC-2, 08 APR 2010 to 06 MAY 2010

(JPOOL4.TTT) 09351

JOE POOL FOUR DEPARTURE

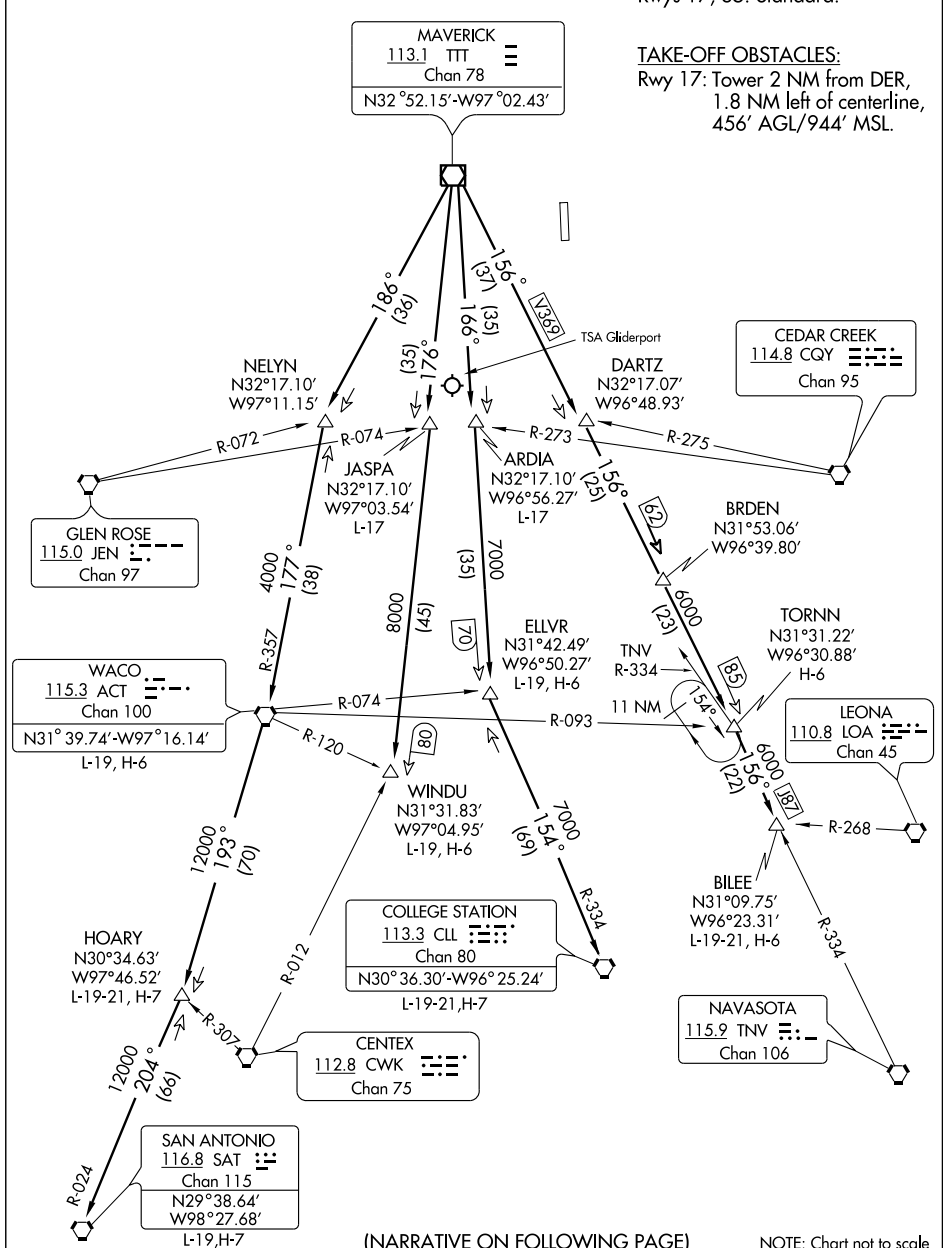
SL-6444 (FAA)

MESQUITE METRO (HQZ)
MESQUITE, TEXAS

REGIONAL DEP CON
125.2 343.65
CTAF 123.05
AWOS-3 118.175

TAKE-OFF MINIMUMS:
Rwys 17, 35: Standard.

TAKE-OFF OBSTACLES:
Rwy 17: Tower 2 NM from DER, 1.8 NM left of centerline, 456′ AGL/944′ MSL.



(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale

SC-2, 08 APR 2010 to 06 MAY 2010

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading and altitude, expect vector to appropriate route.

ARDIA TRANSITION (JPOOL4.ARDIA): (ATC assigned.) From over TTT VOR/DME via TTT R-166 to ARDIA INT.

BILEE TRANSITION (JPOOL4.BILEE): (For aircraft overflying the BILEE intersection, thence via the appropriate STAR to George Bush Intercontinental or East Houston terminal area airports, or via J-87 to overfly the TNV VORTAC.) From over TTT VOR/DME via TTT R-156 to BILEE INT.

BRDEN TRANSITION (JPOOL4.BRDEN): From over TTT VOR/DME via TTT R-156 to BRDEN INT.

COLLEGE STATION TRANSITION (JPOOL4.CLL): (For piston aircraft inbound to Houston Hobby and all aircraft inbound to West Houston terminal area airports.) From over TTT VOR/DME via TTT R-166 to ELLVR INT, then via CLL R-334 to CLL VORTAC.

ELLVR TRANSITION (JPOOL4.ELLVR): (For turboprop and turbojet aircraft inbound to Houston Hobby and turbojet aircraft inbound to EFD, GLS, and LBX.) From over TTT VOR/DME via TTT R-166 to ELLVR INT.

HOARY TRANSITION (JPOOL4.HOARY): (For E/F suffixed aircraft.) From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC, then via ACT R-193 to HOARY INT.

JASPA TRANSITION (JPOOL4.JASPA): (ATC assigned.) From over TTT VOR/DME via TTT R-176 to JASPA INT.

SAN ANTONIO TRANSITION (JPOOL4.SAT): (For aircraft overflying Centex and San Antonio.) From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC, then via ACT R-193 to HOARY INT, then via SAT R-024 to SAT VORTAC.

TORNN TRANSITION (JPOOL4.TORNN): (For aircraft landing at Lafayette, Lake Charles or Beaumont/Port Arthur airports.) From over TTT VOR/DME via TTT R-156 to TORNN INT.

WACO TRANSITION (JPOOL4.ACT): (For aircraft inbound to Waco or Gray terminal area airports.) From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC.

WINDU TRANSITION (JPOOL4.WINDU): (For aircraft inbound to Austin or San Antonio terminal airports, aircraft should file and/or expect the BLEWE or MARCS arrival at WINDU.) From over TTT VOR/DME via TTT R-176 to WINDU INT.

SC-2, 08 APR 2010 to 06 MAY 2010

KINGDOM SEVEN DEPARTURE SL-6444 (FAA)

REGIONAL DEP CON
125.2 343.65
CTAF 123.05

TAKE-OFF OBSTACLE:
Note: Rwy 17, Multiple trees, sign and fences beginning 10' from DER, 362' left of centerline, up to 35' AGL/478' MSL.
Note: Rwy 35, Hanger 53' from DER, 497' left of centerline, 23' AGL/470' MSL. Multiple trees and poles beginning 999' from DER, 708' left of centerline, up to 44' AGL/483' MSL. Bush 45' from DER, 466' right of centerline, 10' AGL/457' MSL. Pole 814' from DER, 288' right of centerline, 27' AGL/467' MSL. Construction equipment 892' from DER, 628' right of centerline, 59' AGL/489' MSL.

N

WICHITA FALLS
112.7 SPS
Chan 74
N33°59.24'-W98°35.61'
L-17, H-6

R-148 (25) V568

KARYN
N33°35.82'
W98°24.42'

R-271

BOWIE
112.4 UKW
Chan 71

R-146

GUTHRIE
114.5 GTH
Chan 92
N33°46.70'
W100°20.17'
L-17, H-6

6000 326° (63) V18

4000 328° (22)

R-225

R-165

FERRA
N33° 05.47'
W97°44.00'

RANGER
115.7 FUZ
Chan 104
N32°53.37'
W97°10.77'

MUZZO
N33°15.10'
W98°14.61'

65 34

4000 (27)

2300 285° (37)

2100 274° (7)

CEOLA
N32°51.98'
W97°44.00'

MAVERICK
113.1 TTT
Chan 78
N32°52.15'-W97°02.43'

RUWLO
N32°47.28'
W99°07.77'

R-330

2500 261° (28)

2800 250° (36)

8000 (71)

99

8000 265° V18

BEKLE
N32°49.27'
W99°49.92'

93 (36)

R-265

4000 261° (13)

R-081

PODDE
N32°43.58'
W97°44.00'
L-17

R-006

R-004

R-343

BROWNWOOD
108.6 BWD
Chan 23

MILLSAP
117.7 MQP
Chan 124
N32°43.57'
W97°59.85'
L-17, H-6

GLEN ROSE
115.0 JEN
Chan 97

TAKE-OFF MINIMUMS:
Rwys 17, 35: standard.
DEPARTURE PROCEDURE:
Rwy 17: Climb heading 175° to 900' before turning left.

NOTE: Chart not to scale

NOTE: For all aircraft requesting 17,000' and below.

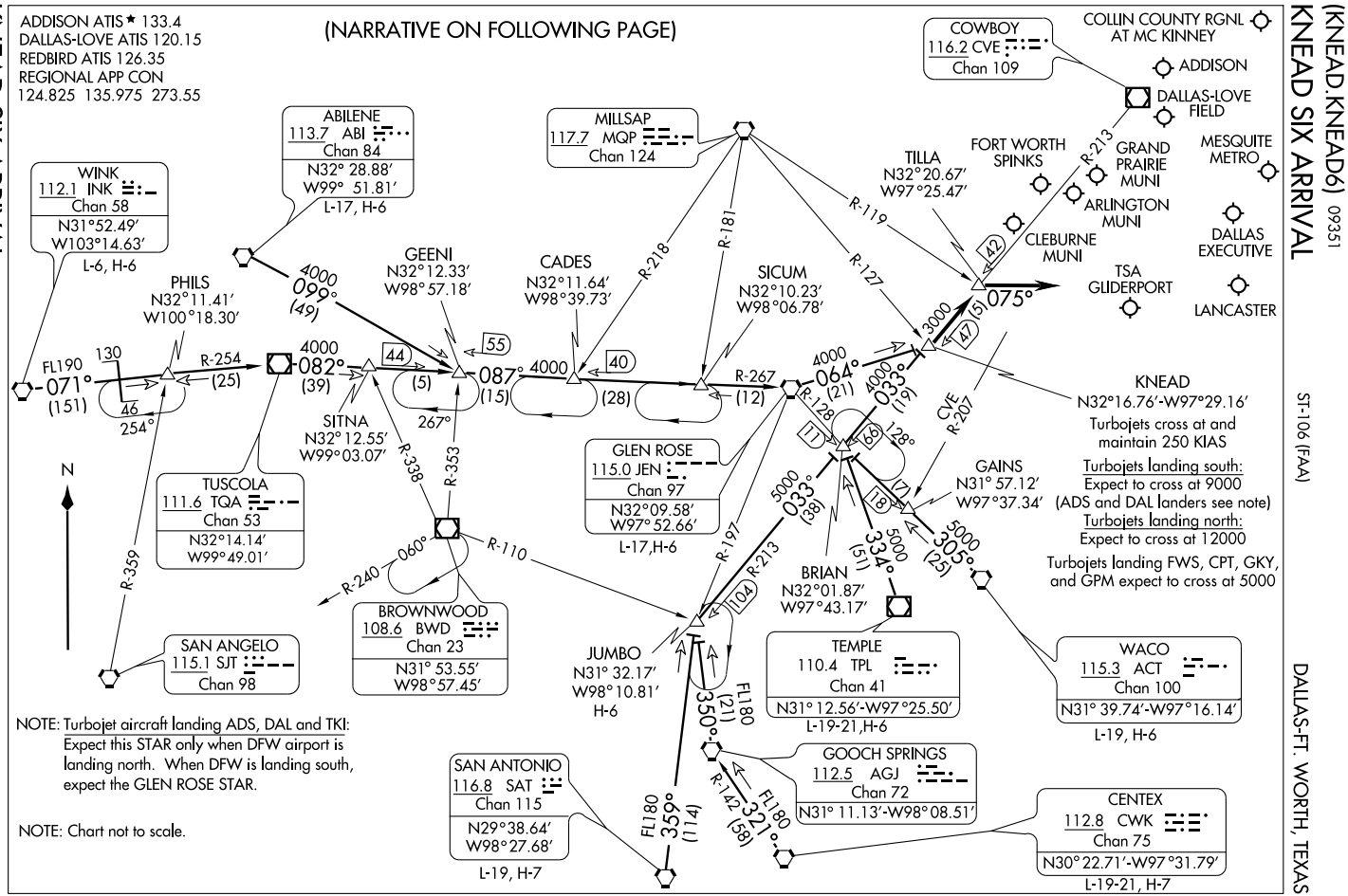
(NARRATIVE ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace fly assigned heading and altitude to appropriate route.

GUTHRIE TRANSITION (KING7.GTH): (For all aircraft landing within Lubbock terminal area or proceeding westbound via V-18 to GTH VORTAC). From over TTT VOR/DME via TTT R-274 to FUZ VORTAC, then via FUZ R-261 to RUWLO INT, then via MQP R-265 to BEKLE INT, then via GTH R-146 to GTH VORTAC.
MILLSAP TRANSITION (KING7.MQP): (For all aircraft overflying the MQP VORTAC westbound via V-18 or direct). From over TTT VOR/DME via TTT R-250 to PODDE INT, then via MQP R-081 to MQP VORTAC.
PODDE TRANSITION (KING7.PODDE): (ATC assigned.) From over TTT VOR/DME via TTT R-250 to PODDE INT.
WICHITA FALLS TRANSITION (KING7.SPS): (For all aircraft landing within the Wichita Falls terminal area or overflying the SPS VORTAC). From over TTT VOR/DME via TTT R-285 to MUZZO INT, then via SPS R-148 to SPS VORTAC.

SC-2, 08 APR 2010 to 06 MAY 2010



(KNEAD.KNEAD6) 09351

KNEAD SIX ARRIVAL

ST-106 (FAA)

DALLAS-FT. WORTH, TEXAS

ARRIVAL DESCRIPTION

ABILENE TRANSITION (ABI.KNEAD6): From over ABI VORTAC via ABI R-099 to GEENI INT, then via JEN R-267 to JEN VORTAC, then via JEN R-064 to KNEAD INT. Thence . . . .

CENTEX TRANSITION (CWK.KNEAD6): From over CWK VORTAC via CWK R-321 and AGJ R-142 to AGJ VORTAC, then via AGJ R-350 to JUMBO INT, then via CVE R-213 to KNEAD INT. Thence . . . .

GLEN ROSE TRANSITION (JEN.KNEAD6): From over JEN VORTAC via JEN R-064 to KNEAD INT. Thence . . . .

JUMBO TRANSITION (JUMBO.KNEAD6): From over JUMBO INT via CVE R-213 to KNEAD INT. Thence . . . .

SAN ANTONIO TRANSITION (SAT.KNEAD6): From over SAT VORTAC via SAT R-359 to JUMBO INT, then via CVE R-213 to KNEAD INT. Thence . . . .

TEMPLE TRANSITION (TPL.KNEAD6): From over TPL VOR/DME via TPL R-334 to BRIAN INT, then via CVE R-213 to KNEAD INT. Thence . . . .

WACO TRANSITION (ACT.KNEAD6): From over ACT VORTAC via ACT R-305 to BRIAN INT, then via CVE R-213 to KNEAD INT. Thence . . . .

WINK TRANSITION (INK.KNEAD6): From over INK VORTAC via INK R-071 and TQA R-254 to TQA VOR/DME, then via TQA R-082 to GEENI INT, then via JEN R-267 to JEN VORTAC, then via JEN R-064 to KNEAD INT. Thence . . . .

. . . . From over KNEAD INT via CVE R-213 to TILLA INT, thence via heading 075° for vectors to final approach course.

SC-2, 08 APR 2010 to 06 MAY 2010

LOC I-HQZ 109.75 Chan 34 (Y)	APP CRS 355°	Rwy Idg 5999 TDZE 443 Apt Elev 447

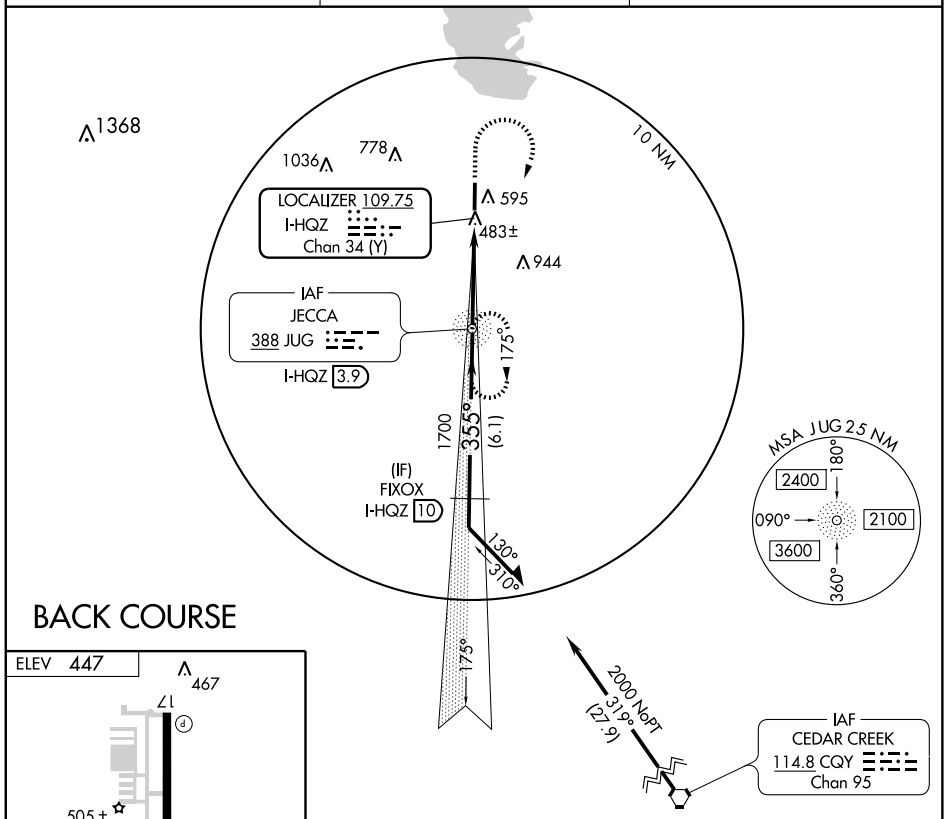
LOC BC RWY 35

MESQUITE METRO (HQZ)

ADF required. When local altimeter setting not received, use Dallas-Love Field altimeter setting and increase all MDA 60 feet. Increase S-35 Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 1100 then climbing right turn to 2000 direct JUG NDB/I-HQZ 3.9 DME and hold.

AWOS-3	REGIONAL APP CON	UNICOM
118.175	125.2 343.65	123.05 (CTAF) L



FAF to MAP 3.5 NM					
Knots	60	90	120	150	180
Min:Sec	3:30	2:20	1:45	1:24	1:10

CATEGORY	A	B	C	D
S-35	800-1 357 (400-1)			NA
CIRCLING	960-1 513 (600-1)		960-1½ 513 (600-1½)	NA

SC-2, 08 APR 2010 to 06 MAY 2010

WAAS Ch 58301 W17A	APP CRS 175°	Rwy Idg 5999 TDZE 447 Apt Elev 447

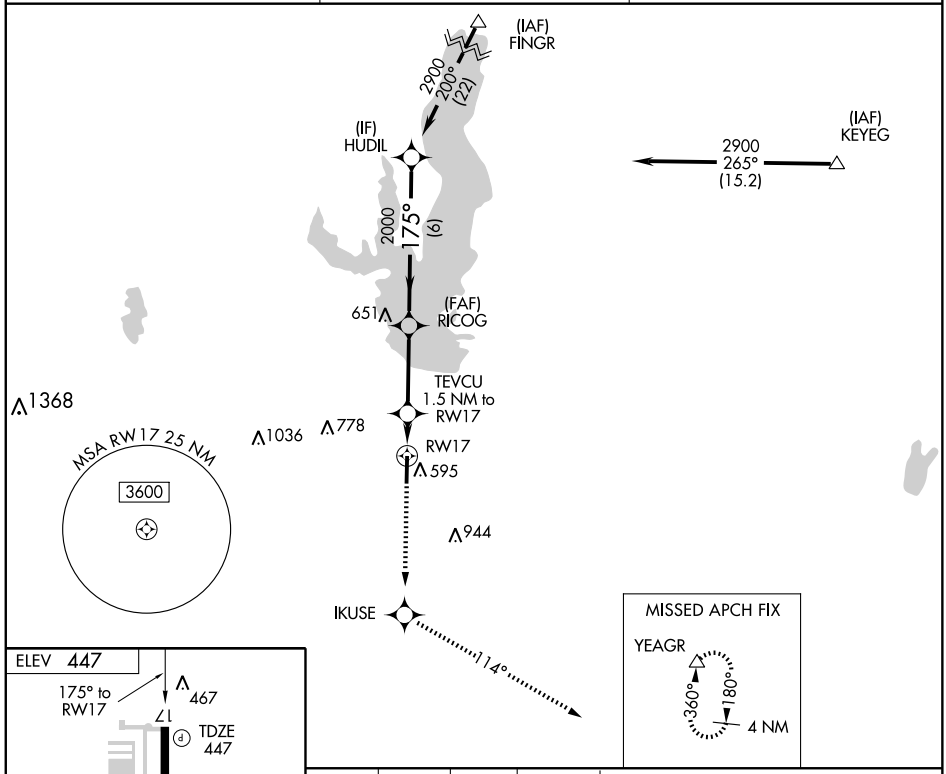
RNAV (GPS) RWY 17

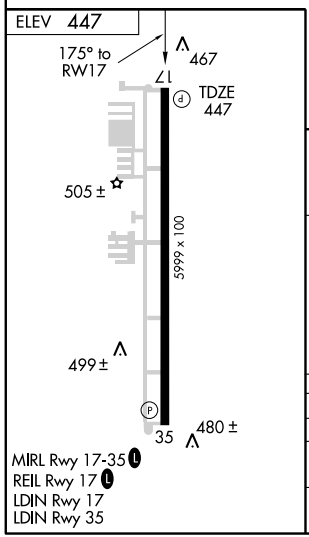
MESQUITE METRO (HQZ)

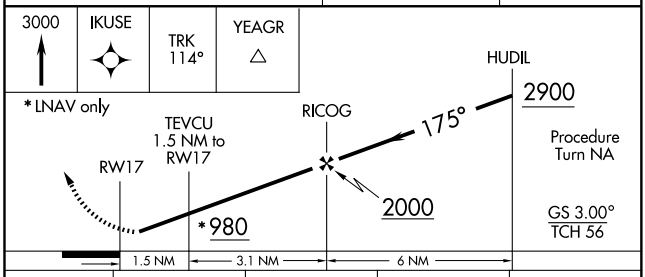
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Dallas Love Field altimeter setting and increase all DA/MDA 60 feet. Increase LPV visibility ¼ mile, all Cats.

MISSED APPROACH: Climb to 3000 direct IKUSE and via 114° track to YEAGR and hold.

AWOS-3	REGIONAL APP CON	UNICOM
118.175	125.2 343.65	123.05 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	697-¾ 250 (300-¾)			NA
LNAV MDA	860-1 413 (500-1)		860-1¼ 413 (500-1¼)	NA
CIRCLING	960-1 513 (600-1)		960-1½ 513 (600-1½)	NA

SC-2, 08 APR 2010 to 06 MAY 2010

WAAS Ch **78401** **W35A**	APP CRS **355°**	Rwy Idg **5999** TDZE **443** Apt Elev **447**

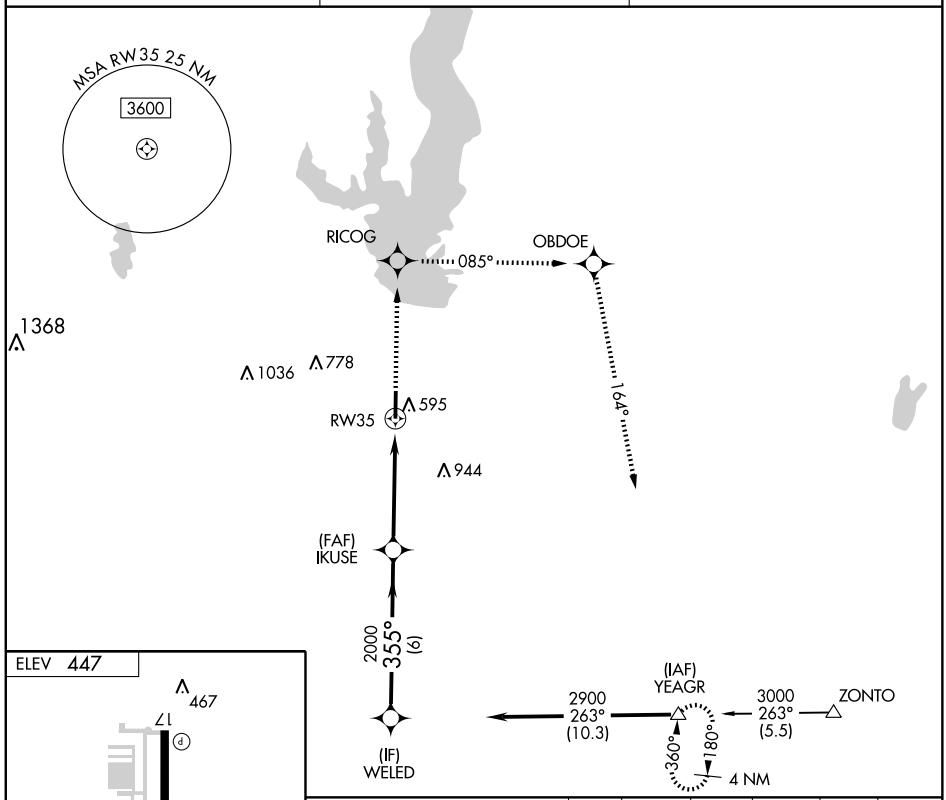
RNAV (GPS) RWY 35

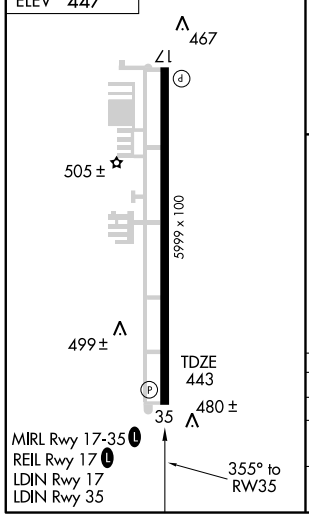
MESQUITE METRO (HQZ)

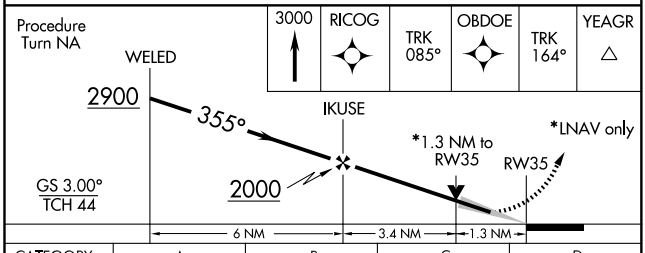
DME/DME RNP-0.3 NA. VDP NA when using Dallas Love Field altimeter setting. When local altimeter setting not received, use Dallas Love Field altimeter setting and increase all DA/MDA 60 feet. Increase LPV visibility ¼ mile all Cats, increase LNAV Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct RICOG and via 085° track to OBDOE and via 164° track to YEAGR and hold.

AWOS-3	REGIONAL APP CON	UNICOM
118.175	**125.2 343.65**	**123.05** (CTAF) L







CATEGORY	A	B	C	D
LPV DA	693-¾ 250 (300-¾)			NA
LNAV MDA	900-1 457 (500-1)		900-1¼ 457 (500-1¼)	NA
CIRCLING	960-1 513 (600-1)		960-1½ 513 (600-1½)	NA

SC-2, 08 APR 2010 to 06 MAY 2010

TEXOMA ONE DEPARTURE

SL-6444 (FAA)

MESQUITE METRO (HQZ)

MESQUITE, TEXAS

REGIONAL DEP CON
125.2 343.65
CTAF 123.05
AWOS-3 118.175

TULSA
114.4 TUL
Chan 91
N36°11.78′
W95°47.29′
L-15, H-6

OKMULGEE
114.9 OKM
Chan 96
N35°41.59′
W95°51.96′
L-15, H-6

MC ALESTER
112.0 MLC
Chan 57
N34°50.97′
W95°46.94′
L-17, H-6

WILL ROGERS
114.1 IRW
Chan 88
N35°21.52′
W97°36.55′
L-15, H-6

ROLLS
N35°43.36′
W99°28.24′
L-15, H-6

ZEMMA
N34°23.03′
W96°59.40′
L-17, H-6

MRMAC
N34°50.48′
W98°06.57′

EAKER
N34°19.05′
W96°37.19′
L-17,H-6

TIKYS
N34°04.00′
W96°25.56′

ARDMORE
116.7 ADM
Chan 114
N34°12.70′-W97°10.09
L-17, H-6

TEXOMA
114.3 URH
Chan 90

BLECO
N33°27.05′
W97°06.54′
L-17

GRABE
N33°27.09′
W96°57.69′
L-17

BOWIE
112.4 UKW
Chan 71

LOWGN
N33°27.05′
W97°14.99′

AKUNA
N33°27.04′
W96°49.39′

BONHAM
114.6 BYP
Chan 93

RANGER
115.7 FUZ
Chan 104
N32°53.37′-W97°10.77′

112.3 IBL R-126 Chan 70

115.2 SYO R-010 Chan 99

J52

13000 021° (124)

R-201

R-196

11000 016° (90)

11000 026° (57)

R-206

R-277

R-212

15000 303° (85)

15000 303° (60)

R-145

11000 325° (66)

ADM R-071

URH R-307

ADM R-097

90

90

80

R-179

4000 359° (46)

9000 360° (56)

9000 012° (55)

8000 022° (42)

R-094

R-092

R-256

R-254

348° (34)

360° (34)

012° (35)

022° (38)

TAKE-OFF OBSTACLE:
Rwy 17: Tower 2 NM from DER, 1.8 NM left of centerline, 456′ AGL/944′ MSL.

TAKE-OFF MINIMUMS:
Rwys 17, 35: STANDARD.
DEPARTURE PROCEDURE:
Rwy 17: Climb via heading 175° to 1000 before turning left.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale

SC-2, 08 APR 2010 to 06 MAY 2010

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace fly assigned heading and altitude to appropriate route.

ARDMORE TRANSITION (TEX1.ADM): From over FUZ VORTAC via FUZ R-348 to LOWGN INT, then via ADM R-179 to ADM VORTAC.

BLECO TRANSITION (TEX1.BLECO): (ATC assigned.) From over FUZ VORTAC via FUZ R-360 to BLECO INT.

EAKER TRANSITION (TEX1.EAKER): (For aircraft inbound to the Tulsa terminal area.) From over FUZ VORTAC via FUZ R-012 to EAKER INT.

GRABE TRANSITION (TEX1.GRABE): (ATC assigned.) From over FUZ VORTAC via FUZ R-012 to GRABE INT.

MCALESTER TRANSITION (TEX1.MLC): (For all aircraft overflying the MLC VORTAC or intercepting J105.) From over FUZ VORTAC via FUZ R-022 to TIKYS INT, then via MLC R-206 to MLC VORTAC.

OKMULGEE TRANSITION (TEX1.OKM): (For all aircraft overflying OKM VOR/DME proceeding via J181 to BDF to destinations in the Chicago terminal area and north.) From over FUZ VORTAC via FUZ R-012 to EAKER INT, then via OKM R-196 to OKM VOR/DME.

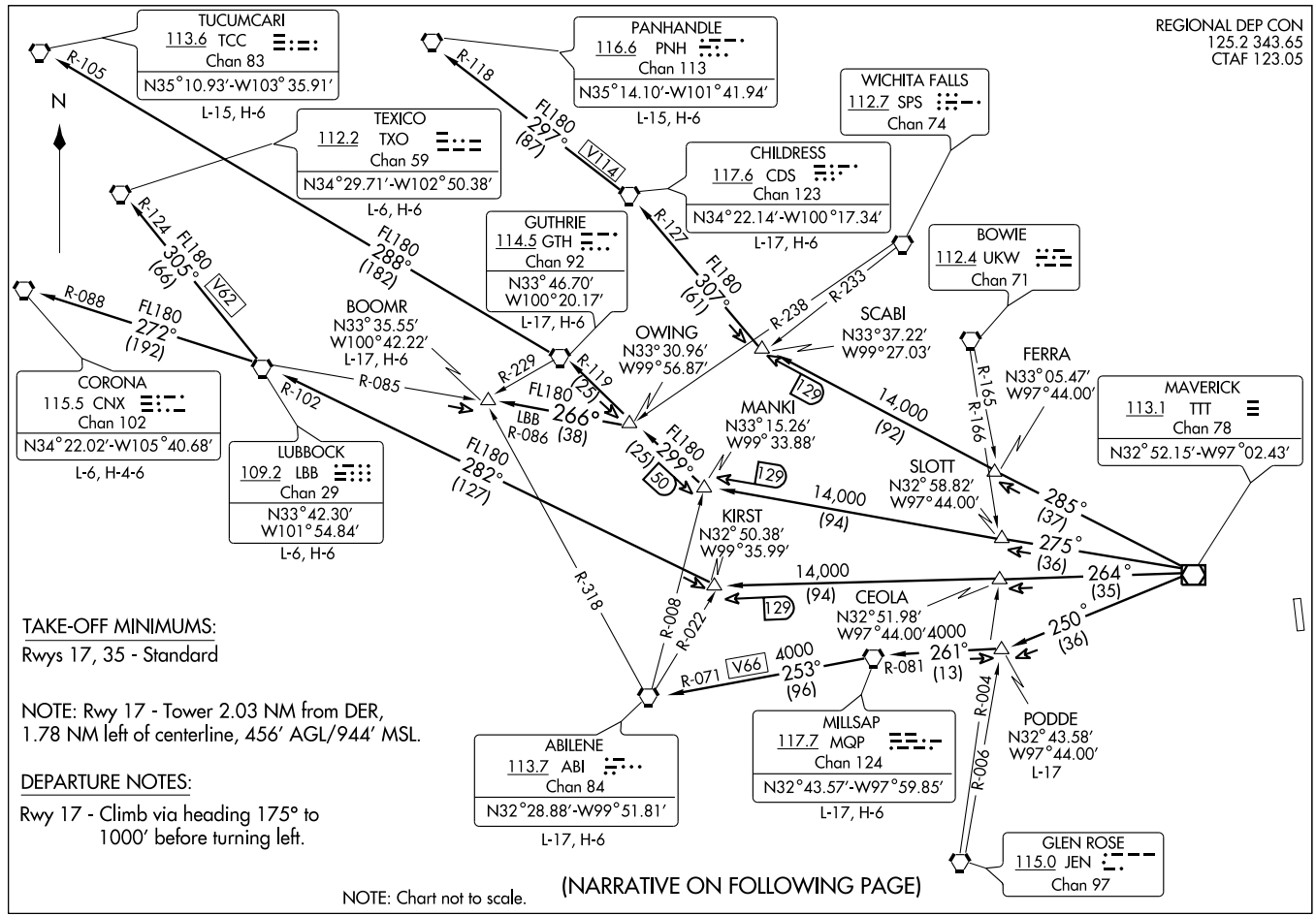
ROLLS TRANSITION (TEX1.ROLLS): (For all aircraft proceeding northwestbound via J52.) From over FUZ VORTAC via FUZ R-348 to LOWGN INT, then via ADM R-179 to ADM VORTAC, then via ADM R-303 to ROLLS INT.

TULSA TRANSITION (TEX1.TUL): (For all aircraft overflying TUL VORTAC.) From over FUZ VORTAC via FUZ R-360 to ZEMMA INT, then via TUL R-201 to TUL VORTAC.

WILL ROGERS TRANSITION (TEX1.IRW): (For all aircraft inbound to the Oklahoma City area or overflying IRW VORTAC.) From over FUZ VORTAC via FUZ R-360 to ZEMMA INT, then via IRW R-145 to IRW VORTAC.

ZEMMA TRANSITION (TEX1.ZEMMA): (ATC assigned.) From over FUZ VORTAC via FUZ R-360 to ZEMMA INT.

SC-2, 08 APR 2010 to 06 MAY 2010


TUCUMCARI
113.6 TCC
Chan 83
N35°10.93'-W103°35.91'
L-15, H-6
PANHANDLE
116.6 PNH
Chan 113
N35°14.10'-W101°41.94'
L-15, H-6
WICHITA FALLS
112.7 SPS
Chan 74
TEXICO
112.2 TXO
Chan 59
N34°29.71'-W102°50.38'
L-6, H-6
CHILDRESS
117.6 CDS
Chan 123
N34°22.14'-W100°17.34'
L-17, H-6
GUTHRIE
114.5 GTH
Chan 92
N33°46.70'
W100°20.17'
L-17, H-6
BOWIE
112.4 UKW
Chan 71
BOOMR
N33°35.55'
W100°42.22'
L-17, H-6
OWING
N33°30.96'
W99°56.87'
SCABI
N33°37.22'
W99°27.03'
FERRA
N33°05.47'
W97°44.00'
CORONA
115.5 CNX
Chan 102
N34°22.02'-W105°40.68'
L-6, H-4-6
MANKI
N33°15.26'
W99°33.88'
MAVERICK
113.1 TTT
Chan 78
N32°52.15'-W97°02.43'
LUBBOCK
109.2 LBB
Chan 29
N33°42.30'
W101°54.84'
L-6, H-6
SLOTT
N32°58.82'
W97°44.00'
KIRST
N32°50.38'
W99°35.99'
CEOLA
N32°51.98'
W97°44.00'
ABILENE
113.7 ABI
Chan 84
N32°28.88'-W99°51.81'
L-17, H-6
MILLSAP
117.7 MQP
Chan 124
N32°43.57'-W97°59.85'
L-17, H-6
PODDE
N32°43.58'
W97°44.00'
L-17
GLEN ROSE
115.0 JEN
Chan 97
N
R-105
R-118
FL180 297° (87)
V114
R-124
FL180 305° (66)
V62
FL180 288° (182)
R-127
FL180 307° (61)
R-088
FL180 272° (192)
R-102
R-085
R-229
R-119
FL180 (25) 266° LBB R-086 (38)
R-238
R-233
R-165
R-166
129
14,000 (92)
FL180 (25) 299°
50
129
14,000 (94)
285° (37)
275° (36)
264° (35)
250° (36)
FL180 282° (127)
R-318
R-008
R-022
14,000 (94)
129
4000
253° (96)
R-071
V66
4000
261° (13)
R-081
R-004
R-006
REGIONAL DEP CON
125.2 343.65
CTAF 123.05
TAKE-OFF MINIMUMS:
Rwys 17, 35 - Standard
NOTE: Rwy 17 - Tower 2.03 NM from DER,
1.78 NM left of centerline, 456' AGL/944' MSL.
DEPARTURE NOTES:
Rwy 17 - Climb via heading 175° to
1000' before turning left.
NOTE: Chart not to scale.
(NARRATIVE ON FOLLOWING PAGE)
(FWORTH5.1111) 08269
WORTH FIVE DEPARTURE
SL-6444 (FAA)
MESQUITE METRO (HQZ)
MESQUITE, TEXAS

DEPARTURE ROUTE DESCRIPTION

▼ When entering controlled airspace, fly assigned heading and altitude to appropriate route.

ABILENE TRANSITION (WORTH5.ABI): From over TTT VOR/DME via TTT R-250 to PODDE INT, then via MQP R-081 to MQP VORTAC, then via MQP R-253 and ABI R-071 to ABI VORTAC.

BOOMR TRANSITION (WORTH5.BOOMR): From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to OWING INT, then via LBB R-086 to BOOMR INT.

CHILDRESS TRANSITION (WORTH5.CDS): From over TTT VOR/DME via TTT R-285 to SCABI INT, then via CDS R-127 to CDS VORTAC.

CORONA TRANSITION (WORTH5.CNX): From over TTT VOR/DME via TTT R-264 to KIRST INT, then via LBB R-102 to LBB VORTAC, then via LBB R-272 and CNX R-088 to CNX VORTAC.

GUTHRIE TRANSITION (WORTH5.GTH): From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to GTH VORTAC.

LUBBOCK TRANSITION (WORTH5.LBB): From over TTT VOR/DME via TTT R-264 to KIRST INT, then via LBB R-102 to LBB VORTAC.

MILLSAP TRANSITION (WORTH5.MQP): From over TTT VOR/DME via TTT R-250 to PODDE INT, then via MQP R-081 to MQP VORTAC.

PANHANDLE TRANSITION (WORTH5.PNH): From over TTT VOR/DME via TTT R-285 to SCABI INT, then via CDS R-127 to CDS VORTAC, then via CDS R-297 and PNH R-118 to PNH VORTAC.

PODDE TRANSITION (WORTH5.PODDE): (ATC Assigned) From over TTT VOR/DME via TTT R-250 to PODDE INT.

TEXICO TRANSITION (WORTH5.TXO): From over TTT VOR/DME via TTT R-264 to KIRST INT, then via LBB R-102 to LBB VORTAC, then via LBB R-305 and TXO R-124 to TXO VORTAC.

TUCUMCARI TRANSITION (WORTH5.TCC): From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to GTH VORTAC, then via GTH R-288 and TCC R-105 to TCC VORTAC.

SC-2, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	5001
002°	TDZE	540
	Apt Elev	543

GPS RWY 36

MEXIA-LIMESTONE COUNTY (LXY)

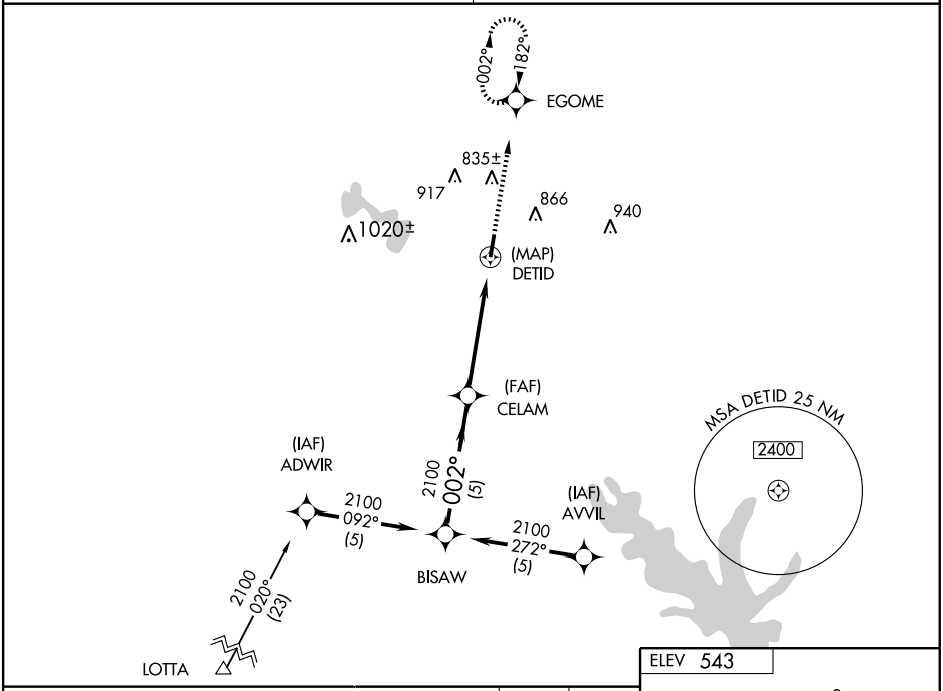
SC-5, 08 APR 2010 to 06 MAY 2010

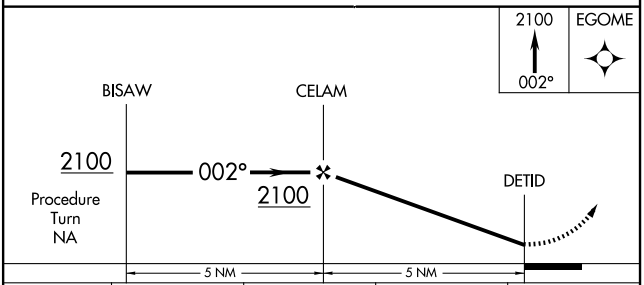
NA Obtain local altimeter setting on CTAF; when not received, use Waco altimeter setting.

MISSED APPROACH: Climb to 2100 via 002° course to EGOME WP and hold.

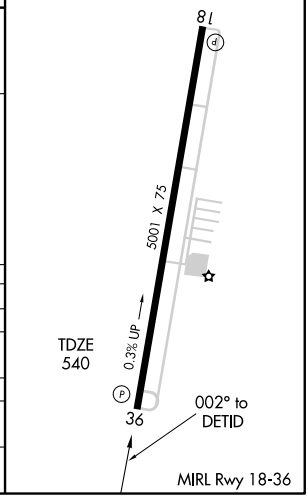
WACO APP CON
127.65 352.0

UNICOM
122.8 (CTAF)





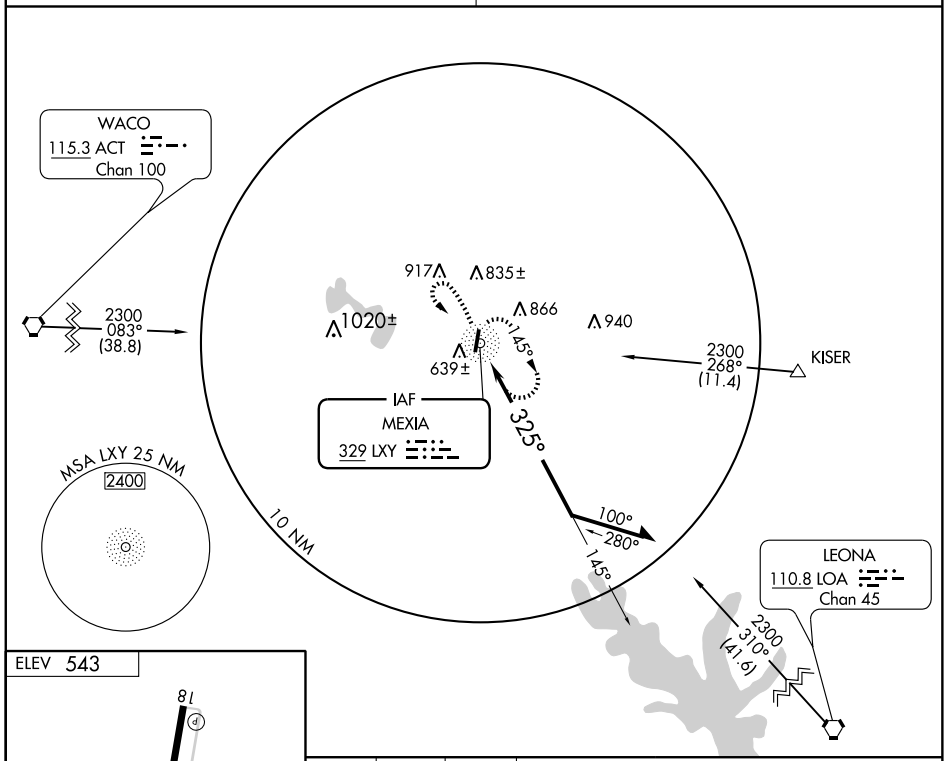
CATEGORY	A	B	C	D
S-36	900-1 360 (400-1)			NA
CIRCLING	940-1 397 (400-1)	1000-1 457 (500-1)	1180-1¾ 637 (700-1¾)	NA
WACO ALTIMETER SETTING MINIMUMS				
S-36	980-1 440 (500-1)		980-1¼ 440 (500-1¼)	NA
CIRCLING	1040-1 497 (500-1)		1260-2 717 (800-2)	NA

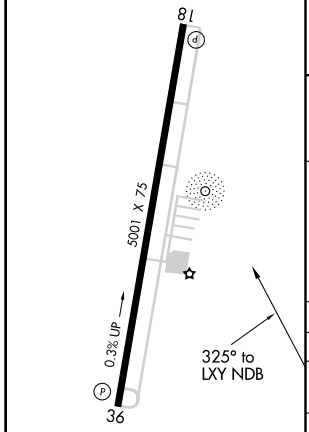


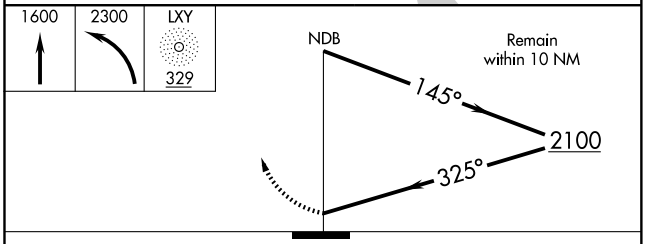
NDB LXY	APP CRS	Rwy Idg	N/A
329	325°	TDZE	N/A
		Apt Elev	543

NDB-A
MEXIA-LIMESTONE COUNTY (LXY)

NA Obtain local altimeter setting on CTAF; when not received, use Waco altimeter setting.	MISSED APPROACH: Climb to 1600 then climbing left turn to 2300 direct LXY NDB and hold.
WACO APP CON **127.65 352.0**	UNICOM **122.8** (CTAF)







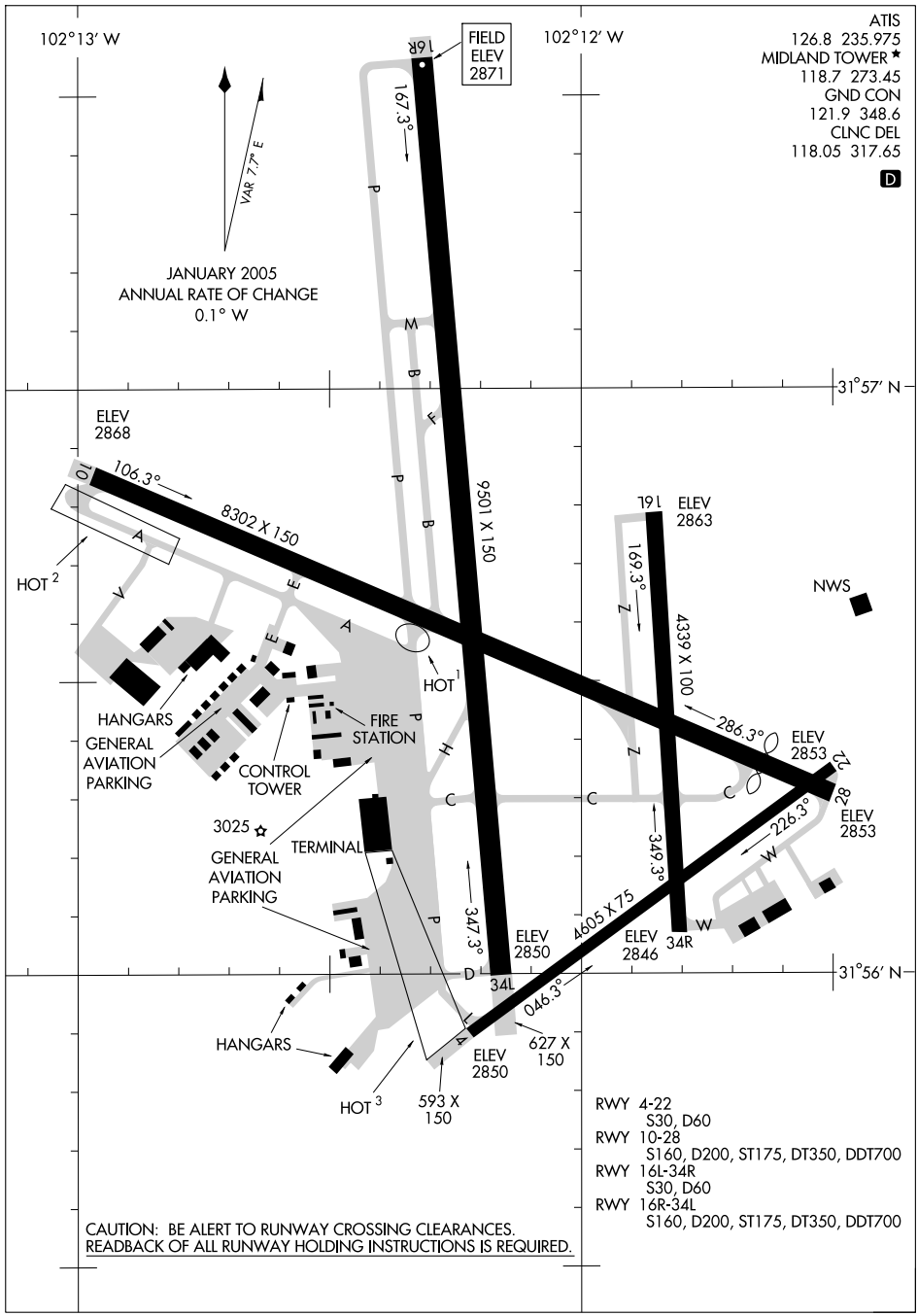
CATEGORY	A	B	C	D
CIRCLING	1000-1	457 (500-1)	1180-1¾ 637 (700-1¾)	NA
WACO ALTIMETER SETTING MINIMUMS				
CIRCLING	1080-1	537 (600-1)	1260-2 717 (800-2)	NA

SC-5, 08 APR 2010 to 06 MAY 2010

AIRPORT DIAGRAM

AL-258 (FAA)

MIDLAND INTL (MAF)
MIDLAND, TEXAS



RWY 4-22
S30, D60
RWY 10-28
S160, D200, ST175, DT350, DDT700
RWY 16L-34R
S30, D60
RWY 16R-34L
S160, D200, ST175, DT350, DDT700

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

SC-3, 08 APR 2010 to 06 MAY 2010

HI-VOR/DME or TACAN RWY 16R

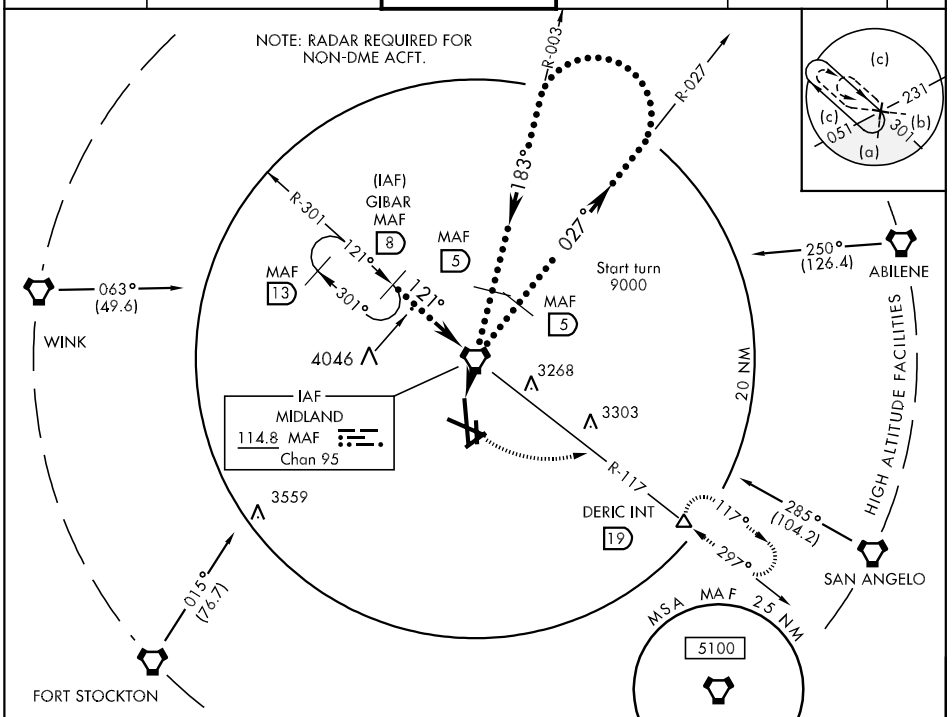
VORTAC MAF	APCH CRS	Rwy ldg	9501
114.8 Chan 95	183°	TDZE	2871
		Arpt Elev	2871

JAL-258 [USAF]

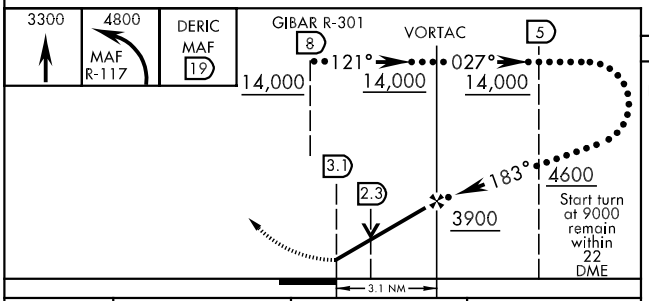
MIDLAND INTL (KMAF)

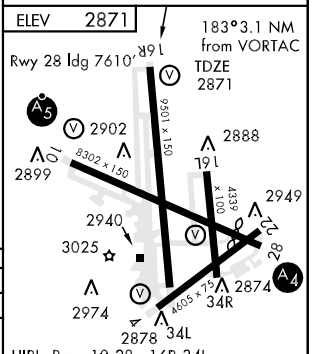
MISSED APPROACH: Climb to 3300 then climbing left turn to 4800 via R-117 to DERIC INT/MAF 19 DME and hold.

ATIS ★	MIDLAND APP CON	MIDLAND TOWER ★	GND CON	CLNC DEL	ASR
126.8 235.975	124.6 290.4	118.7 273.45	121.9 348.6	118.05 317.65	



EMERG SAFE ALT 100 NM 7000





CATEGORY	C	D	E
S-16R	3260-1 389 (400-1)	3260-1¼ 389 (400-1¼)	
CIRCLING	3340-1½ 469 (500-1½)	3440-2 569 (600-2)	3600-2½ 729 (800-2½)
S-ASR 16R	3280-1¼ 409 (500-1¼)		3280-1½ 409 (500-1½)

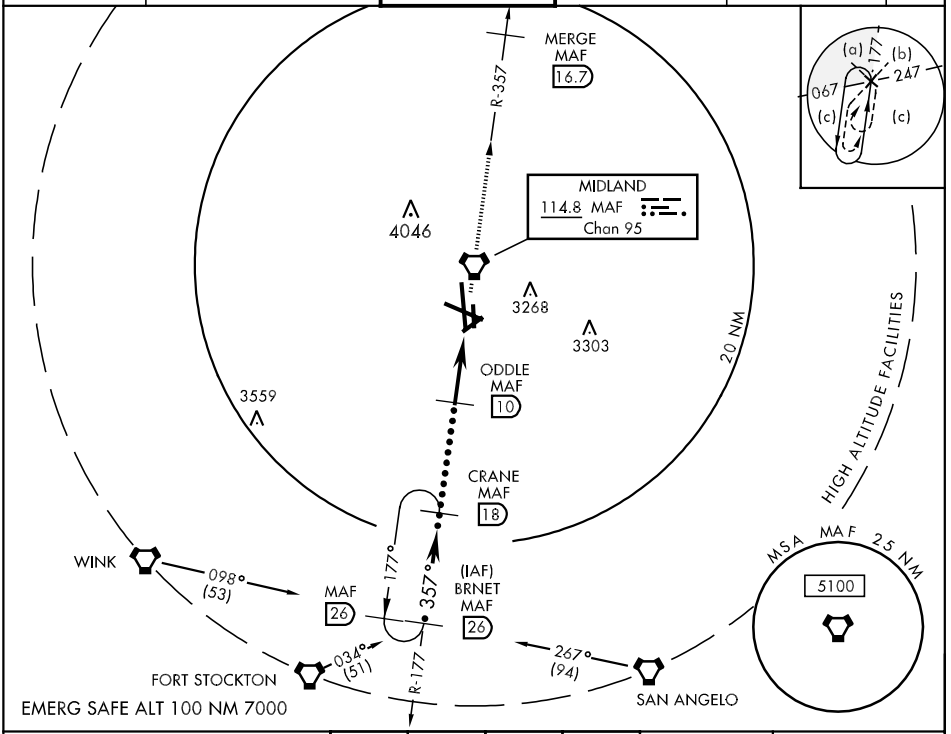
VORTAC MAF	APCH CRS	Rwy ldg / TDZE / Arpt Elev
114.8 Chan 95	357°	9501 / 2857 / 2871

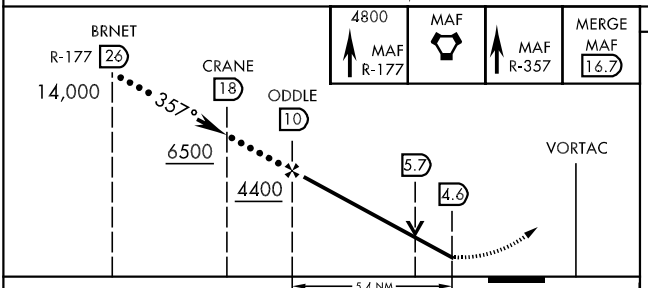
HI-VOR/DME or TACAN RWY 34L

JAL-258 [USAF] — MIDLAND INTL (KMAF)

MISSED APPROACH: Climb to 4800 via R-177 to MAF VORTAC then via MAF R-357 to MERGE/MAF 16.7 DME.

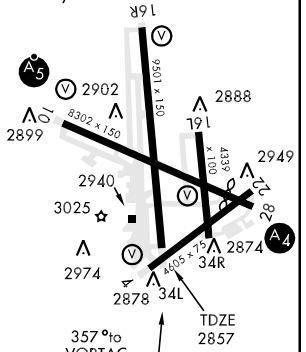
ATIS ★	MIDLAND APP CON	MIDLAND TOWER ★	GND CON	CLNC DEL	ASR
126.8 235.975	124.6 290.4	118.7 (C) 273.45	121.9 348.6	118.05 317.65	





ELEV 2871 — Rwy 28 ldg 7610'

HIRL Rwy 10-28, 16R-34L
MIRL Rwy 4-22, 16L-34R
REIL Rwy 34L



CATEGORY	C	D	E
S-34L	3260-1¼ 403 (400-1¼)		3260-1½ 403 (400-1½)
CIRCLING	3340-1½ 469 (500-1½)	3440-2 569 (600-2)	3600-2½ 729 (800-2½)
S-ASR 34L	3260-1¼ 403 (400-1¼)		3260-1½ 403 (400-1½)

SC-3, 08 APR 2010 to 06 MAY 2010

LOC/DME I-MAF	APP CRS	Rwy Idg	8302
110.3	105°	TDZE	2868
Chan 40		Apt Elev	2871

ILS or LOC RWY 10

MIDLAND INTL (MAF)

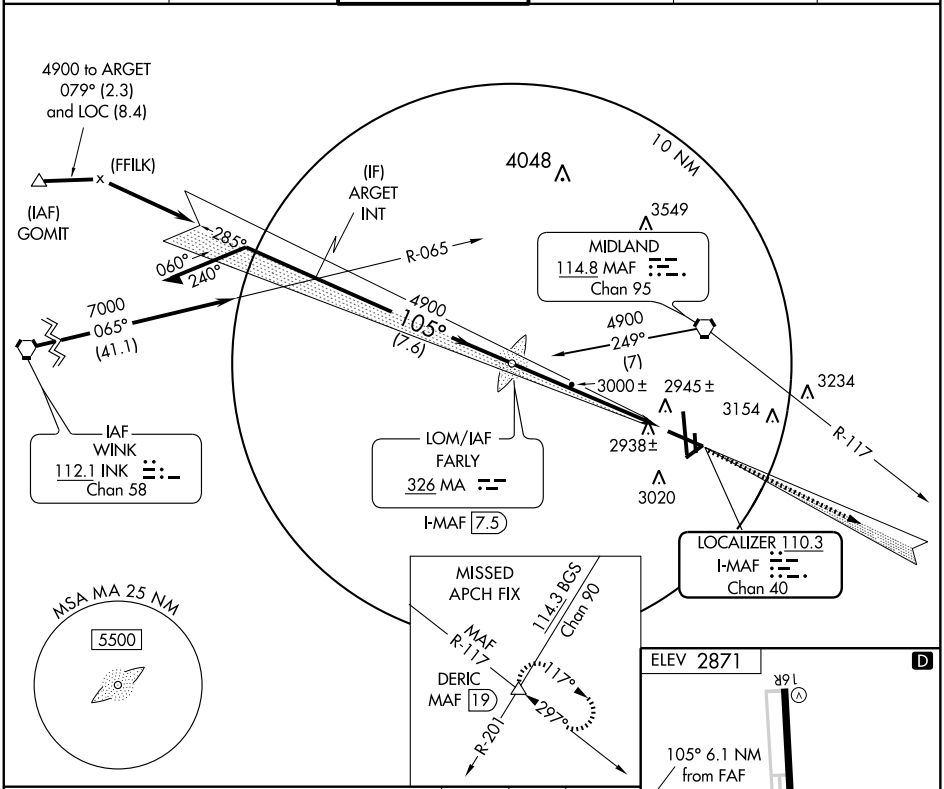
ASR

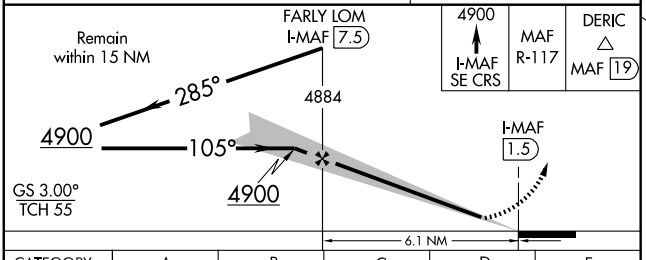
*RVR 1800 authorized with the use of FD or AP or HUD to DA.

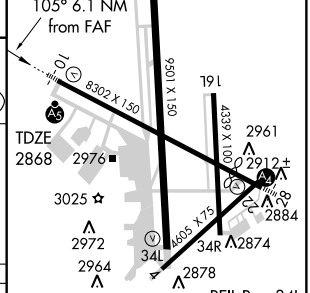
MALSR

MISSED APPROACH: Climb to 4900 via I-MAF SE course and MAF VORTAC R-117 to DERIC Int/19 DME and hold.

ATIS	MIDLAND APP CON*	MIDLAND TOWER *	GND CON	CLNC DEL	UNICOM
126.8 235.975	124.6 290.4	118.7 (CTAF) L 273.45	121.9 348.6	118.05 317.65	122.95







CATEGORY	A	B	C	D	E
S-ILS 10	*3068/24 200 (200-½)				
S-LOC 10	3260/24 392 (400-½)			3260/40 392 (400-¾)	
CIRCLING	3340-1 469 (500-1)		3340-1½ 469 (500-1½)	3440-2 569 (600-2)	3600-2½ 729 (800-2½)

FAF to MAP 6.1 NM

Knots	60	90	120	150	180
Min:Sec	6:06	4:04	3:03	2:26	2:02

SC-3, 08 APR 2010 to 06 MAY 2010

LOC I-MAF	APP CRS	Rwy Idg	7610
110.3	285°	TDZE	2857
Chan 40		Apt Elev	2871

LOC BC RWY 28

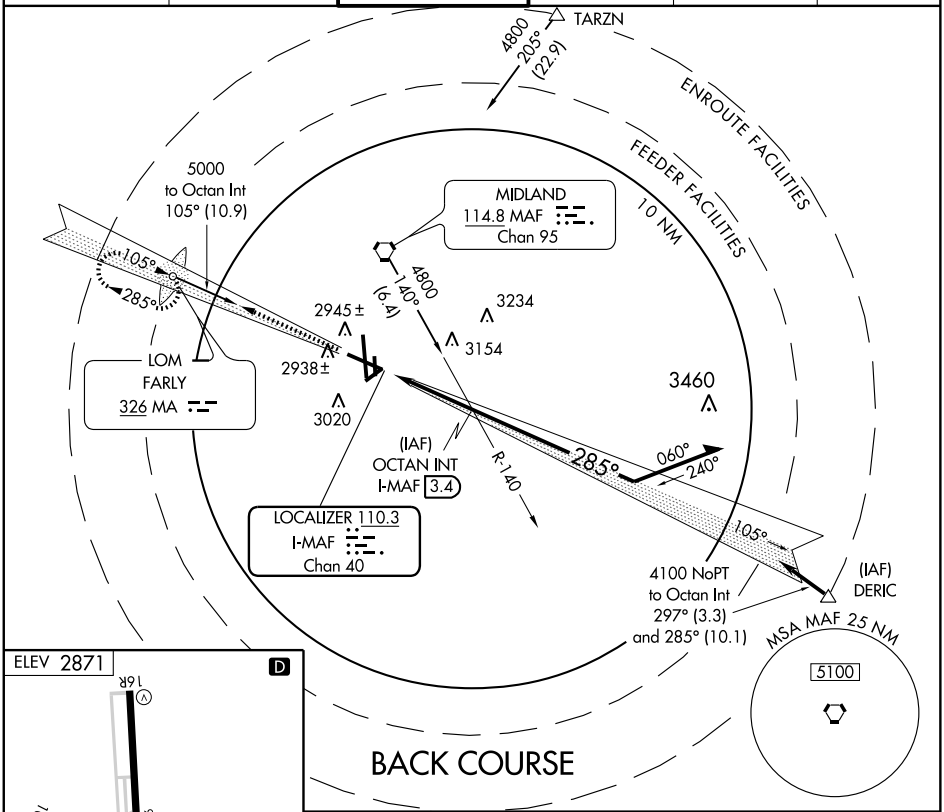
MIDLAND INTL (MAF)

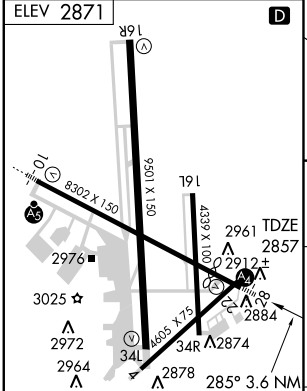
T A ASR — Disregard glide path indications.

MALS

MISSED APPROACH: Climb to 4800 via I-MAF NW course to FARLY LOM and hold.

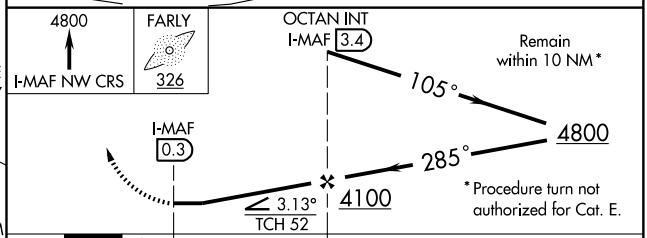
ATIS	MIDLAND APP CON ★	MIDLAND TOWER ★	GND CON	CLNC DEL	UNICOM
126.8 235.975	124.6 290.4	118.7 (CTAF) L 273.45	121.9 348.6	118.05 317.65	122.95





REIL Rwy 34L
MIRL Rwys 4-22 and 16L-34R
HIRL Rwys 10-28 and 16R-34L

FAF to MAP 3.1 NM					
Knots	60	90	120	150	180
Min:Sec	3:06	2:04	1:33	1:14	1:02

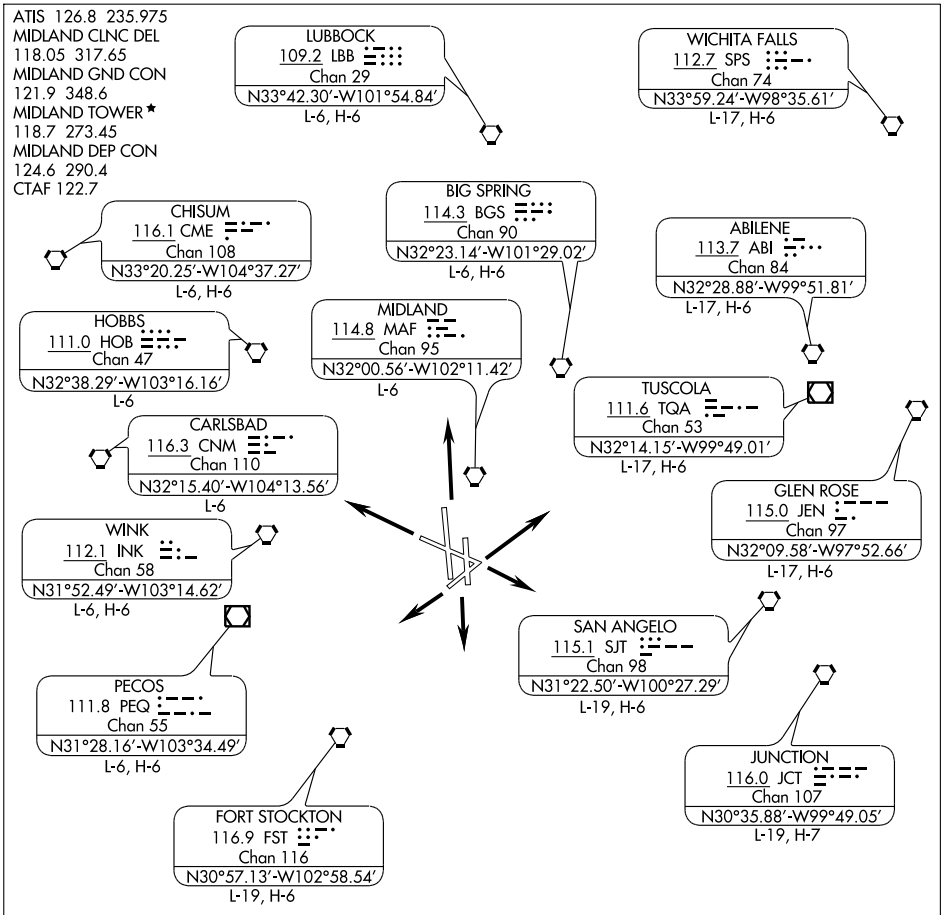


CATEGORY	A	B	C	D	E
S-28	3180-¾ 323 (400-¾)			3180-1 323 (400-1)	
CIRCLING	3340-1 469 (500-1)		3340-1½ 469 (500-1½)	3440-2 569 (600-2)	3600-2½ 729 (800-2½)

SC-3, 08 APR 2010 to 06 MAY 2010

MIDLAND FOUR DEPARTURE

SL-258 (FAA)



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

ALL RUNWAYS: Fly runway heading. Expect radar vectors to filed route/fix. Maintain 13,000′ (or filed lower altitude) and expect clearance to filed flight level/altitude 10 minutes after departure.

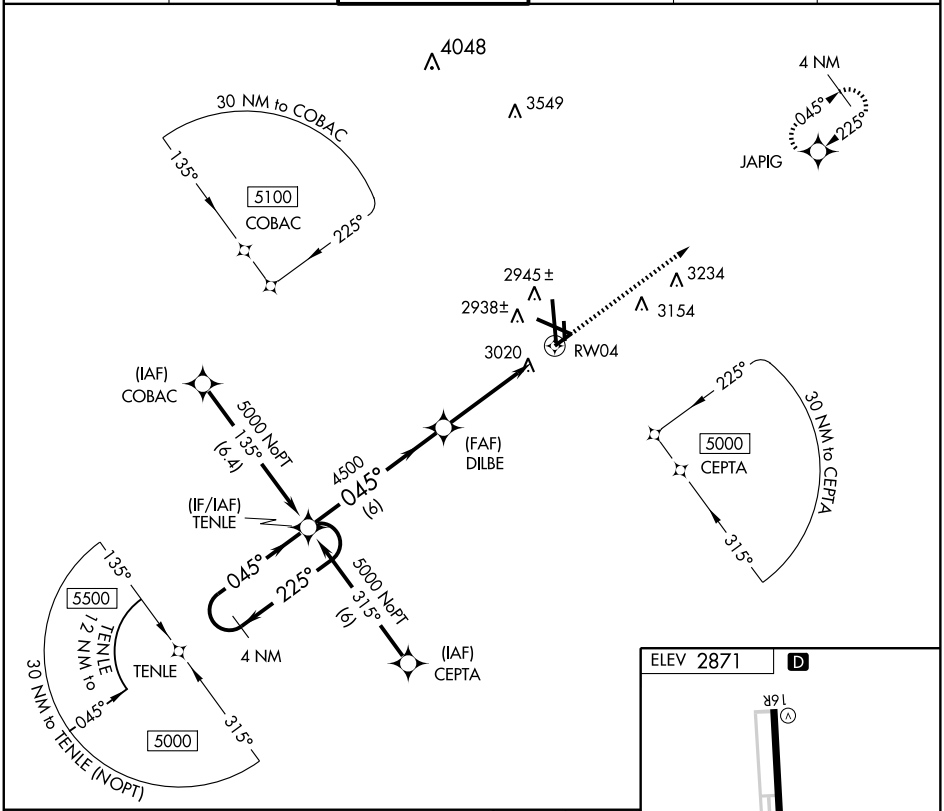
APP CRS	Rwy Idg	4605
045°	TDZE	2850
	Apt Elev	2871

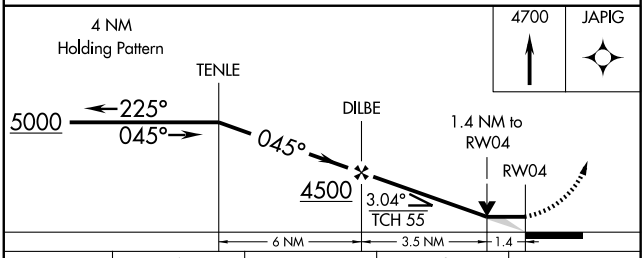
RNAV (GPS) RWY 4
MIDLAND INTL (MAF)

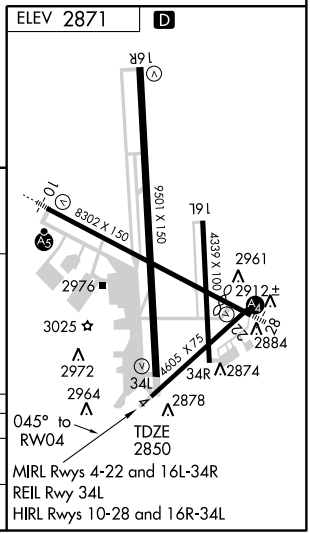
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.
NA Circling NA at night to Rwy 16L.
ASR Straight-in minima NA at night.

MISSED APPROACH: Climb to 4700 direct JAPIG and hold.

ATIS	MIDLAND APP CON★	MIDLAND TOWER★	GND CON	CLNC DEL	UNICOM
126.8 235.975	124.6 290.4	118.7 (CTAF) L 273.45	121.9 348.6	118.05 317.65	122.95







CATEGORY	A	B	C	D
LNAV MDA	3360-1 510 (500-1)		3360-1½ 510 (500-1½)	
CIRCLING	3360-1 489 (500-1)		3360-1½ 489 (500-1½)	3440-2 569 (600-2)

MIRL Rwys 4-22 and 16L-34R
REIL Rwy 34L
HIRL Rwys 10-28 and 16R-34L

SC-3. 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	8302
CH 69310	105°	TDZE	2868
W10A		Apt Elev	2871

RNAV (GPS) RWY 10
MIDLAND INTL (MAF)

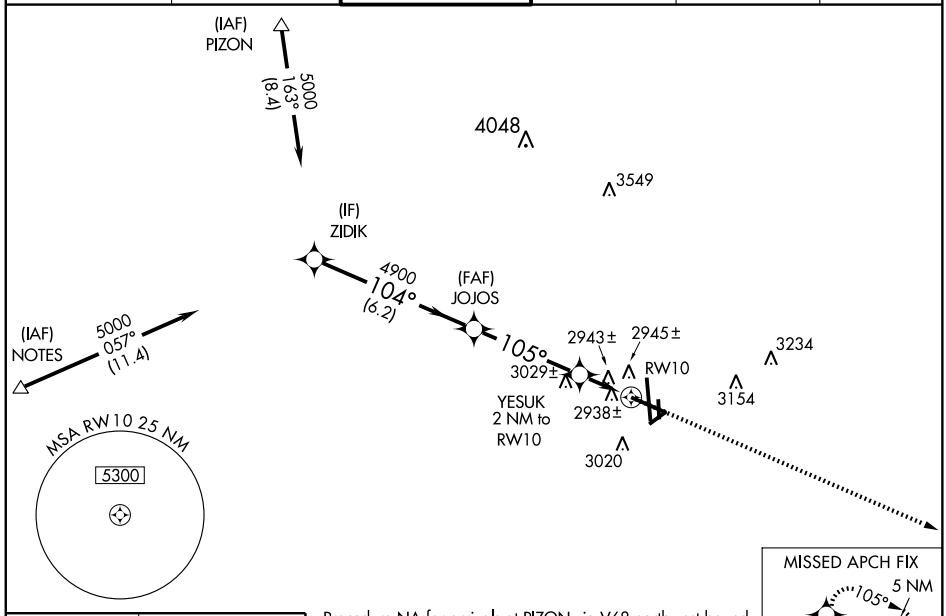
ASR

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°) or above 43°C (109°F). DME/DME RNP-0.3 NA. Baro VNAV and VDP NA when using Odessa altimeter setting. For inoperative MALSR increase LNAV Cat D visibility to RVR 6000. When using Odessa altimeter setting, increase LPV visibility to RVR 5000 all Cats. When Midland Intl altimeter setting not received, use Odessa altimeter setting and increase all DA 41 feet and all MDA 60 feet. Increase LNAV Cat C visibility to RVR 4000.

MALSR

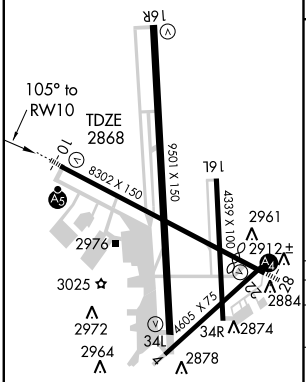
MISSED APPROACH: Climb to 4500 direct GORBE and hold.

ATIS	MIDLAND APP CON ★	MIDLAND TOWER ★	GND CON	CLNC DEL	UNICOM
126.8 235.975	124.6 290.4	118.7 (CTAF) L 273.45	121.9 348.6	118.05 317.65	122.95



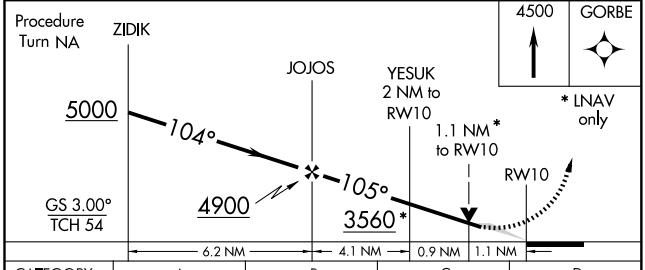
MISSED APCH FIX
5 NM
105°
285°
GORBE

ELEV 2871 D



REIL Rwy 34L
MIRL Rwys 4-22 and 16L-34R
HIRL Rwys 10-28 and 16R-34L

Procedure NA for arrivals at PIZON via V68 northwest bound and for arrivals at NOTES via V94-546 westbound.



CATEGORY	A	B	C	D
LPV DA	3118/24 250 (300-½)			
LNAV/ VNAV DA	3269/50 401 (400-1)			
LNAV MDA	3260/24 392 (400-½)			3260/50 392 (400-1)
CIRCLING	3340-1 469 (500-1)		3340-1½ 469 (500-1½)	3440-2 569 (600-2)

SC-3, 08 APR 2010 to 06 MAY 2010

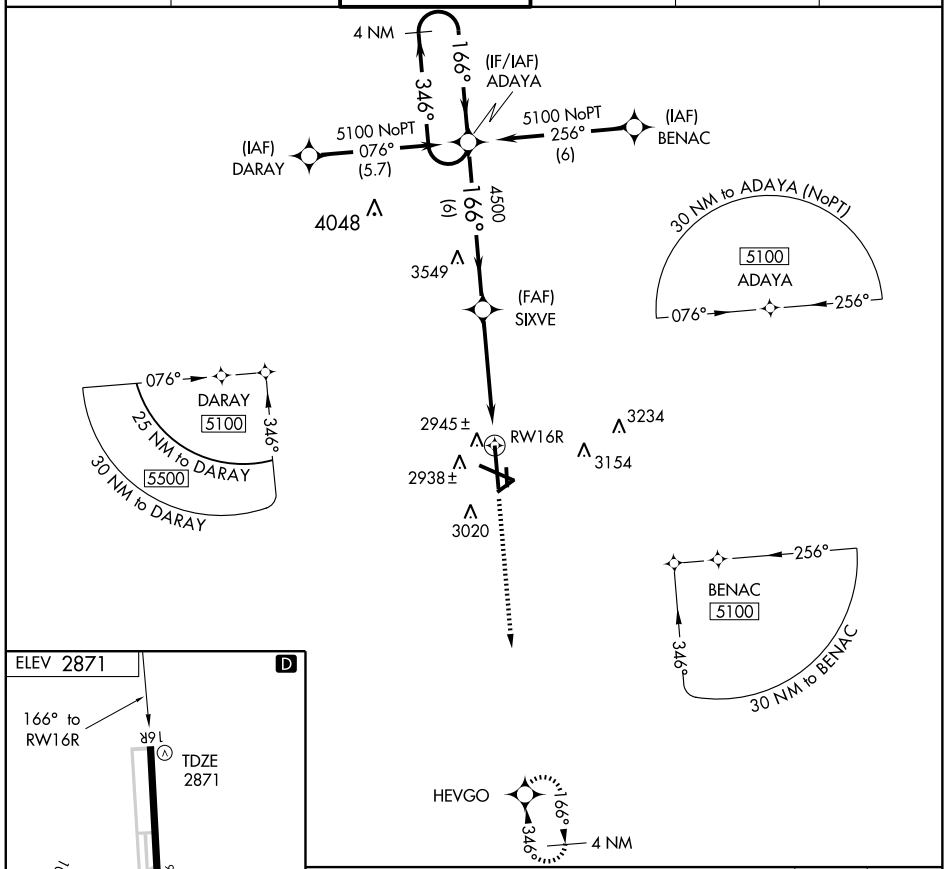
APP CRS	Rwy Idg	9501
166°	TDZE	2871
	Apt Elev	2871

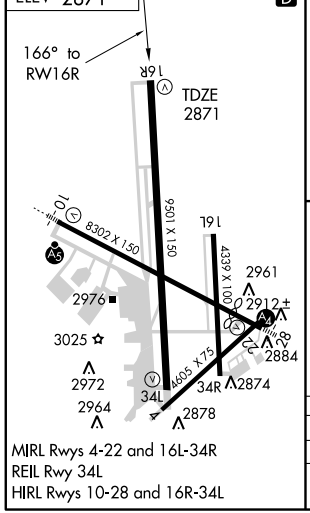
RNAV (GPS) RWY 16R
MIDLAND INTL (MAF)

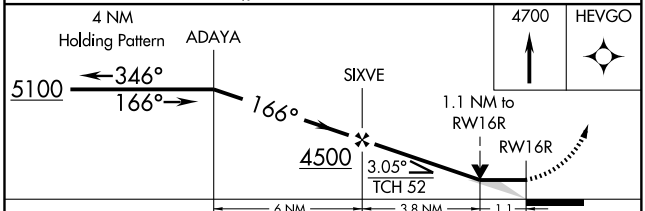
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. Circling NA at night to Rwy 16L.

MISSED APPROACH: Climb to 4700 direct HEVGO and hold.

ATIS	MIDLAND APP CON★	MIDLAND TOWER ★	GND CON	CLNC DEL	UNICOM
126.8 235.975	124.6 290.4	118.7 (CTAF) L 273.45	121.9 348.6	118.05 317.65	122.95







CATEGORY	A	B	C	D
LNAV MDA	3280-1	409 (500-1)	3280-1¼	409 (500-1¼)
CIRCLING	3340-1	469 (500-1)	3340-1½ 469 (500-1½)	3440-2 569 (600-2)

SC-3, 08 APR 2010 to 06 MAY 2010

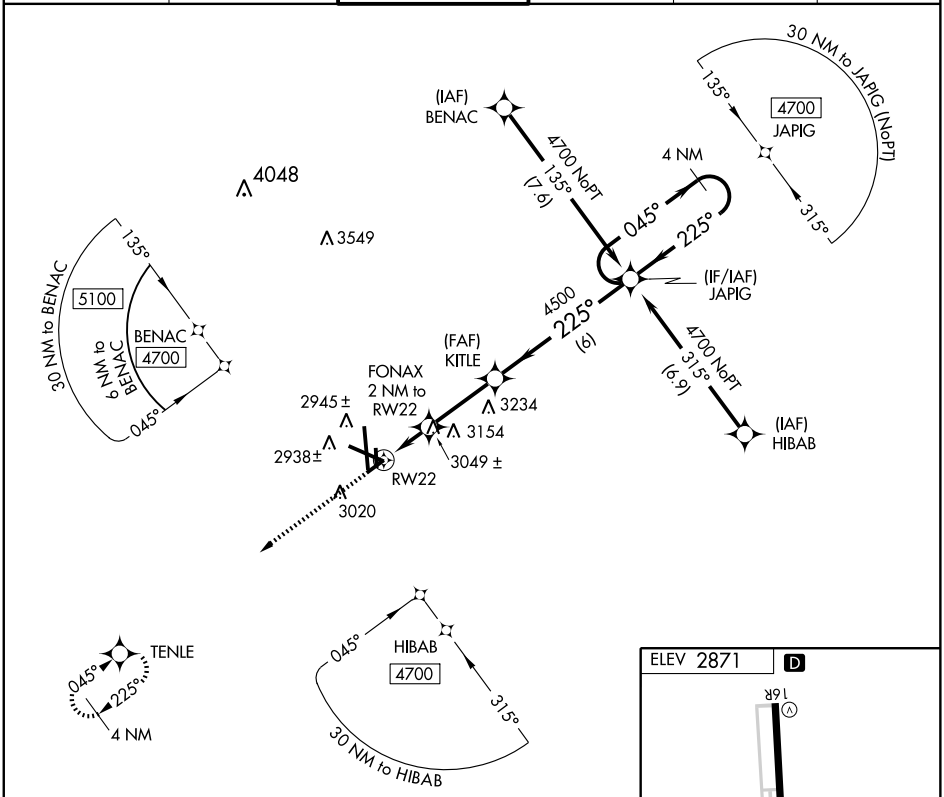
APP CRS	Rwy Idg	4605
225°	TDZE	2853
	Apt Elev	2871

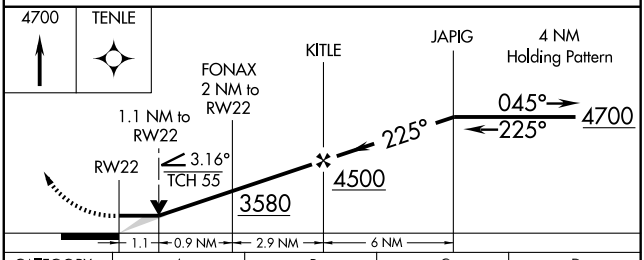
RNAV (GPS) RWY 22
MIDLAND INTL (MAF)

GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.
Circling NA at night to Rwy 16L.
Straight-in minima NA at night.

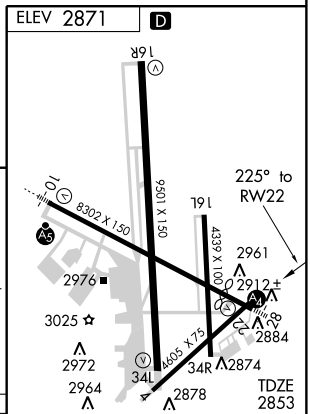
MISSED APPROACH: Climb to 4700 direct TENLE and hold.

ATIS	MIDLAND APP CON ★	MIDLAND TOWER ★	GND CON	CLNC DEL	UNICOM
126.8 235.975	124.6 290.4	118.7 (CTAF) L 273.45	121.9 348.6	118.05 317.65	122.95





CATEGORY	A	B	C	D
LNAV MDA	3280-1 427 (500-1)		3280-1¼ 427 (500-1¼)	3280-1½ 427 (500-1½)
CIRCLING	3340-1 469 (500-1)		3340-1½ 469 (500-1½)	3440-2 569 (600-2)



MIRL Rwys 4-22 and 16L-34R
REIL Rwy 34L
HIRL Rwys 10-28 and 16R-34L

SC-3, 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	7610
CH 81816	285°	TDZE	2857
W28A		Apt Elev	2871

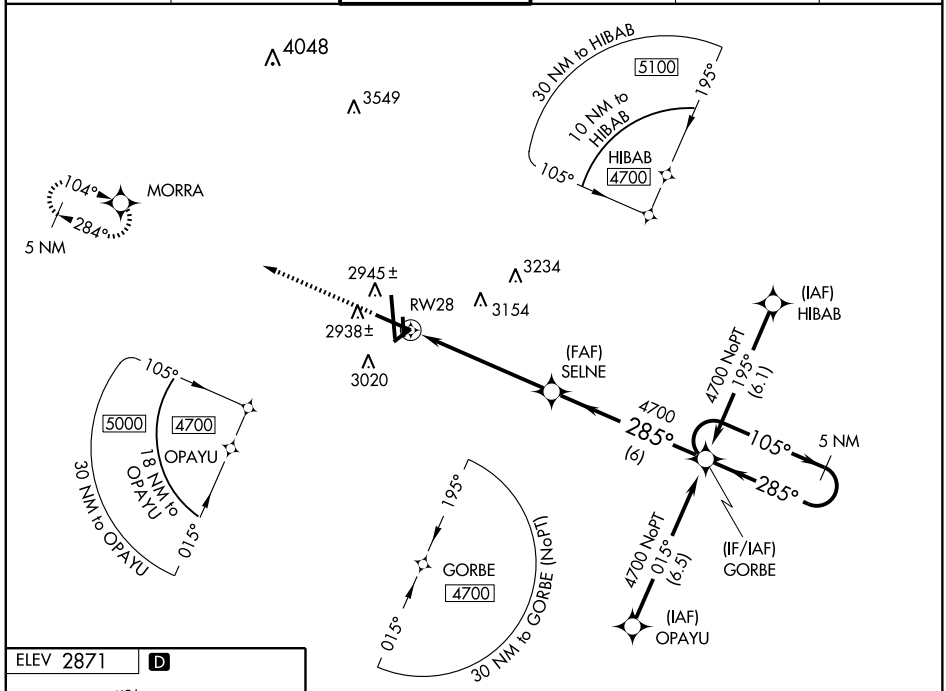
RNAV (GPS) RWY 28
MIDLAND INTL (MAF)

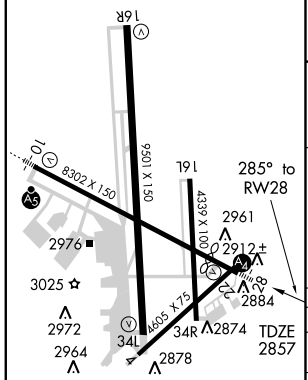
ASR: Inoperative table does not apply to LPV and LNAV/VNAV all Cats and LNAV Cat C and D. DME/DME RNP-0.3 NA. Baro-VNAV NA below -20°C (-4°F). Circling NA at night to Rwy 16L.

MALS

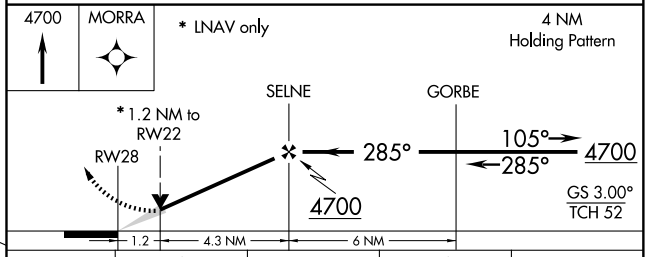
MISSED APPROACH: Climb to 4700 direct MORRA and hold.

ATIS	MIDLAND APP CON★	MIDLAND TOWER ★	GND CON	CLNC DEL	UNICOM
126.8 235.975	124.6 290.4	118.7 (CTAF) L 273.45	121.9 348.6	118.05 317.65	122.95





MIRL Rwys 4-22 and 16L-34R
REIL Rwy 34L
HIRL Rwys 10-28 and 16R-34L



CATEGORY	A	B	C	D
LPV DA	3110-¾ 253 (300-¾)			
LNAV/VNAV DA	3280-1½ 423 (500-1½)			
LNAV MDA	3280-¾ 423 (500-¾)		3280-1¼ 423 (500-1¼)	
CIRCLING	3340-1½ 469 (500-1½)			3440-2 569 (600-2)

SC-3, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	9501
346°	TDZE	2857
	Apt Elev	2871

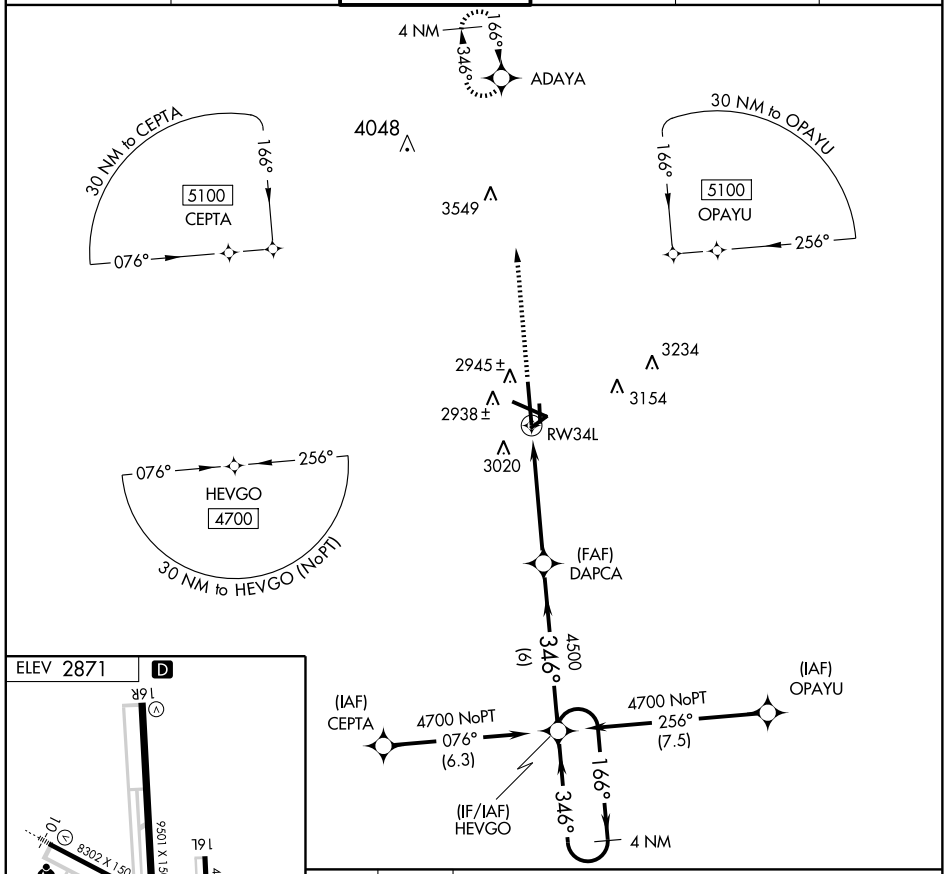
RNAV (GPS) RWY 34L
MIDLAND INTL (MAF)

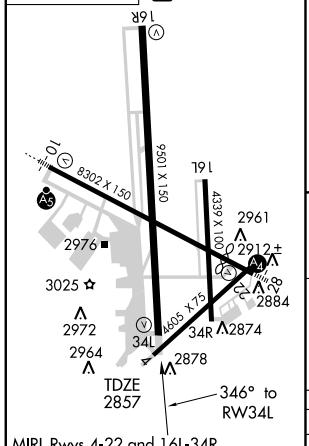
T
NA
ASR

GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. Circling NA at night to Rwy 16L.

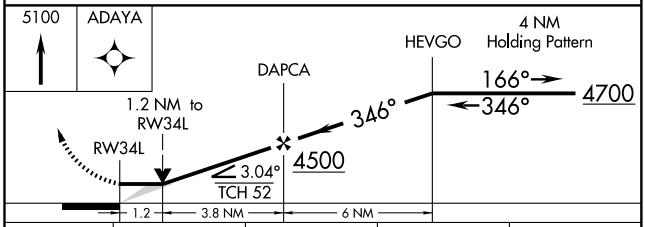
MISSED APPROACH: Climb to 5100 direct ADAYA and hold.

ATIS	MIDLAND APP CON★	MIDLAND TOWER★	GND CON	CLNC DEL	UNICOM
126.8 235.975	124.6 290.4	118.7 (CTAF) L 273.45	121.9 348.6	118.05 317.65	122.95





MIRL Rwys 4-22 and 16L-34R
REIL Rwy 34L
HIRL Rwys 10-28 and 16R-34L



CATEGORY	A	B	C	D
LNAV MDA	3280-1	423 (500-1)	3280-1¼	423 (500-1¼)
CIRCLING	3340-1	469 (500-1)	3340-1½ 469 (500-1½)	3440-2 569 (600-2)

SC-3, 08 APR 2010 to 06 MAY 2010

VORTAC MAF	APP CRS	Rwy Idg	9501
114.8	357°	TDZE	2857
Chan 95		Apt Elev	2871

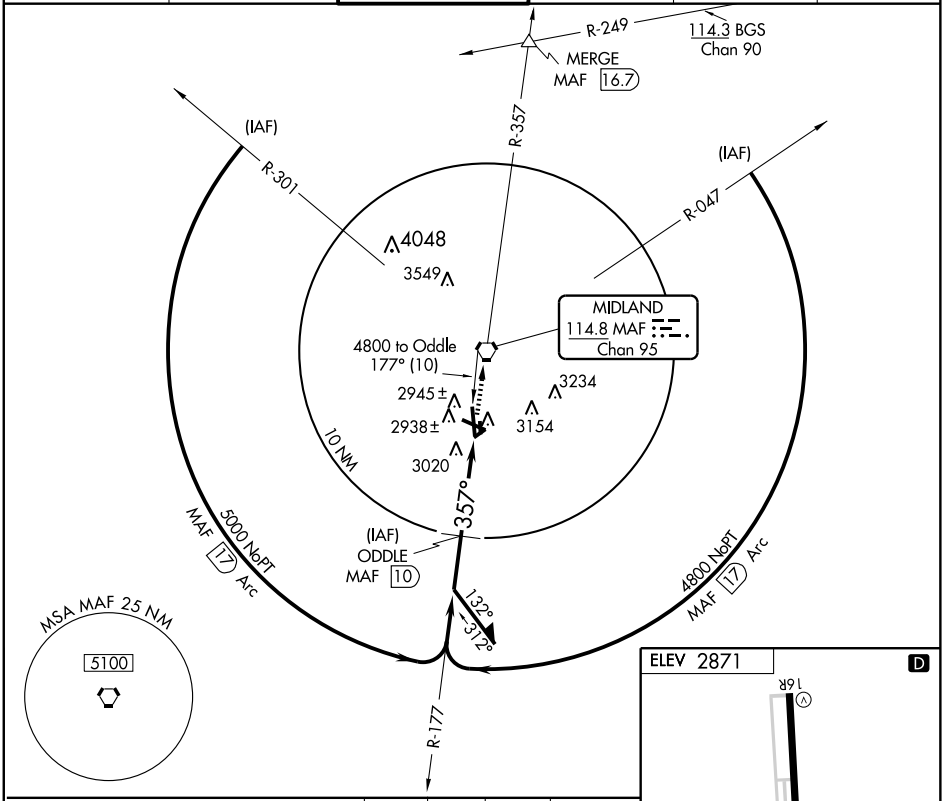
VOR/DME or TACAN RWY 34L

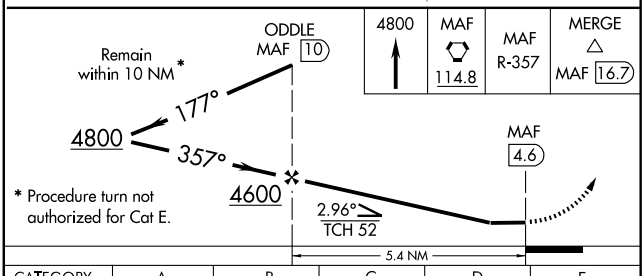
MIDLAND INTL (MAF)

ASR

MISSED APPROACH: Climb to 4800 direct to MAF VORTAC then via MAF R-357 to MERGE Int/MAF 16.7 DME.

ATIS	MIDLAND APP CON*	MIDLAND TOWER *	GND CON	CLNC DEL	UNICOM
126.8 235.975	124.6 290.4	118.7 (CTAF) L 273.45	121.9 348.6	118.05 317.65	122.95







CATEGORY	A	B	C	D	E
S-34L	3260-1 403 (400-1)		3260-1¼ 403 (400-1¼)		3260-1½ 403 (400-1½)
CIRCLING	3340-1 469 (500-1)		3340-1½ 469 (500-1½)	3440-2 569 (600-2)	3600-2½ 729 (800-2½)

REIL Rwy 34L
MIRL Rwys 4-22 and 16L-34R
HIRL Rwys 10-28 and 16R-34L

SC-3, 08 APR 2010 to 06 MAY 2010

VORTAC MAF	APP CRS	Rwy Idg	9501
114.8	183°	TDZE	2871
Chan 95		Apt Elev	2871

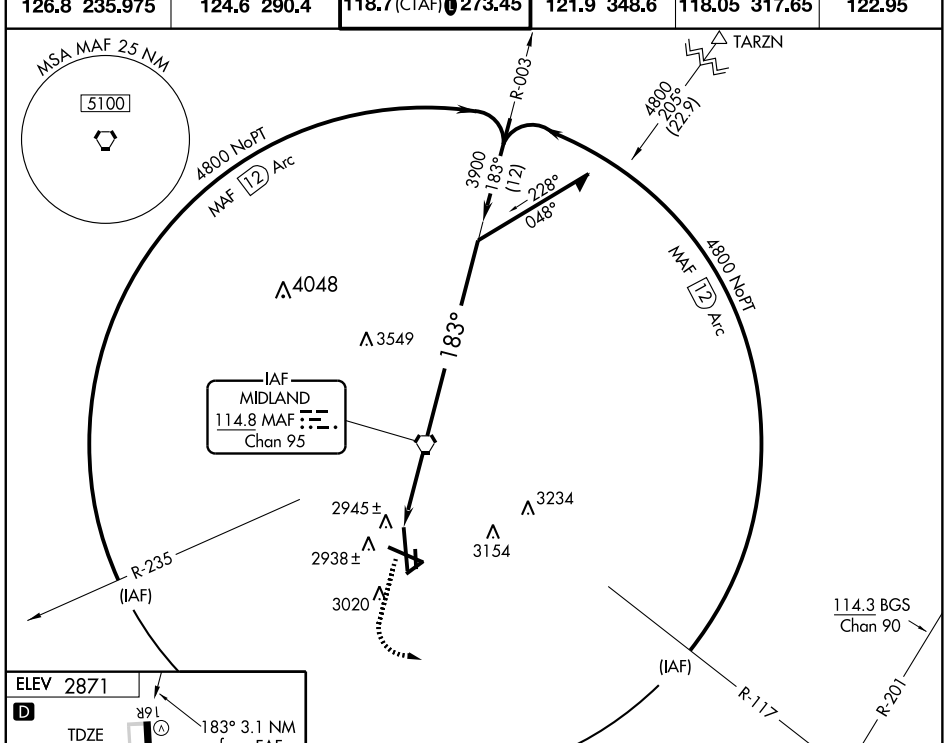
VOR or TACAN RWY 16R

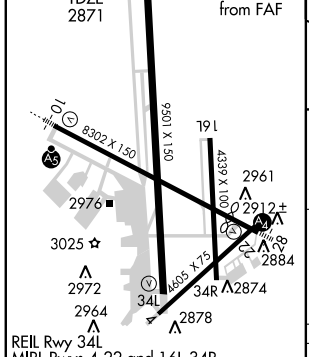
MIDLAND INTL (MAF)

ASR

MISSED APPROACH: Climb to 3300 then climbing left turn to 4800 via MAF R-117 to DERIC Int and hold.

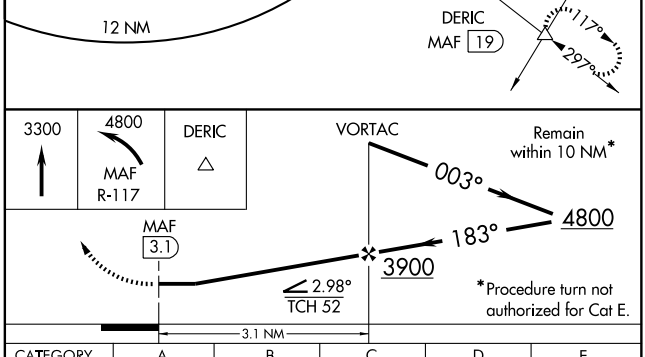
ATIS	MIDLAND APP CON*	MIDLAND TOWER *	GND CON	CLNC DEL	UNICOM
126.8 235.975	124.6 290.4	118.7 (CTAF) L 273.45	121.9 348.6	118.05 317.65	122.95





REIL Rwy 34L
MIRL Rwys 4-22 and 16L-34R
HIRL Rwys 10-28 and 16R-34L

FAF to MAP 3.1 NM					
Knots	60	90	120	150	180
Min:Sec	3:06	2:04	1:33	1:14	1:02



CATEGORY	A	B	C	D	E
S-16R	3260-1 389 (400-1)			3260-1¼ 389 (400-1¼)	
CIRCLING	3340-1 469 (500-1)		3340-1½ 469 (500-1½)	3440-2 569 (600-2)	3600-2½ 729 (800-2½)

SC-3. 08 APR 2010 to 06 MAY 2010

VORTAC MAF	APP CRS	Rwy Idg	5022
114.8	239°	TDZE	2800
Chan 95		Apt Elev	2803

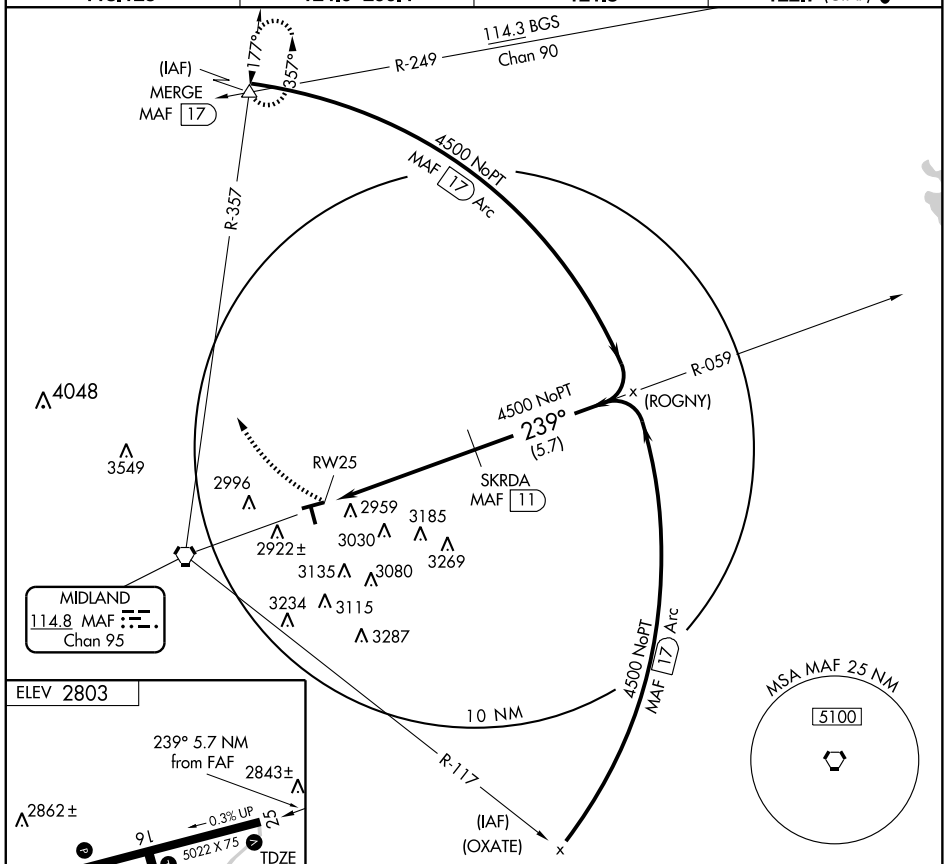
VOR/DME or GPS RWY 25

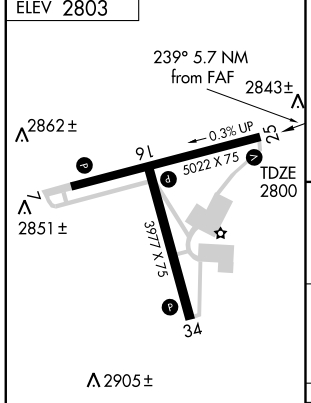
MIDLAND AIRPARK (MDD)

T NA — Use Midland Intl altimeter setting.

MISSED APPROACH: Climbing right turn to 4500 via MAF R-357 to MERGE Int/17 DME and hold.

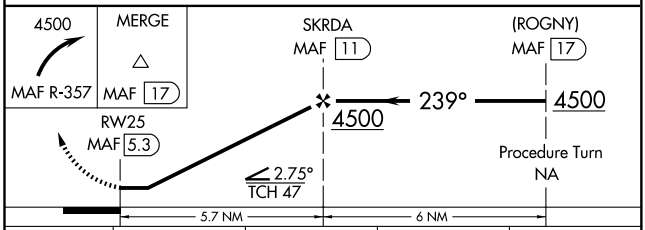
AWOS-3	MIDLAND APP CON ★	CLNC DEL	UNICOM
118.125	124.6 290.4	121.8	122.7 (CTAF) L





MIRL Rwys 7-25 and 16-34 L

Knots	60	90	120	150	180
Min:Sec					



CATEGORY	A	B	C	D
S-25	3400-1	600 (600-1)	3400-1½ 600 (600-1½)	3400-1¾ 600 (600-1¾)
CIRCLING	3400-1	597 (600-1)	3400-1½ 597 (600-1½)	3700-3 897 (900-3)

SC-3, 08 APR 2010 to 06 MAY 2010

VORTAC MAF	APP CRS	Rwy Idg	N/A
114.8	061°	TDZE	N/A
Chan 95		Apt Elev	2802

VOR or GPS-A

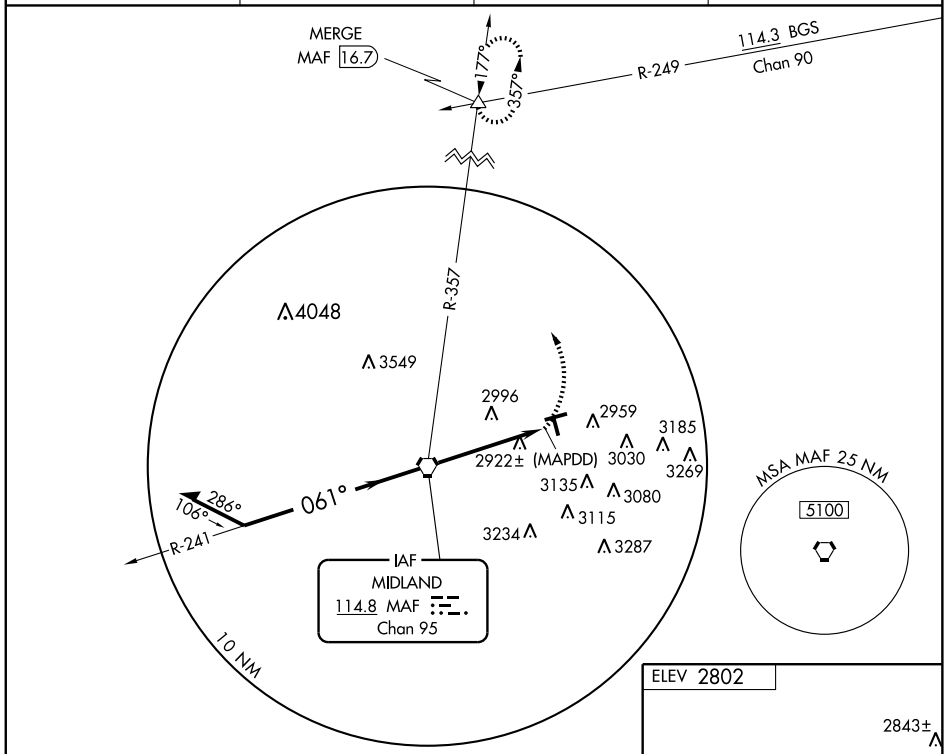
MIDLAND AIRPARK (MDD)

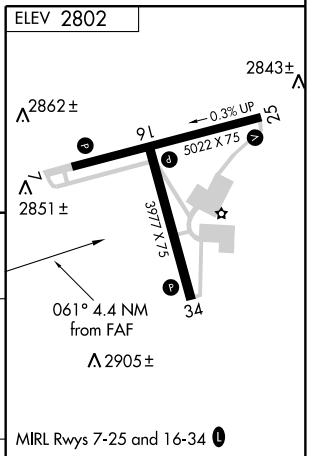
T
NA

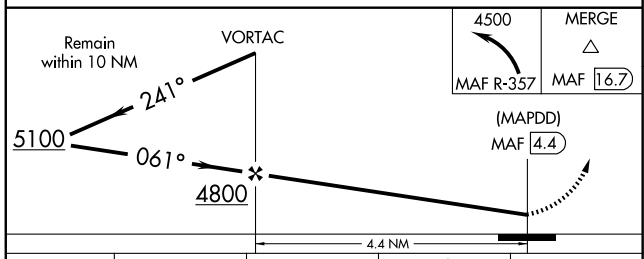
Use Midland Intl altimeter setting.

MISSED APPROACH: Climbing left turn to 4500 via MAF R-357 to MERGE Int and hold.

AWOS-3	MIDLAND APP CON ★	CLNC DEL	UNICOM
118.125	124.6 290.4	121.8	122.7 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	3380-1	578 (600-1)	3380-1½ 578 (600-1½)	3700-3 898 (900-3)

FAF to MAP 4.4 NM					
Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

SC-3, 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	4999
CH 62814	358°	TDZE	703
W36A		Apt Elev	726

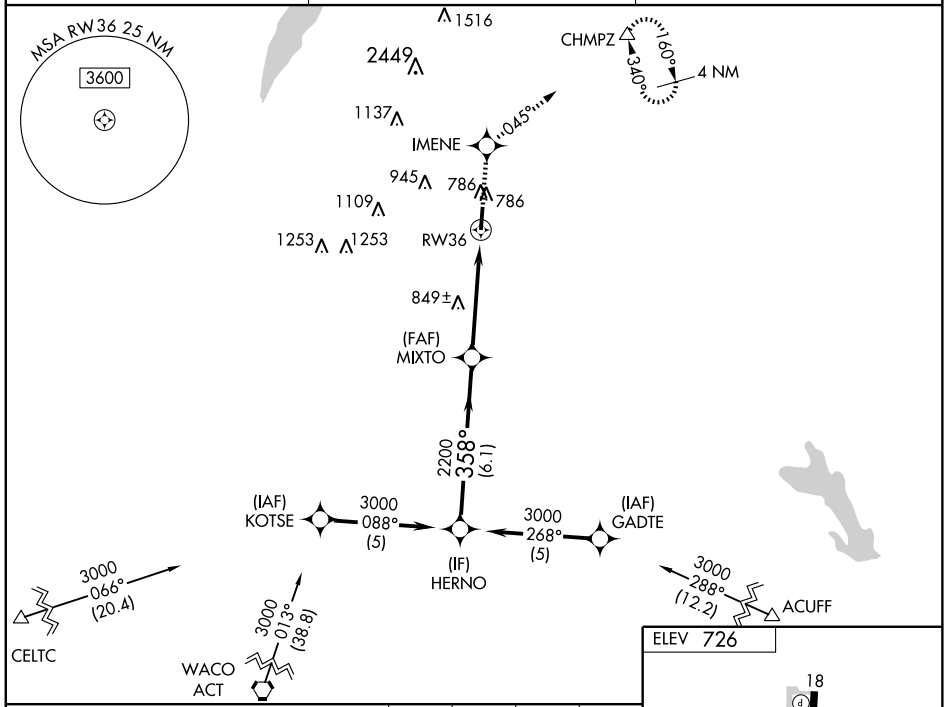
RNAV (GPS) RWY 36

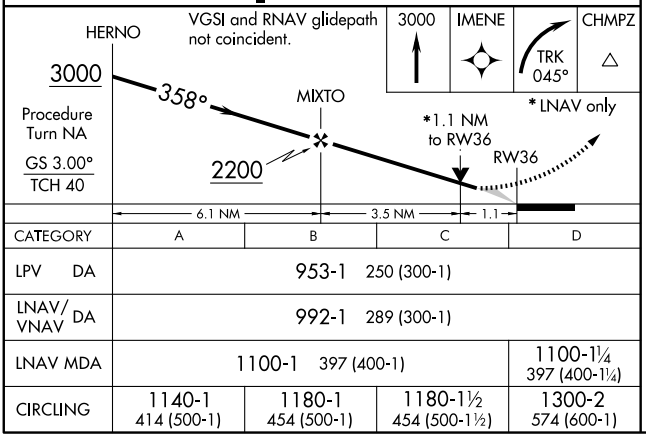
MIDLOTHIAN/WAXAHACHIE/MID-WAY RGNL (JWY)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (117°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Dallas Love Field altimeter setting and increase all DA 88 feet and all MDA 100 feet, increase LPV all Cats visibility ¼ mile, LNAV/VNAV all Cats visibility ½ mile, LNAV Cats C and D visibility ¼ mile, Circling Cat D visibility ¼ mile. Baro-VNAV and VDP NA when using Dallas Love Field altimeter setting.

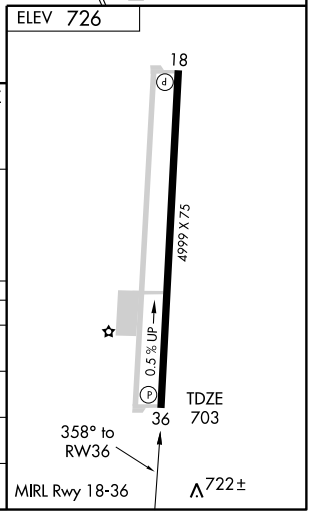
MISSED APPROACH: Climb to 3000 direct IMENE and right turn via track 045° to CHMPZ and hold, continue climb-in-hold to 3000.

AWOS-3	REGIONAL APP CON	UNICOM
119.575	125.2 343.65	122.975 (CTAF)





CATEGORY	A	B	C	D
LPV DA	953-1 250 (300-1)			
LNAV/VNAV DA	992-1 289 (300-1)			
LNAV MDA	1100-1 397 (400-1)			1100-1¼ 397 (400-1¼)
CIRCLING	1140-1 414 (500-1)	1180-1 454 (500-1)	1180-1½ 454 (500-1½)	1300-2 574 (600-1)



VOR/DME UIM	APP CRS	Rwy Idg	N/A
114.0	203°	TDZE	N/A
Chan 87		Apt Elev	429

VOR/DME-A

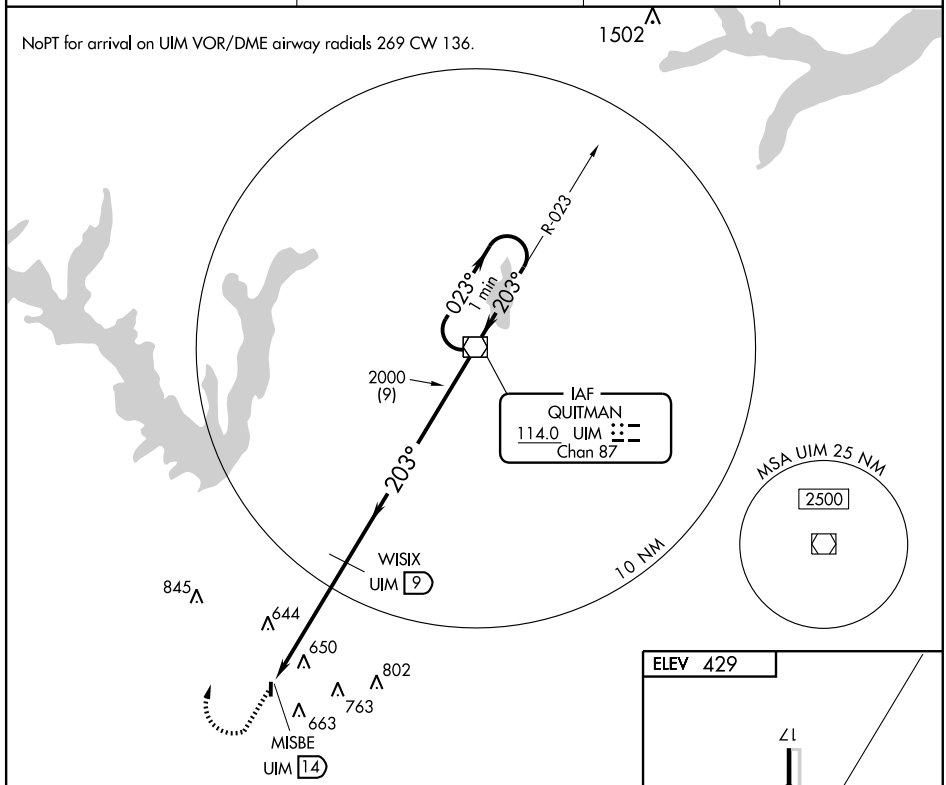
MINEOLA WISENER FIELD (3F9)

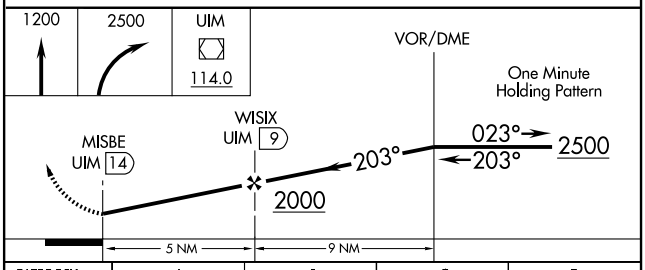
⚠ NA Use Tyler Pounds Rgnl altimeter setting; if not received, use East Texas Rgnl altimeter setting and increase all MDAs 40 feet.

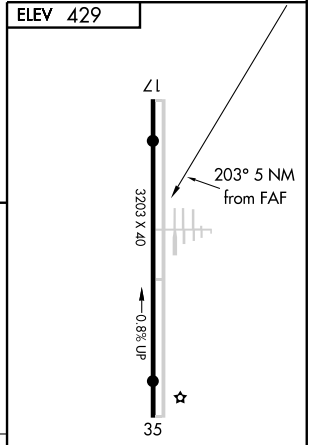
MISSED APPROACH: Climb to 1200 then climbing right turn to 2500 direct UIM VOR/DME and hold.

TYLER POUNDS RGNL ATIS ★	EAST TEXAS RGNL ATIS ★	LONGVIEW APP CON ★	UNICOM
126.25	119.65	128.75 379.15	122.8 (CTAF) L

NoPT for arrival on UIM VOR/DME airway radials 269 CW 136.







CATEGORY	A	B	C	D
CIRCLING	1040-1	611 (700-1)	1040-1¾ 611 (700-1¾)	NA

LIRL Rwy 17-35 L

SC-2, 08 APR 2010 to 06 MAY 2010

MINEOLA/QUITMAN, TEXAS

AL-6800 (FAA)

APP CRS	Rwy Idg	4001
176°	TDZE	421
	Apt Elev	433

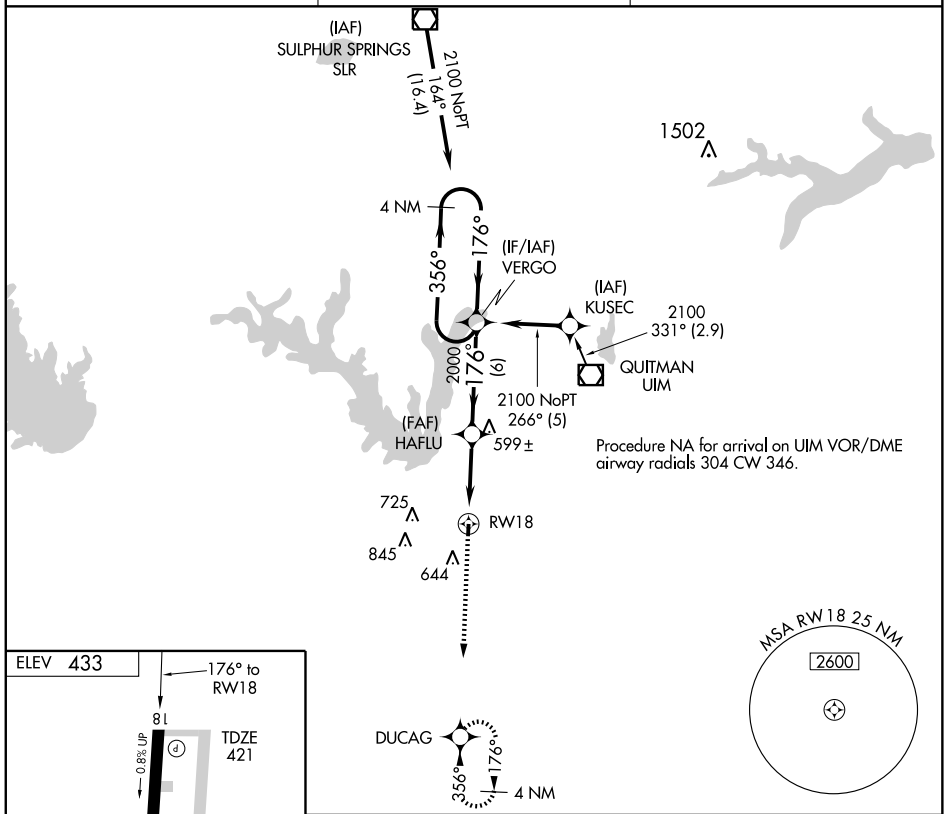
RNAV (GPS) RWY 18

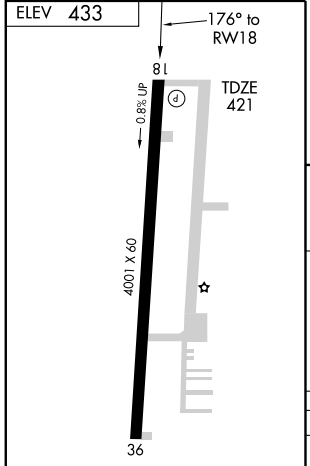
MINEOLA/ WOOD COUNTY (JDD)

DME/DME RNP-0.3 NA.

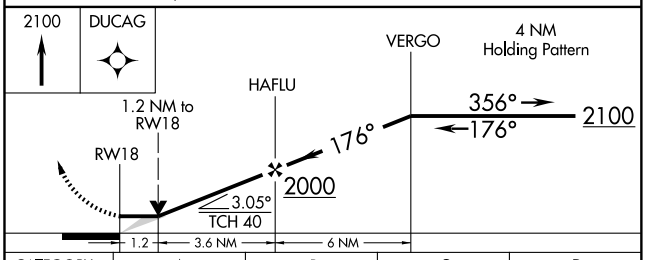
MISSED APPROACH: Climb to 2100 direct DUCAG and hold.

AWOS-3	LONGVIEW APP CON ★	UNICOM
118.9	128.75 379.15	122.8 (CTAF) L





MIRL Rwy 18-36 L



CATEGORY	A	B	C	D
LNAV MDA	820-1 399 (400-1)			NA
CIRCLING	920-1 487 (500-1)	940-1 507 (600-1)	1000-1½ 567 (600-1½)	NA

SC-2, 08 APR 2010 to 06 MAY 2010

MINEOLA/QUITMAN, TEXAS

AL-6800 (FAA)

APP CRS	Rwy Idg	4001
356°	TDZE	433
	Apt Elev	433

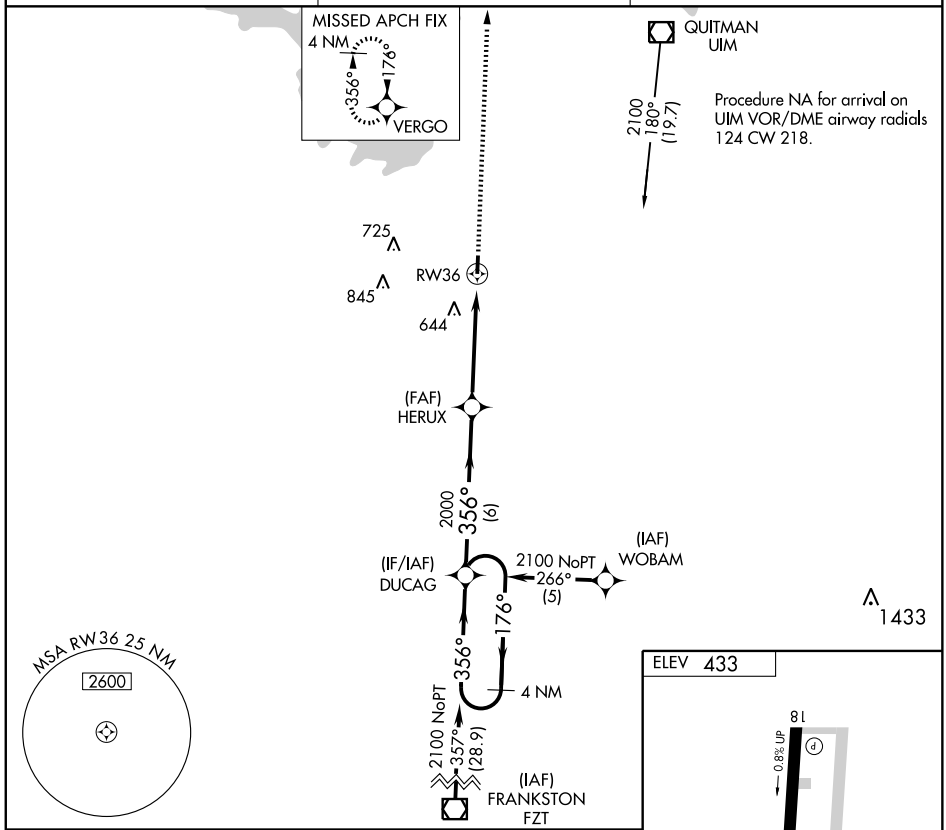
RNAV (GPS) RWY 36

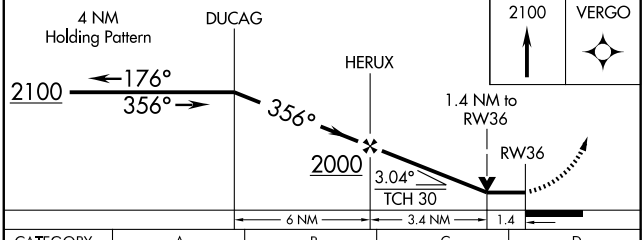
MINEOLA/ WOOD COUNTY (JDD)

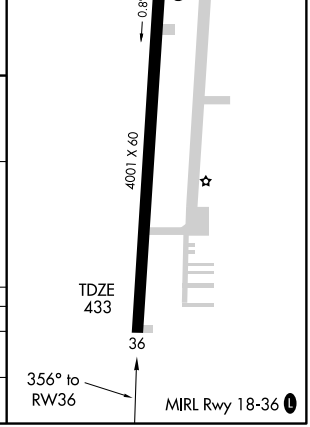
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2100 direct VERGO and hold.

AWOS-3	LONGVIEW APP CON ★	UNICOM
118.9	128.75 379.15	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	920-1 487 (500-1)		920-1¼ 487 (500-1¼)	NA
CIRCLING	920-1 487 (500-1)	940-1 507 (600-1)	1000-1½ 567 (600-1½)	NA

SC-2, 08 APR 2010 to 06 MAY 2010

VOR/DME UIM 114.0 Chan 87	APP CRS 210°	Rwy Idg N/A TDZE N/A Apt Elev 433

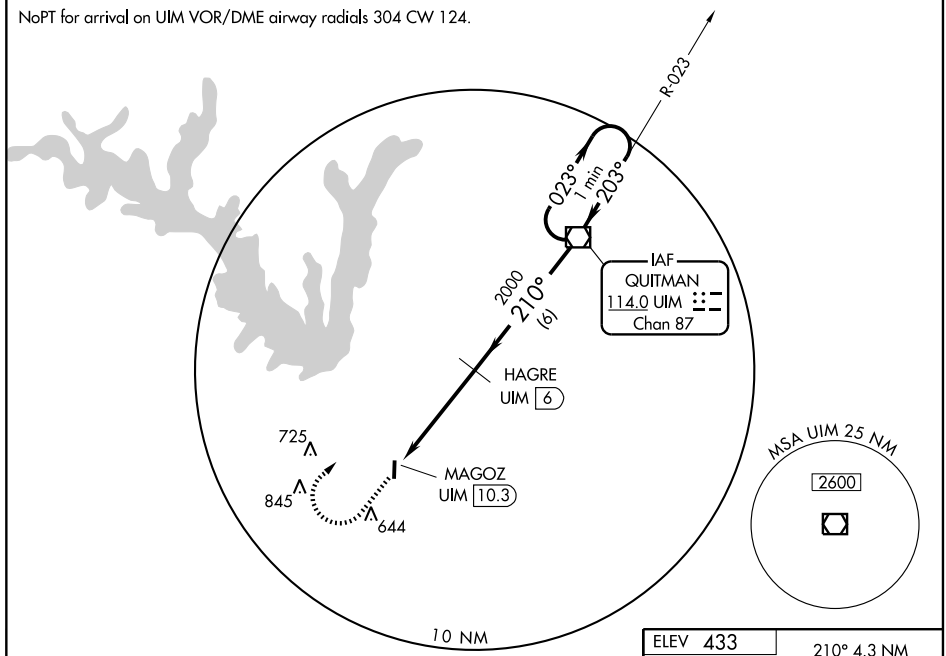
VOR/DME-B

MINEOLA/ WOOD COUNTY (JDD)

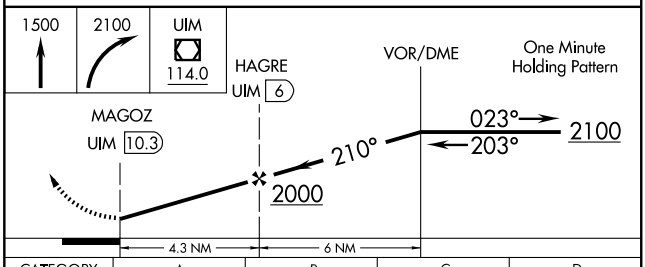
MISSED APPROACH: Climb to 1500 then climbing right turn to 2100 direct UIM VOR/DME and hold.

AWOS-3	LONGVIEW APP CON ★	UNICOM
118.9	128.75 379.15	122.8 (CTAF) L

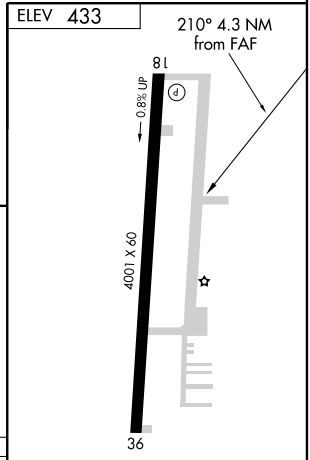
NoPT for arrival on UIM VOR/DME airway radials 304 CW 124.



1078



CATEGORY	A	B	C	D
CIRCLING	980-1 547 (600-1)		1000-1½ 567 (600-1½)	NA



MIRL Rwy 18-36 L

SC-2, 08 APR 2010 to 06 MAY 2010

APP CRS		
312°	Rwy Idg	5596
	TDZE	974
	Apt Elev	974

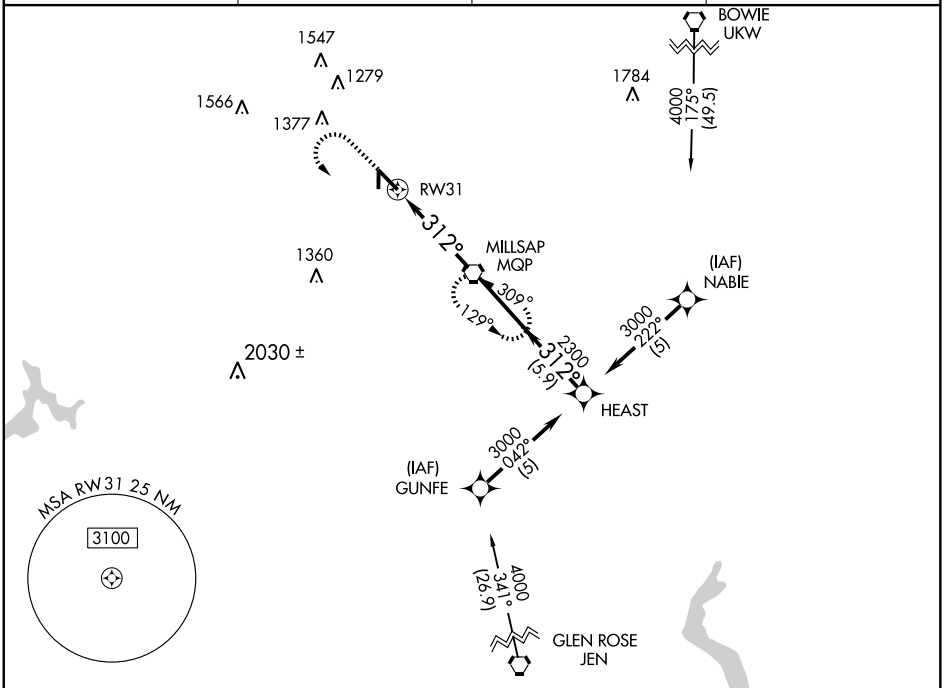
GPS RWY 31

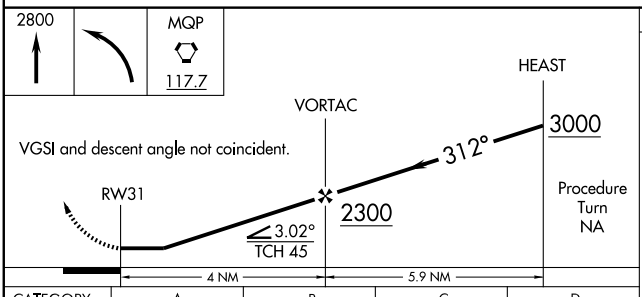
MINERAL WELLS (MWL)

Obtain local altimeter setting on CTAF; when not received, use Fort Worth Meacham altimeter setting.

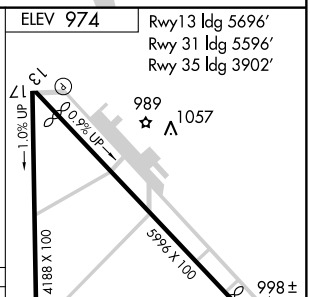
MISSED APPROACH: Climb to 2800, then left turn direct MQP VORTAC and hold.

ASOS	FORT WORTH CENTER	GCO	UNICOM
135.075	127.0 360.6	121.725	122.725 (CTAF) L





CATEGORY	A	B	C	D
S-31	1300-1 326 (400-1)			
CIRCLING	1420-1 446 (500-1)	1440-1 466 (500-1)	1440-1½ 466 (500-1½)	1540-2 566 (600-2)
FORT WORTH MEACHAM INTL ALTIMETER SETTING MINIMUMS				
S-31	1420-1 446 (500-1)		1420-1¼ 446 (500-1¼)	1420-1½ 446 (500-1½)
CIRCLING	1540-1 566 (600-1)		1540-1½ 566 (600-1½)	1580-2 606 (700-2)



MIRL Rwy 17-35
MIRL Rwy 13-31 L

SC-2, 08 APR 2010 to 06 MAY 2010

LOC/DME I-VMH	APP CRS	Rwy Idg	5596
109.55	310°	TDZE	974
Chan 32 (Y)		Apt Elev	974

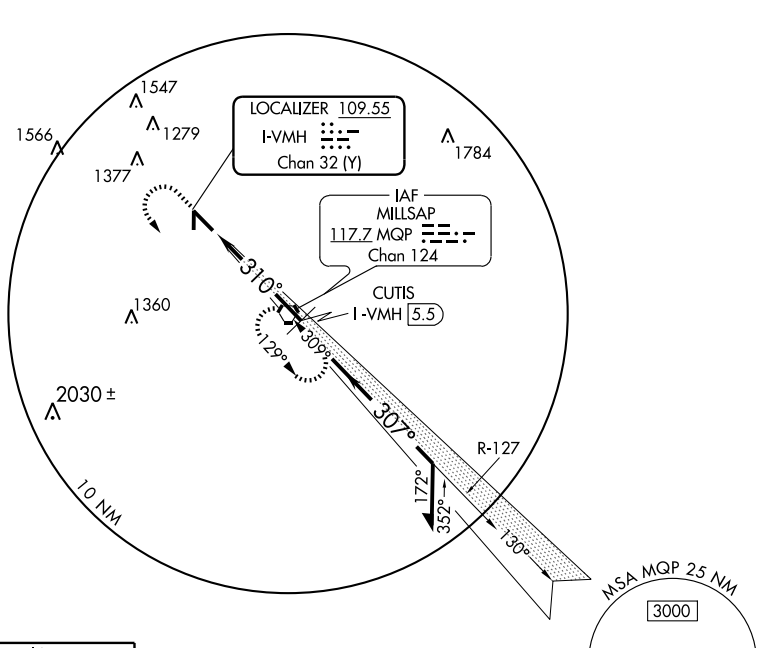
ILS or LOC/DME RWY 31

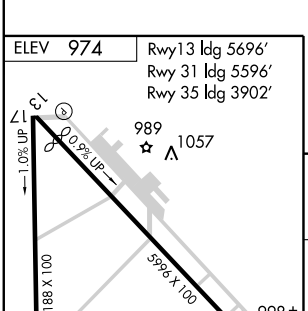
MINERAL WELLS (MWL)

NA

MISSED APPROACH: Climb to 1500 then climbing left turn to 3000 direct MQP VORTAC and hold.

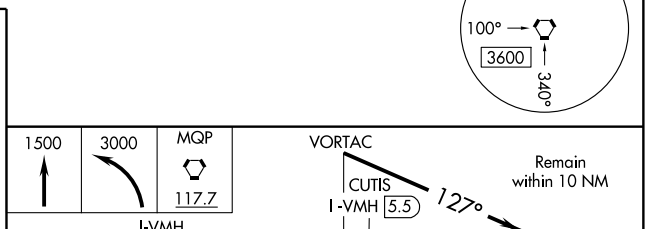
ASOS	FORT WORTH CENTER	GCO	UNICOM
135.075	127.0 360.6	121.725	122.725 (CTAF) L





MIRL Rwy 17-35
MIRL Rwy 13-31 L

Knots	60	90	120	150	180
Min:Sec					



CATEGORY	A	B	C	D
S-ILS 31	1174-¾ 200 (200-¾)			
S-LOC 31	1340-1 366 (400-1)			1340-1¼ 366 (400-1¼)
CIRCLING	1420-1 446 (500-1)	1440-1 466 (500-1)	1440-1½ 466 (500-1½)	1540-2 566 (600-2)

SC-2, 08 APR 2010 to 06 MAY 2010

VORTAC MQP 117.7 Chan 124	APP CRS 309°	Rwy Idg 5596 TDZE 974 Apt Elev 974

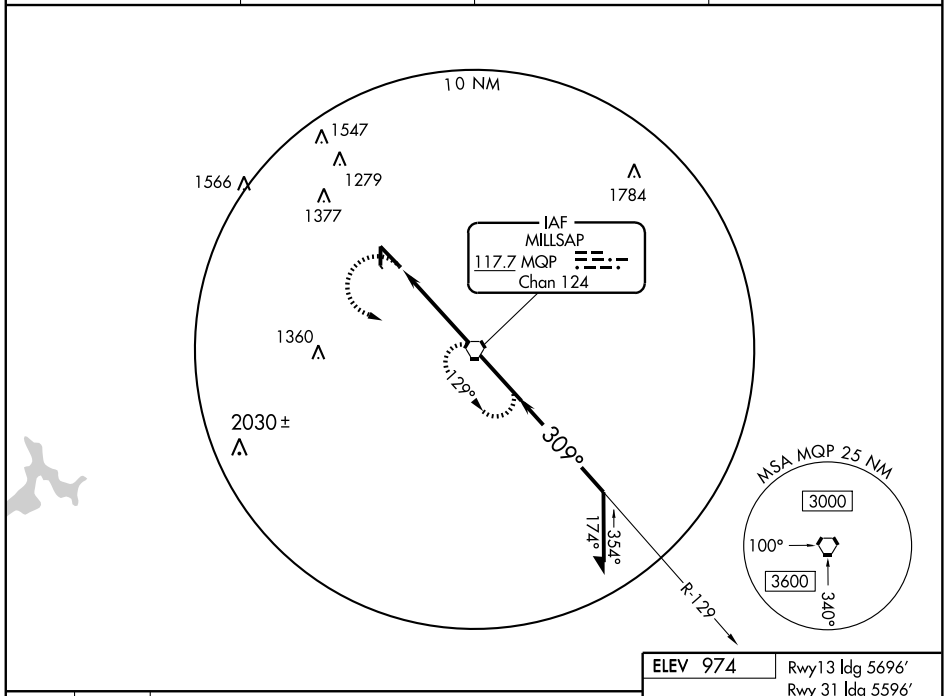
VOR RWY 31
MINERAL WELLS (MWL)

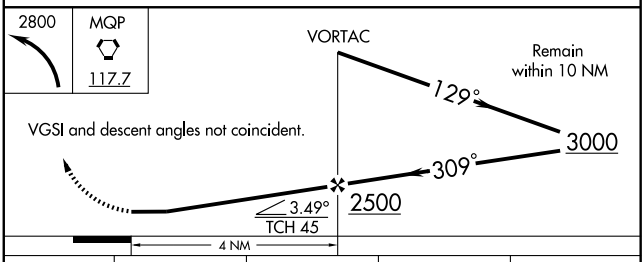
Obtain local altimeter settting on CTAF; when not received, use Fort Worth Meacham altimeter setting.

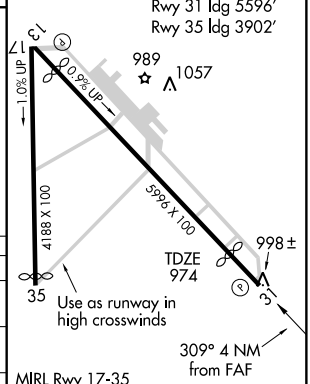
NA

MISSED APPROACH: Climbing left turn to 2800 direct MQP VORTAC and hold.

ASOS	FORT WORTH CENTER	GCO	UNICOM
135.075	127.0 360.6	121.725	122.725 (CTAF) L







CATEGORY	A	B	C	D
S-31	1340-1 366 (400-1)			1340-1¼ 366 (400-1¼)
CIRCLING	1420-1 446 (500-1)	1440-1 466 (500-1)	1440-1½ 466 (500-1½)	1540-2 566 (600-2)
FORT WORTH MEACHAM INTL ALTIMETER SETTING MINIMUMS				
S-31	1460-1 486 (500-1)		1460-1¼ 486 (500-1¼)	1460-1½ 486 (500-1½)
CIRCLING	1540-1 566 (600-1)		1540-1½ 566 (600-1½)	1580-2 606 (700-2)

FAF to MAP 4 NM					
Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20

SC-2, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	4268
118°	TDZE	2609
	Apt Elev	2615

GPS RWY 12

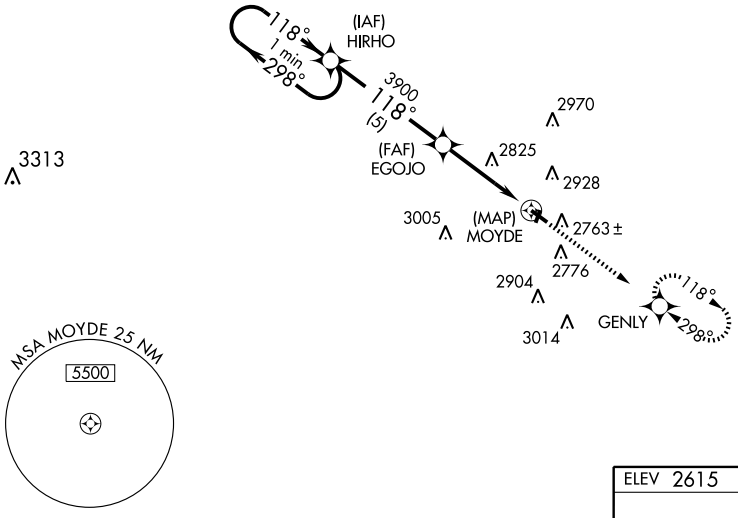
MONAHANS/ROY HURD MEMORIAL (E∅1)

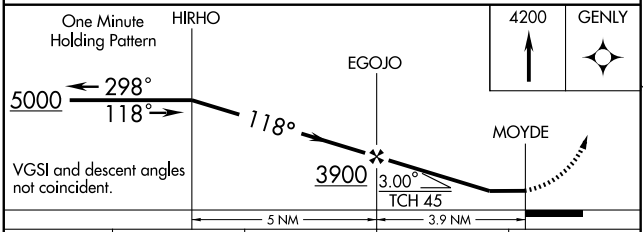
Obtain local altimeter setting on CTAF; if not received, use Wink altimeter setting, when neither available procedure not authorized.

NA

MISSED APPROACH: Climb to 4200 direct GENLY WP and hold.

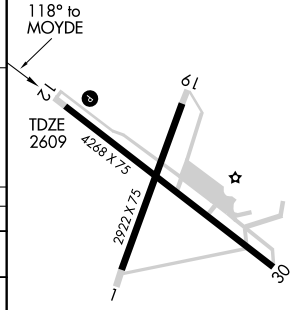
FORT WORTH CENTER	UNICOM
133.1 298.95	122.8 (CTAF) L





CATEGORY	A	B	C	D
S-12	3140-1 531 (600-1)		3140-1½ 531 (600-1½)	NA
CIRCLING	3300-1 685 (700-1)		3300-2 685 (700-2)	NA
	WINK ALTIMETER SETTING MINIMUMS			
S-12	3200-1 591 (600-1)		3200-1½ 591 (600-1½)	NA
CIRCLING	3360-1 745 (800-1)	3360-1¼ 745 (800-1¼)	3360-2¼ 745 (800-2¼)	NA

ELEV 2615



MIRL Rwys 1-19 and 12-30 L

SC-3, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	4268
298°	TDZE	2613
	Apt Elev	2615

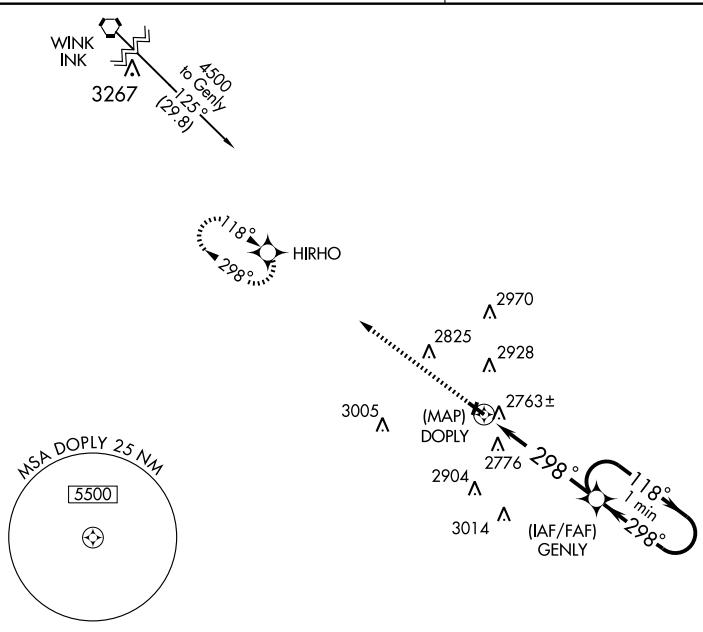
GPS RWY 30

MONAHANS/ROY HURD MEMORIAL (EØ1)

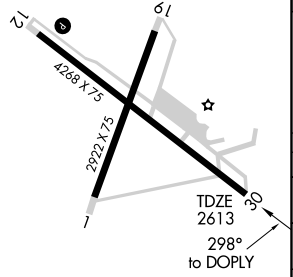
Obtain local altimeter setting on CTAF; if not received, use Wink altimeter setting, when neither available procedure not authorized.

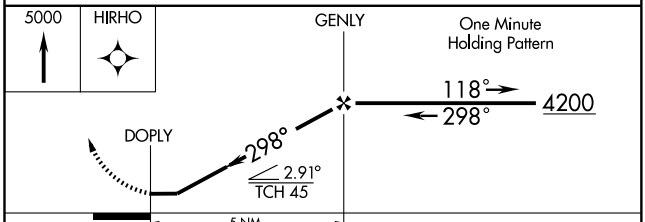
MISSED APPROACH: Climb to 5000 direct HIRHO WP and hold.

FORT WORTH CENTER	UNICOM
133.1 298.95	122.8 (CTAF) L



ELEV 2615





CATEGORY	A	B	C	D
S-30	3080-1 467 (500-1)		3080-1¼ 467 (500-1¼)	NA
CIRCLING	3300-1 685 (700-1)		3300-2 685 (700-2)	NA
	WINK ALTIMETER SETTING MINIMUMS			
S-30	3140-1 527 (600-1)		3140-1½ 527 (600-1½)	NA
CIRCLING	3360-1 745 (800-1)	3360-1¼ 745 (800-1¼)	3360-2¼ 745 (800-2¼)	NA

MIRL Rwys 1-19 and 12-30 L

SC-3, 08 APR 2010 to 06 MAY 2010

MONAHANS, TEXAS

AL-6748 (FAA)

VORTAC INK	APP CRS	Rwy Idg	4268
112.1	125°	TDZE	2609
Chan 58		Apt Elev	2615

VOR/DME RWY 12

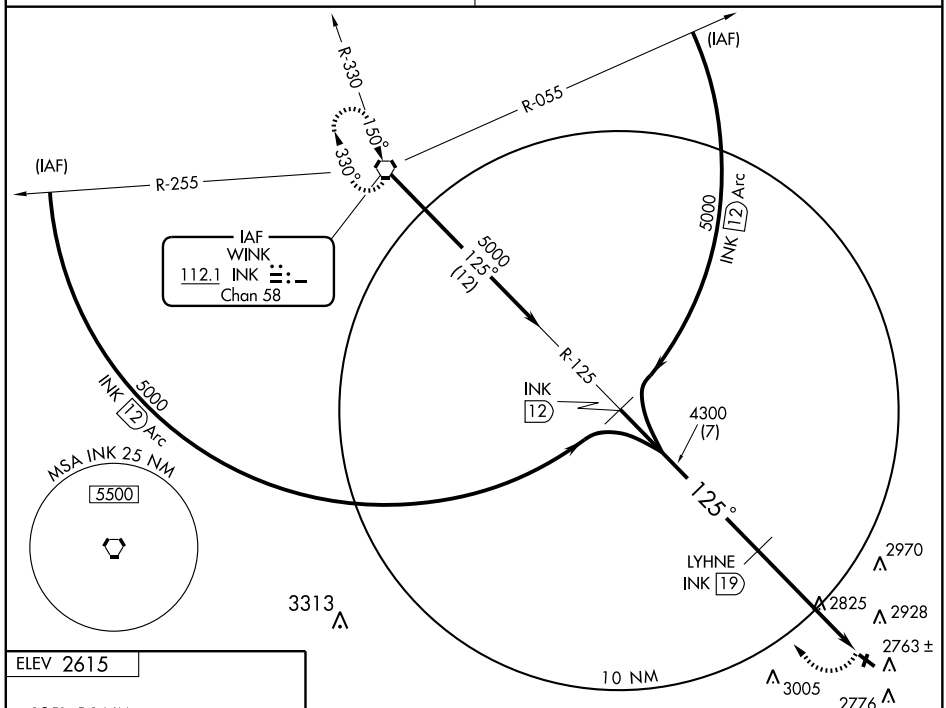
MONAHANS/ROY HURD MEMORIAL (EØ1)

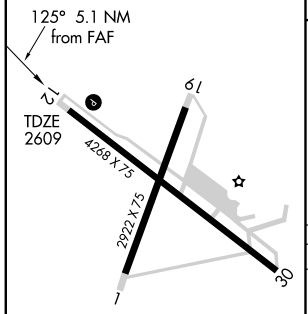
Obtain local altimeter setting on CTAF; if not received, use Wink altimeter setting, when neither available procedure not authorized.

NA

MISSED APPROACH: Climbing right turn to 5000 direct INK VORTAC and hold.

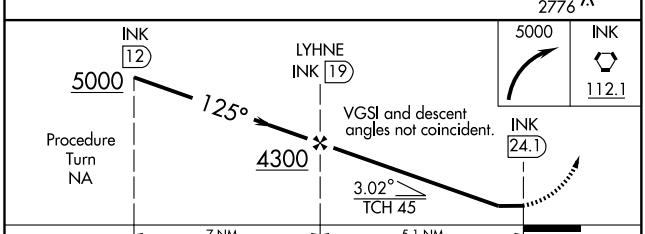
FORT WORTH CENTER	UNICOM
133.1 298.95	122.8 (CTAF) L





MIRL Rwys 1-19 and 12-30 L

Knots	60	90	120	150	180
Min:Sec					



CATEGORY	A	B	C	D
S-12	3340-1 731 (800-1)	3340-1¼ 731 (800-1¼)	3340-2 731 (800-2)	NA
CIRCLING	3340-1 725 (800-1)	3340-1¼ 725 (800-1¼)	3340-2 725 (800-2)	NA
WINK ALTIMETER SETTING MINIMUMS				
S-12	3400-1 791 (800-1)	3400-1¼ 791 (800-1¼)	3400-2¼ 791 (800-2¼)	NA
CIRCLING	3400-1 785 (800-1)	3400-1¼ 785 (800-1¼)	3400-2¼ 785 (800-2¼)	NA

SC-3, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	6003
168°	TDZE	364
	Apt Elev	364

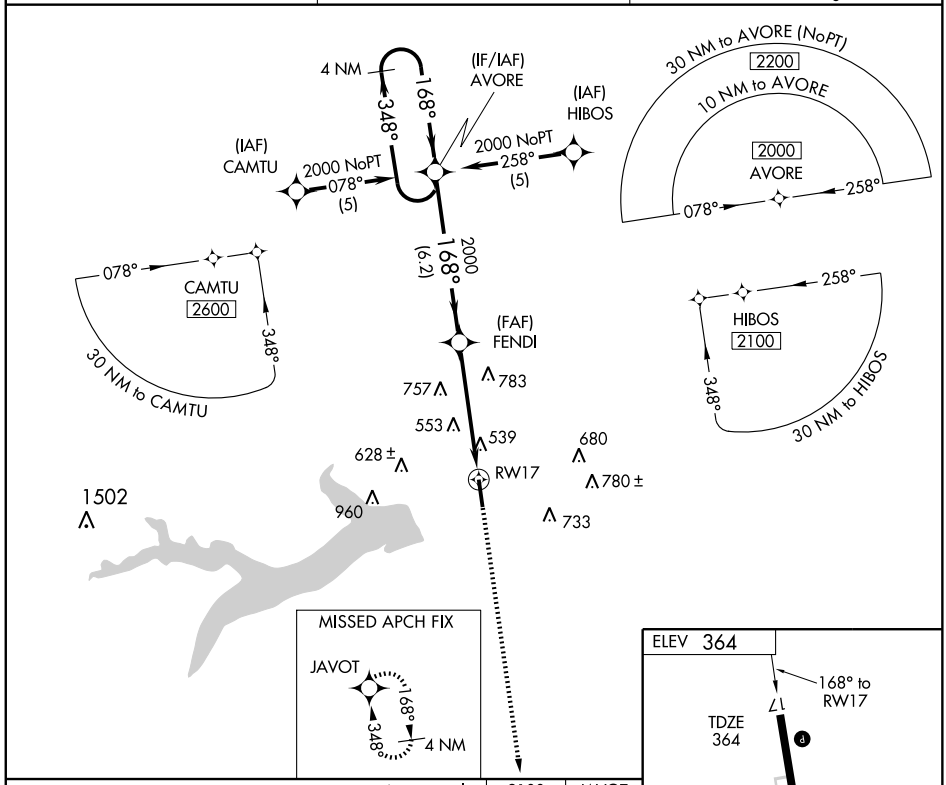
RNAV (GPS) RWY 17

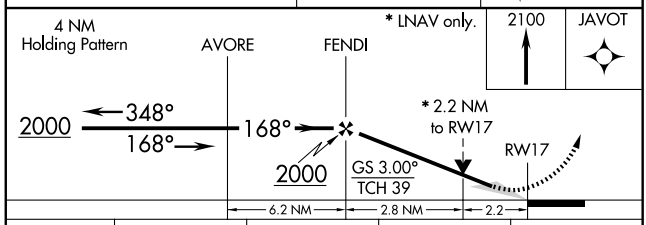
MOUNT PLEASANT RGNL (OSA)

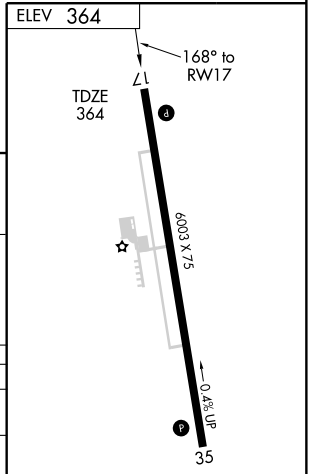
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Paris altimeter setting and increase all DA/MDA 120 feet, increase LNAV/VNAV visibilities ¼ mile all Cats, LNAV visibilities ½ mile all Cats, and circling visibilities ½ mile all Cats. VDP and Baro-VNAV NA when using Paris altimeter setting.

MISSED APPROACH: Climb to 2100 direct JAVOT and hold.

AWOS-3	FORT WORTH CENTER	UNICOM
119.775	132.85 360.75	122.7 (CTAF) L







CATEGORY	A	B	C	D
LNAV/ VNAV DA	890-2 526 (600-2)			
LNAV MDA	1100-1 736 (800-1)		1100-2 736 (800-2)	1100-2¼ 736 (800-2¼)
CIRCLING	1100-1 736 (800-1)		1100-2 736 (800-2)	1100-2¼ 736 (800-2¼)

REIL Rwys 17 and 35 L
MIRL Rwy 17-35 L

SC-2, 08 APR 2010 to 06 MAY 2010

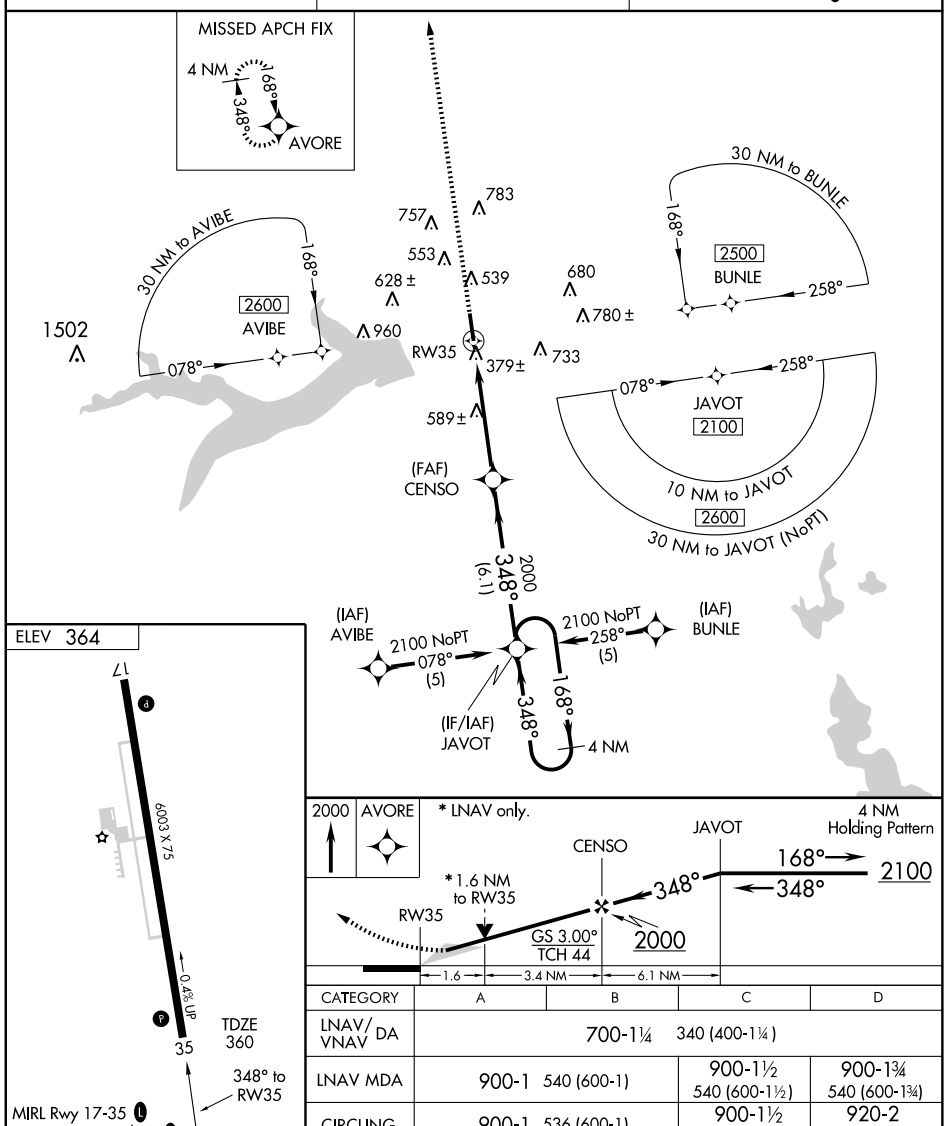
APP CRS	Rwy Idg	6003
348°	TDZE	360
	Apt Elev	364

RNAV (GPS) RWY 35
MOUNT PLEASANT RGNL (OSA)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Paris altimeter setting and increase all DA/MDA 120 feet, increase LNAV/VNAV visibilities ½ mile all Cats, LNAV visibilities ¼ mile all Cats and circling visibilities ¼ mile all Cats. VDP and Baro-VNAV NA when using Paris altimeter setting.

MISSED APPROACH: Climb to 2000 direct AVORE and hold.

AWOS-3	FORT WORTH CENTER	UNICOM
119.775	132.85 360.75	122.7 (CTAF) L



CATEGORY	A	B	C	D
LNAV/ VNAV DA	700-1¼	340 (400-1¼)		
LNAV MDA	900-1 540 (600-1)		900-1½ 540 (600-1½)	900-1¾ 540 (600-1¾)
CIRCLING	900-1 536 (600-1)		900-1½ 536 (600-1½)	920-2 556 (600-2)

SC-2, 08 APR 2010 to 06 MAY 2010

VOR/DME UIM 114.0 Chan 87	APP CRS 050°	Rwy Idg N/A TDZE N/A Apt Elev 364

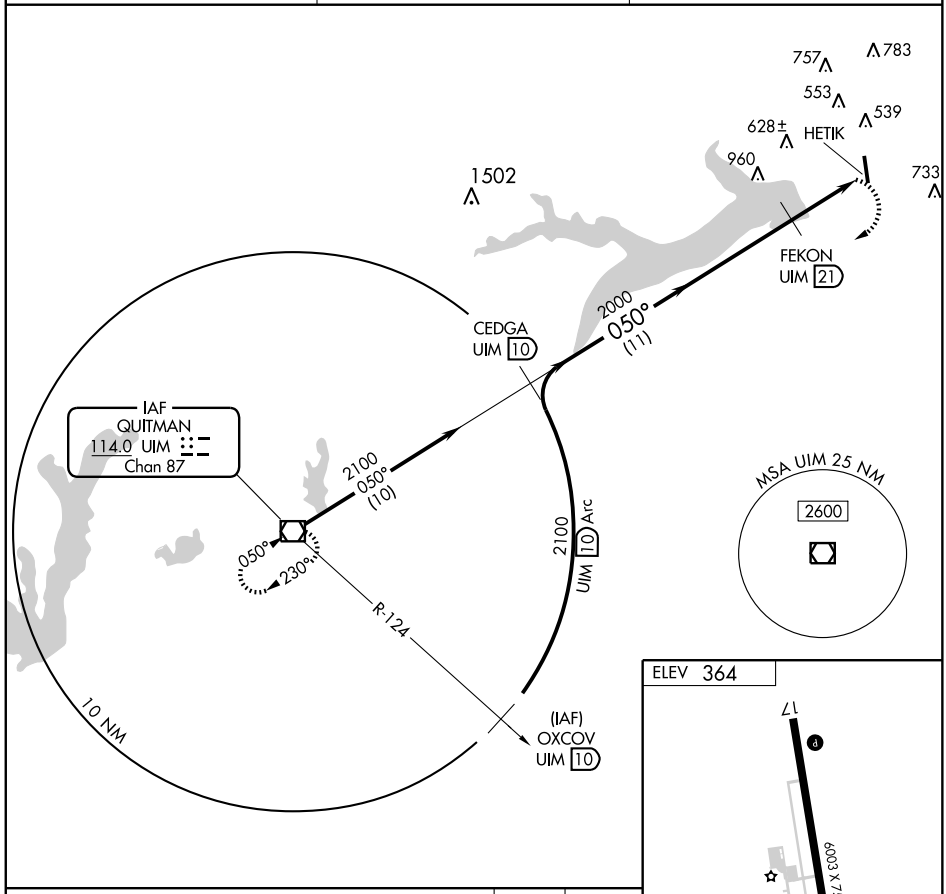
VOR/DME-A

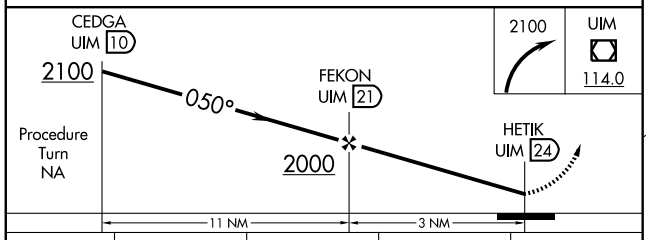
MOUNT PLEASANT RGNL (OSA)

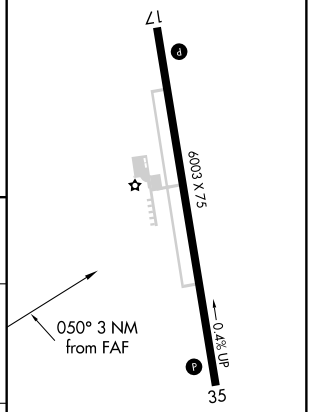
⚠ NA — When local altimeter setting not received, use Paris altimeter setting and increase MDA 120 feet, increase Cats C and D visibility ¼ mile.

MISSED APPROACH: Climbing right turn to 2100 direct UIM VOR/DME and hold.

AWOS-3	FORT WORTH CENTER	UNICOM
119.775	132.85 360.75	122.7 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	900-1 536 (600-1)	900-1 ¼ 536 (600-1 ¼)	900-1½ 536 (600-1½)	920-2 556 (600-2)

REIL Rwys 17 and 35 L
MIRL Rwy 17-35 L

SC-2, 08 APR 2010 to 06 MAY 2010

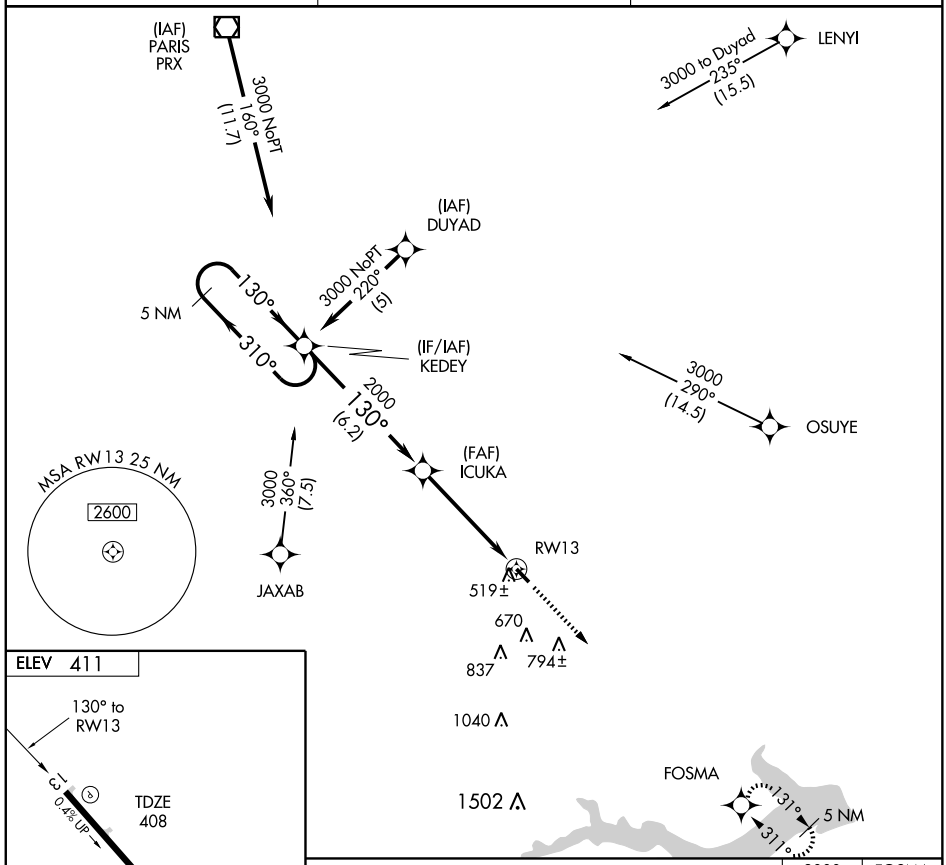
APP CRS	Rwy Idg	3900
130°	TDZE	408
	Apt Elev	411

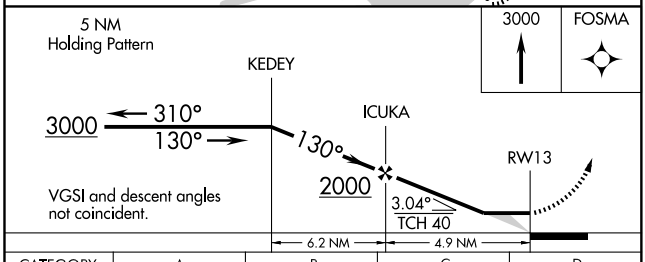
RNAV (GPS) RWY 13

MOUNT VERNON/ FRANKLIN COUNTY (F53)

⚠ NA — DME/DME RNP-0.3 NA. Use Mount Pleasant Rgnl altimeter setting; if not received, procedure NA. Procedure NA at night.	MISSED APPROACH: Climb to 3000 direct FOSMA and hold.

AWOS-3	FORT WORTH CENTER	UNICOM
MOUNT PLEASANT RGNL	132.85 360.75	123.0 (CTAF)
119.775		





CATEGORY	A	B	C	D
LNAV MDA	820-1 412 (500-1)		NA	
CIRCLING	940-1 529 (600-1)		NA	

SC-2, 08 APR 2010 to 06 MAY 2010

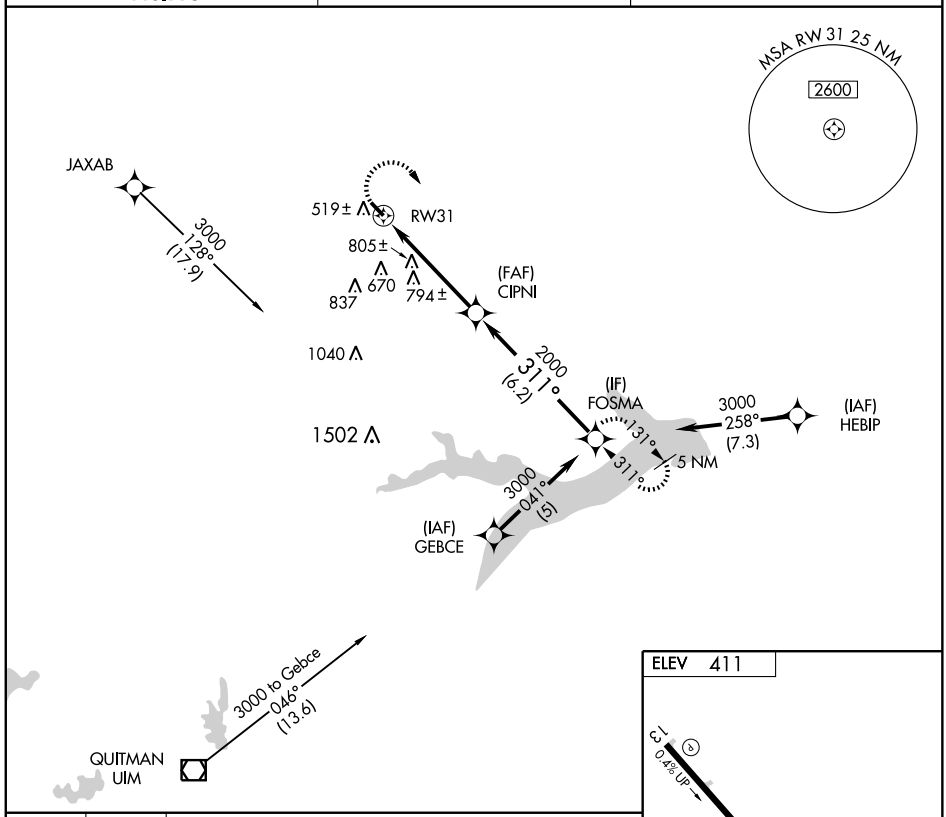
APP CRS	Rwy Idg	3900
311°	TDZE	411
	Apt Elev	411

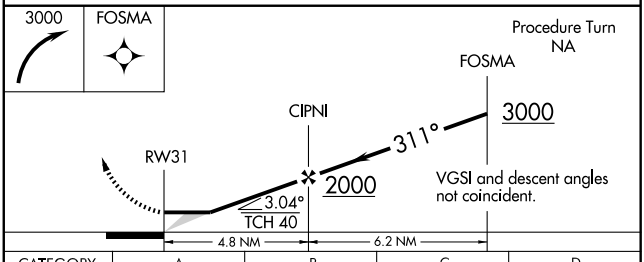
RNAV (GPS) RWY 31

MOUNT VERNON/ FRANKLIN COUNTY (F53)

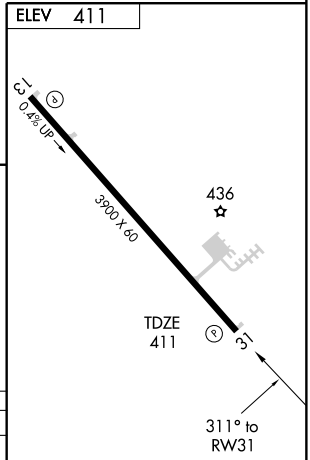
⚠ NA	DME/DME RNP-0.3 NA. Use Mount Pleasant Rgnl altimeter setting; if not received, procedure NA. Procedure NA at night.	MISSED APPROACH: Climbing right turn to 3000 direct FOSMA and hold.

AWOS-3	FORT WORTH CENTER	UNICOM
MOUNT PLEASANT RGNL	132.85 360.75	123.0 (CTAF)
119.775		





CATEGORY	A	B	C	D
LNAV MDA	1160-1 749 (800-1)	1160-1¼ 749 (800-1¼)	NA	
CIRCLING	1160-1 749 (800-1)	1160-1¼ 749 (800-1¼)	NA	



MIRL Rwy 13-31

SC-2, 08 APR 2010 to 06 MAY 2010

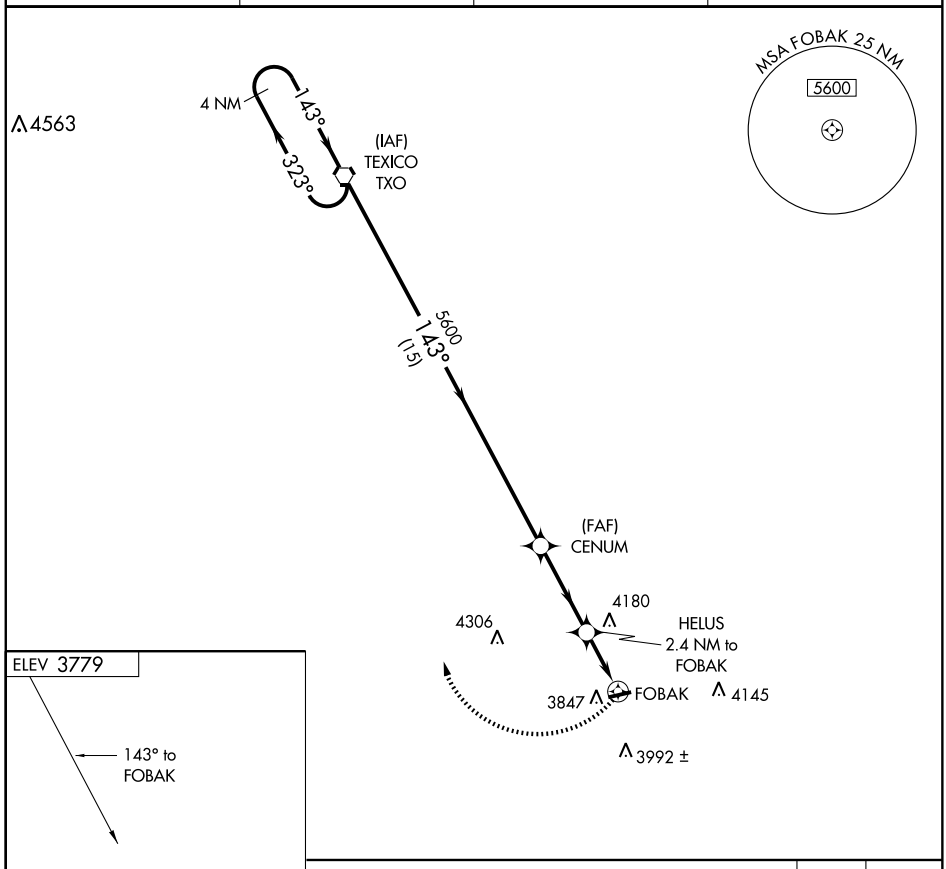
APP CRS	Rwy Idg	N/A
143°	TDZE	N/A
	Apt Elev	3779

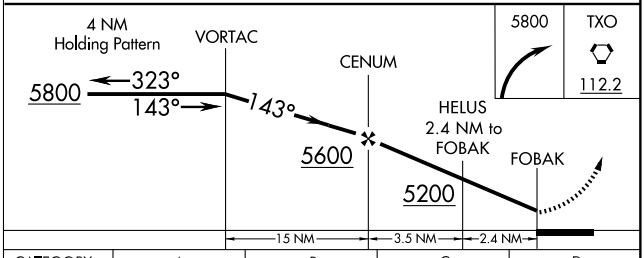
RNAV (GPS)-B

MULESHOE MUNI (2T1)

NA	Use Clovis Municipal altimeter setting; if not received, procedure not authorized.	MISSED APPROACH: Climbing right turn to 5800 direct TXO VORTAC and hold.

CLOVIS MUNI AWOS-3	FORT WORTH CENTER	CTAF	
135.375	126.45 316.1	122.9	122.8 (L)





CATEGORY	A	B	C	D
CIRCLING	4360-1 581 (600-1)	4380-1 601 (700-1)	4380-1¾ 601 (700-1¾)	NA

MIRL Rwy 7-25 (L)

SC-2, 08 APR 2010 to 06 MAY 2010

VORTAC TXO	APP CRS	Rwy Idg	N/A
112.2	141°	TDZE	N/A
Chan 59		Apt Elev	3779

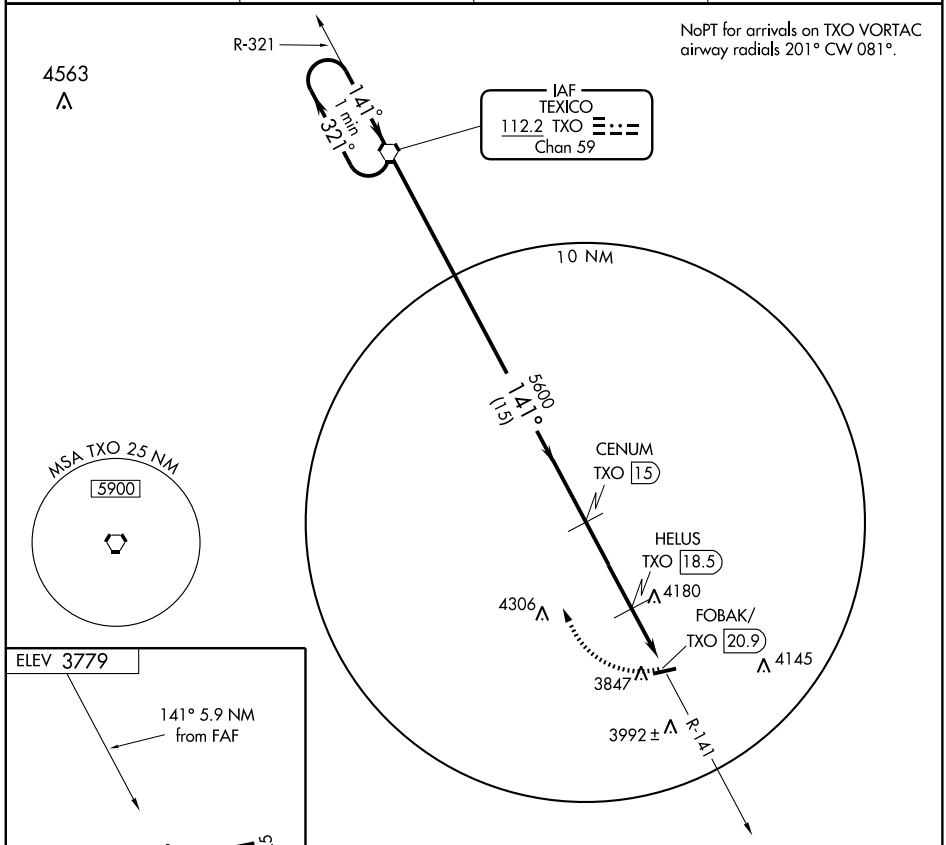
VOR/DME-A
MULESHOE MUNI (2T1)

⚠ NA Use Clovis Muni altimeter setting; if not received, procedure not authorized.

MISSED APPROACH: Climbing right turn to 5800 direct TXO VORTAC and hold.

CLOVIS MUNI AWOS-3	FORT WORTH CENTER	CTAF	122.8 L
135.375	126.45 316.1	122.9	

NoPT for arrivals on TXO VORTAC airway radials 201° CW 081°.



Knots	60	90	120	150	180
Min:Sec					

CATEGORY	A	B	C	D
CIRCLING	4360-1 581 (600-1)	4380-1 601 (700-1)	4380-1¾ 601 (700-1¾)	NA

SC-2, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	5000
356°	TDZE	343
	Apt Elev	355

GPS RWY 36

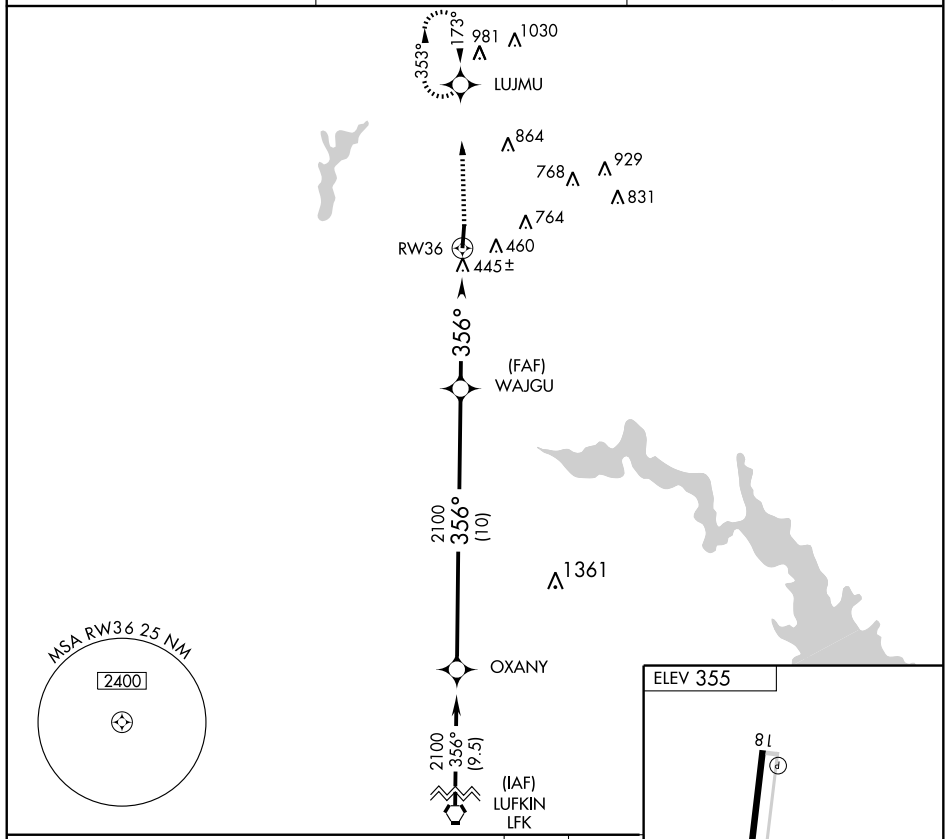
NACOGDOCHES/ A. L. MANGHAM JR. RGNL (OCH)

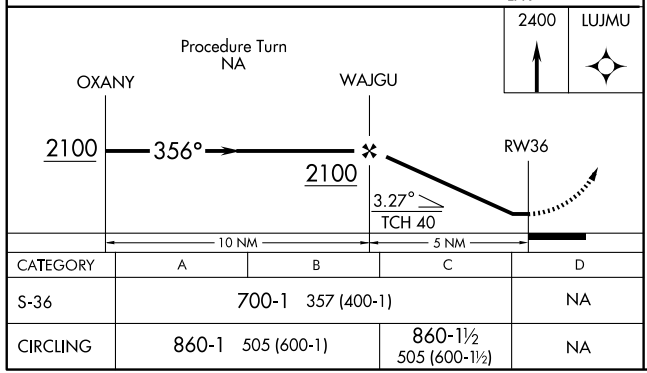
NA

MALSR

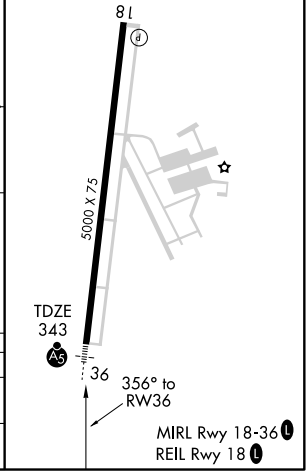
MISSED APPROACH: Climb to 2400 direct LUJMU and hold.

AWOS-3	HOUSTON CENTER	UNICOM
135.625	125.17 285.57	123.0 (CTAF) L





CATEGORY	A	B	C	D
S-36	700-1 357 (400-1)			NA
CIRCLING	860-1 505 (600-1)		860-1½ 505 (600-1½)	NA



SC-5, 08 APR 2010 to 06 MAY 2010

LOC/DME I-OCH	APP CRS	Rwy Idg	5000
111.5	359°	TDZE	343
Chan 52		Apt Elev	355

ILS or LOC RWY 36

NACOGDOCHES/A. L. MANGHAM JR. RGNL (OCH)

NA — If local altimeter setting not received, use Angelina County altimeter setting and increase all DAs/MDAs 60 feet. VDP NA when using Angelina County altimeter setting. ADF required.

MALSR

MISSED APPROACH: Climb to 1000 then climbing left turn to 2100 direct NADOS NDB/I-OCH 6.1 DME and hold.

AWOS-3	HOUSTON CENTER	UNICOM
135.625	125.17 285.57	123.0 (CTAF) L

ADF OR DME REQUIRED

ARMOR LFK 28

2100 to NDB 172° (8.7)

CATEB I-OCH 2.6

LOCALIZER 111.5 I-OCH Chan 52

IAF NADOS 253 OC I-OCH 6.1

179° 1 min 359°

359°

563± 509± 433± 460 764 768 864 929 831

MSA OC 25 NM 2400

10 NM

ENROUTE FACILITIES

R-352

2100 359° (7.4)

(IF) MAFIE I-OCH 13.5

1361

2400 NoPT LFK 12 Arc

LR-002

179°

IAF LUFKIN 112.1 LFK Chan 58

2200 NoPT 352° (12)

(IAF) BODTA

R-082

ALTERNATE MISSED APCH FIX

LUFKIN LFK 112.1 Chan 58

152° 332° R-152

One Minute Holding Pattern

NDB I-OCH 6.1

1000 2100 NADOS 253

2040

2100 179° 359°

2100 359°

CATEB I-OCH 2.6 I-OCH 1.9 I-OCH 0.9

GS 3.00° TCH 53

*820 when using Angelina County altimeter setting.

LOC only 760

3.4 NM 0.7 1 NM

ELEV 355

MIRL Rwy 18-36 L

REIL Rwys 18 L

8 l

5000 X 75

TDZE 343

36

359° 5.1 NM from FAF

CATEGORY	A	B	C	D
S-ILS 36	543-½ 200 (200-½)			NA
S-LOC 36	760-½ 417 (500-½)		760-¾ 417 (500-¾)	NA
CIRCLING	860-1 505 (600-1)		860-1½ 505 (600-1½)	NA
DME MINIMUMS				
S-LOC 36	700-½ 357 (400-½)			NA
CIRCLING	860-1 505 (600-1)		860-1½ 505 (600-1½)	NA

FAF to MAP 5.1 NM

Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

SC-5, 08 APR 2010 to 06 MAY 2010

NDB GXD 391	APP CRS 178°	Rwy Idg 5000 TDZE 343 Apt Elev 355

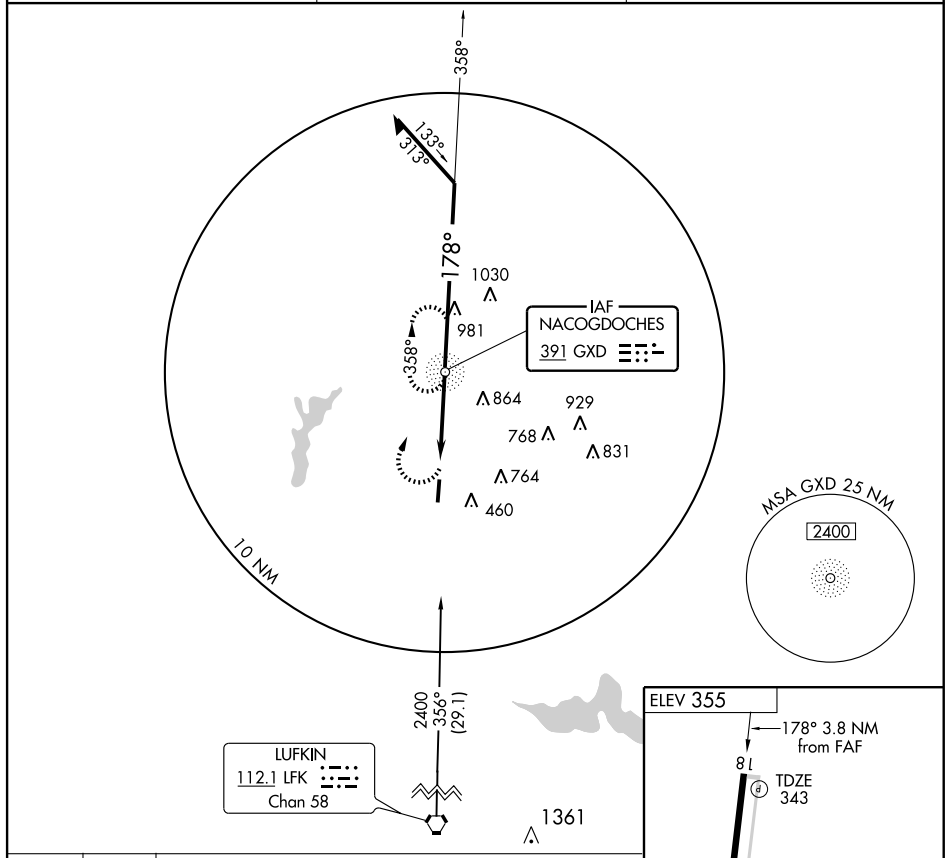
NDB RWY 18

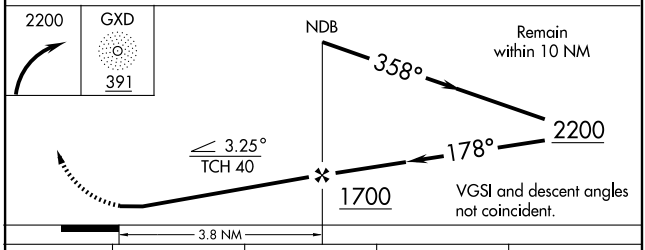
NACOGDOCHES/ A. L. MANGHAM JR. RGNL (OCH)

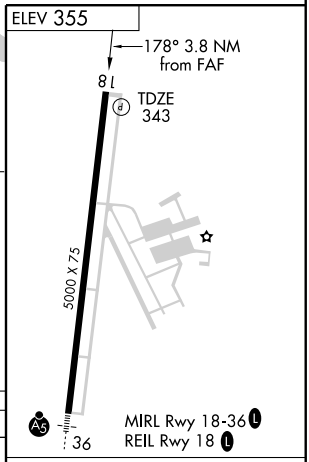
NA

MISSED APPROACH: Climbing right turn to 2200 direct GXD NDB and hold.

AWOS-3	HOUSTON CENTER	UNICOM
135.625	125.17 285.57	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-18	880-1	537 (600-1)	880-1½ 537 (600-1½)	NA
CIRCLING	880-1	525 (600-1)	880-1½ 525 (600-1½)	NA

FAF to MAP 3.8 NM

Knots	60	90	120	150	180
Min:Sec	3:48	2:32	1:54	1:31	1:16

SC-5, 08 APR 2010 to 06 MAY 2010

NACOGDOCHES, TEXAS

AL-5647 (FAA)

RNAV (GPS) RWY 18

NACOGDOCHES/ A. L. MANGHAM JR. RGNL (OCH)

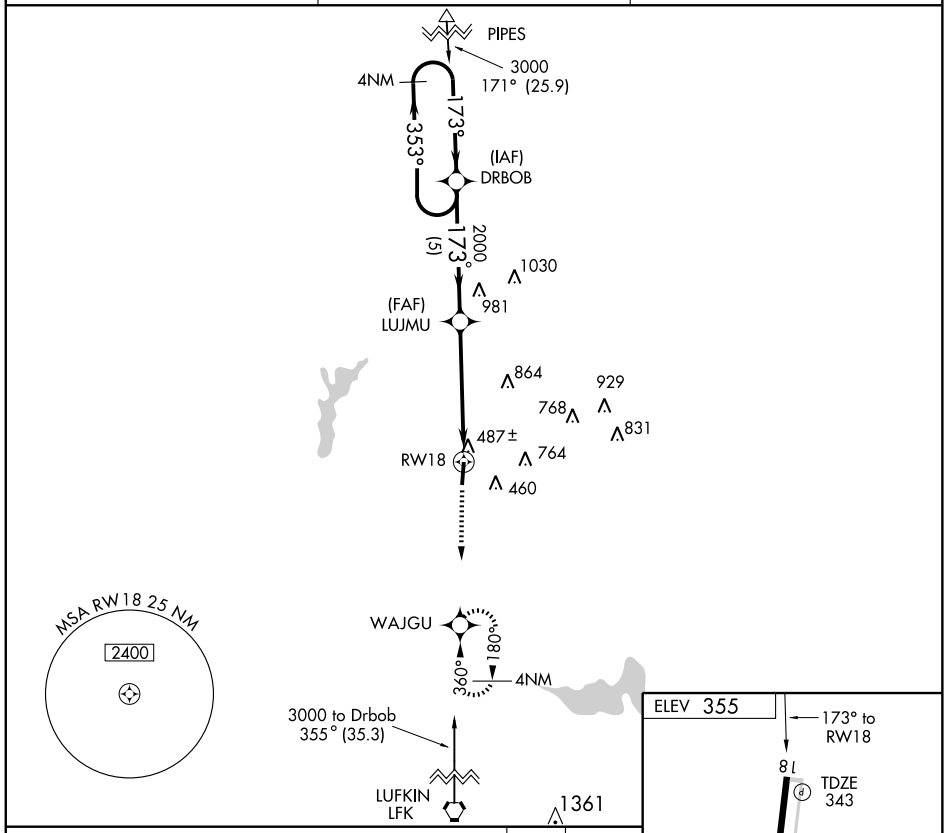
APP CRS	Rwy Idg	TDZE	Apt Elev
173°	5000	343	355

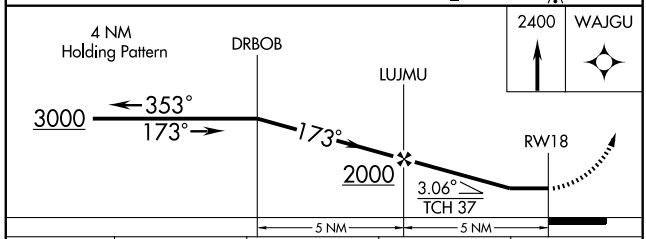
NA

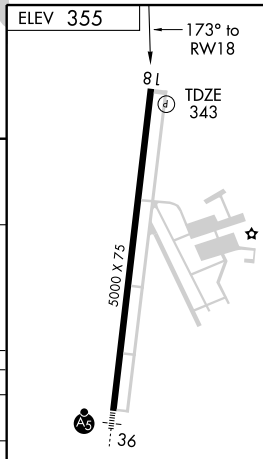
GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA.

MISSED APPROACH: Climb to 2400 direct WAJGU and hold.

AWOS-3	HOUSTON CENTER	UNICOM
135.625	125.17 285.57	123.0 (CTAF) L







MIRL Rwy 18-36 L

REIL Rwy 18 L

CATEGORY	A	B	C	D
LNAV/ VNAV MDA	NA			
LNAV MDA	740-1 397 (400-1)			NA
CIRCLING	860-1 505 (600-1)		860-1½ 505 (600-1½)	NA

SC-5, 08 APR 2010 to 06 MAY 2010

VOR TNV 115.9 Chan 106	APP CRS 322°	Rwy Idg N/A TDZE N/A Apt Elev 227

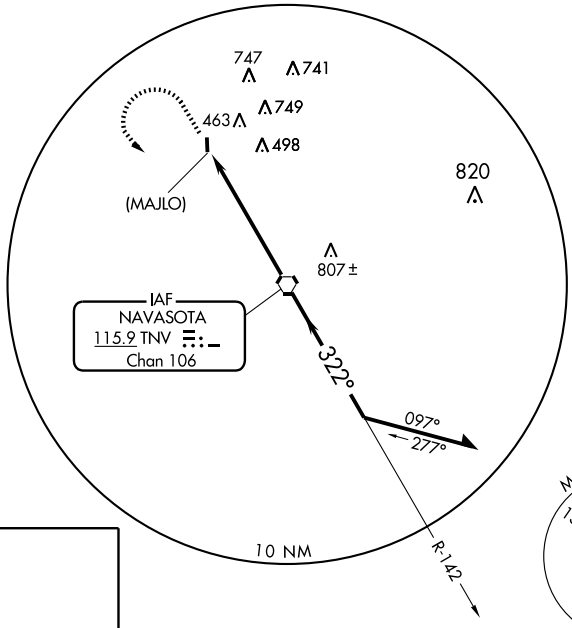
VOR or GPS-A

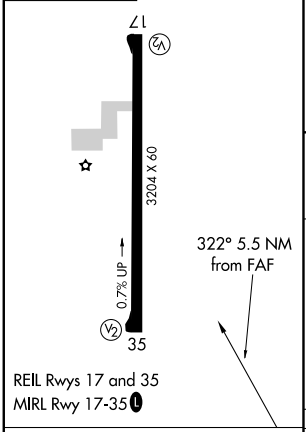
NAVASOTA MUNI (6ØR)

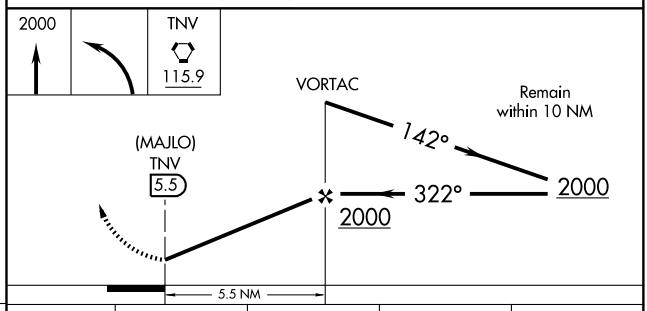
Use College Station, TX altimeter setting.
NA

MISSED APPROACH: Climb to 2000, then left turn direct TNV VORTAC.

HOUSTON CENTER 120.4 371.9	CTAF 122.9	123.3 L







FAF to MAP 5.5 NM					
Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

CATEGORY	A	B	C	D
CIRCLING	820-1 593 (600-1)		820-1½ 593 (600-1½)	NA

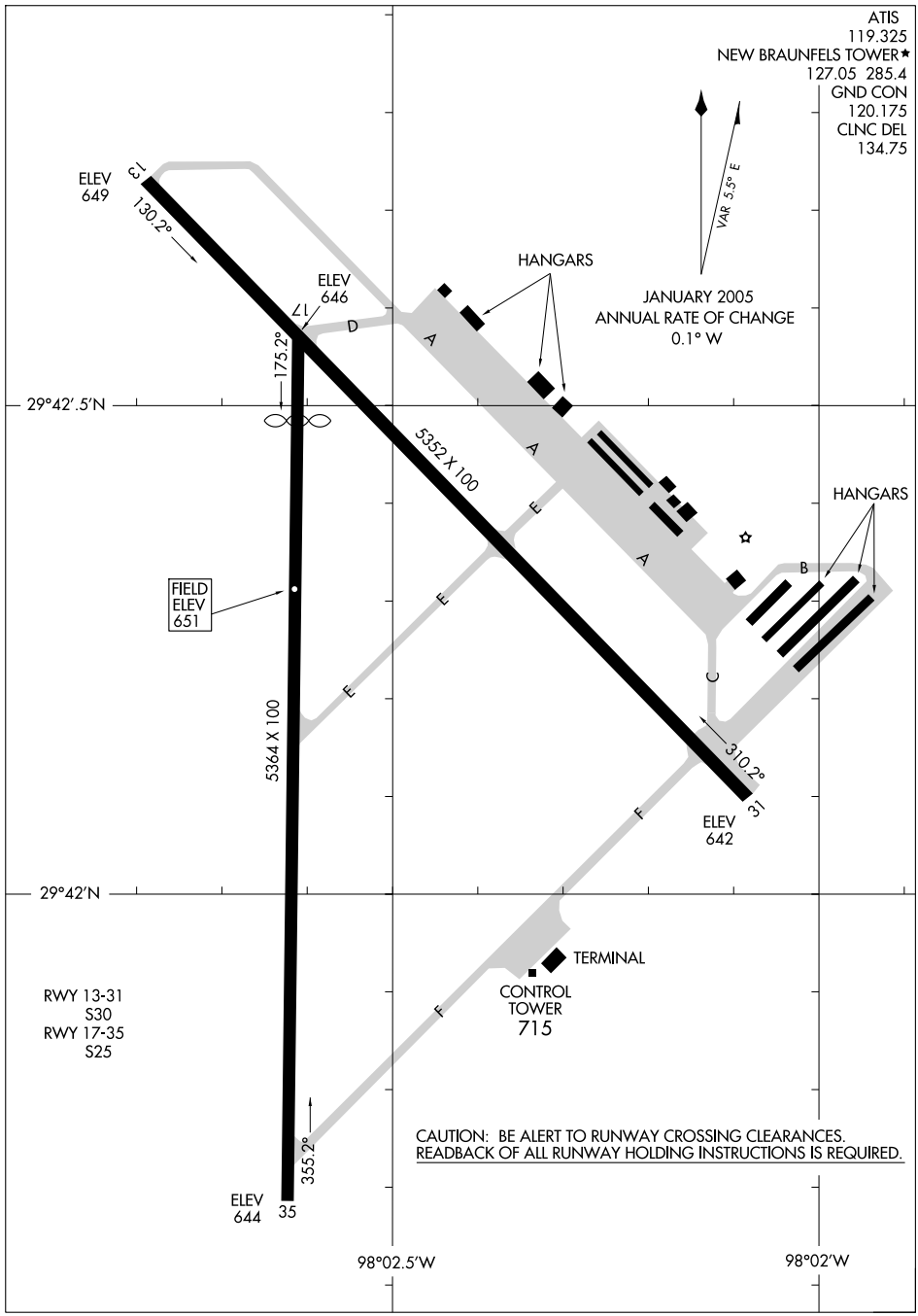
SC-5, 08 APR 2010 to 06 MAY 2010

09071

AIRPORT DIAGRAM

AL-6080 (FAA)

NEW BRAUNFELS MUNI (BAZ)
NEW BRAUNFELS, TEXAS



SC-3, 08 APR 2010 to 06 MAY 2010

NEW BRAUNFELS, TEXAS

AL-6080 (FAA)

APP CRS	Rwy Idg	5352
128°	TDZE	649
	Apt Elev	651

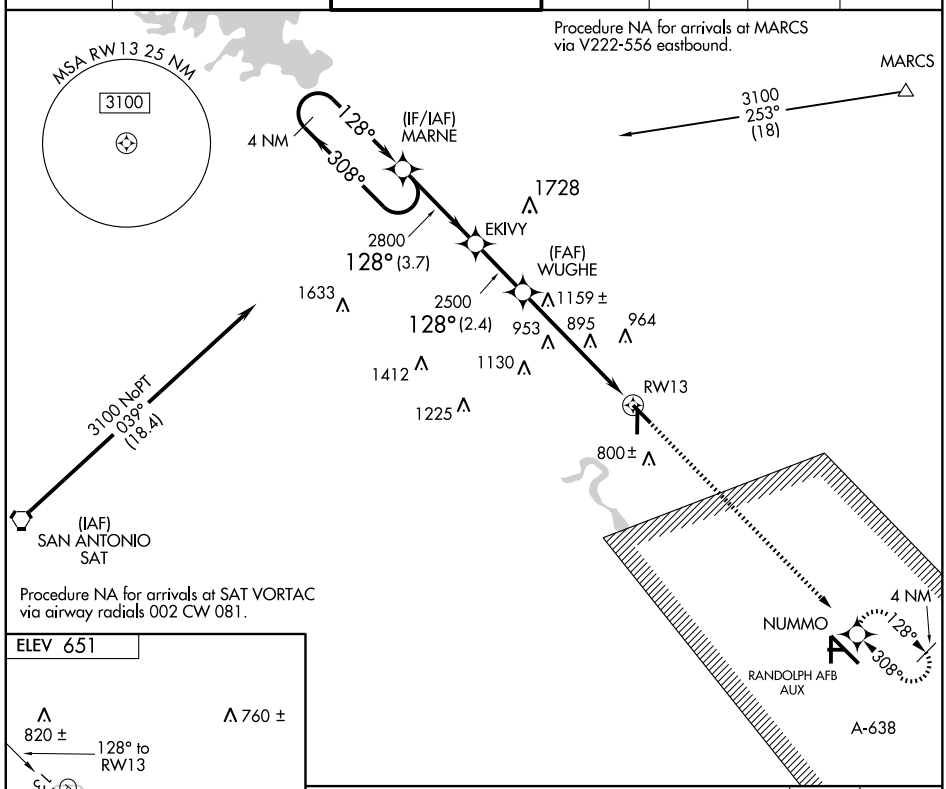
RNAV (GPS) RWY 13

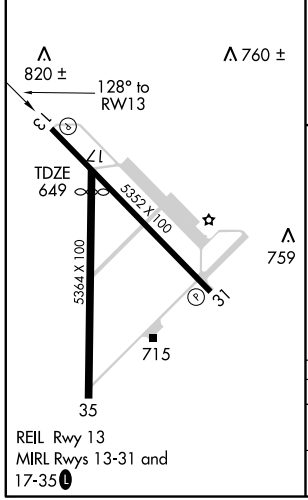
NEW BRAUNFELS MUNI (BAZ)

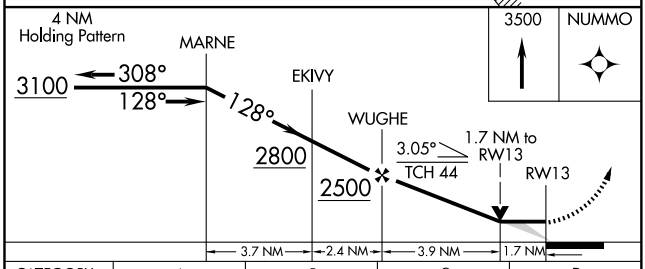
When local altimeter setting not received, use San Marcos Muni altimeter setting and increase all MDAs 60 feet, increase LNAV and circling visibility Cats C and D¼ mile. VDP NA when using San Marcos Muni altimeter setting. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3500 direct NUMMO and hold.

ATIS	SAN ANTONIO APP CON	NEW BRAUNFELS TOWER *	GND CON	CLNC DEL	UNICOM	CTAF
119.325	124.45 335.625	127.05 285.4	120.175	134.75	122.7	127.05 L







CATEGORY	A	B	C	D
LNAV MDA	1220-1 571 (600-1)		1220-1½ 571 (600-1½)	1220-1¾ 571 (600-1¾)
CIRCLING	1220-1 569 (600-1)		1280-1¾ 629 (700-1¾)	1280-2 629 (700-2)

SC-3, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	4842
173°	TDZE	651
	Apt Elev	651

RNAV (GPS) RWY 17

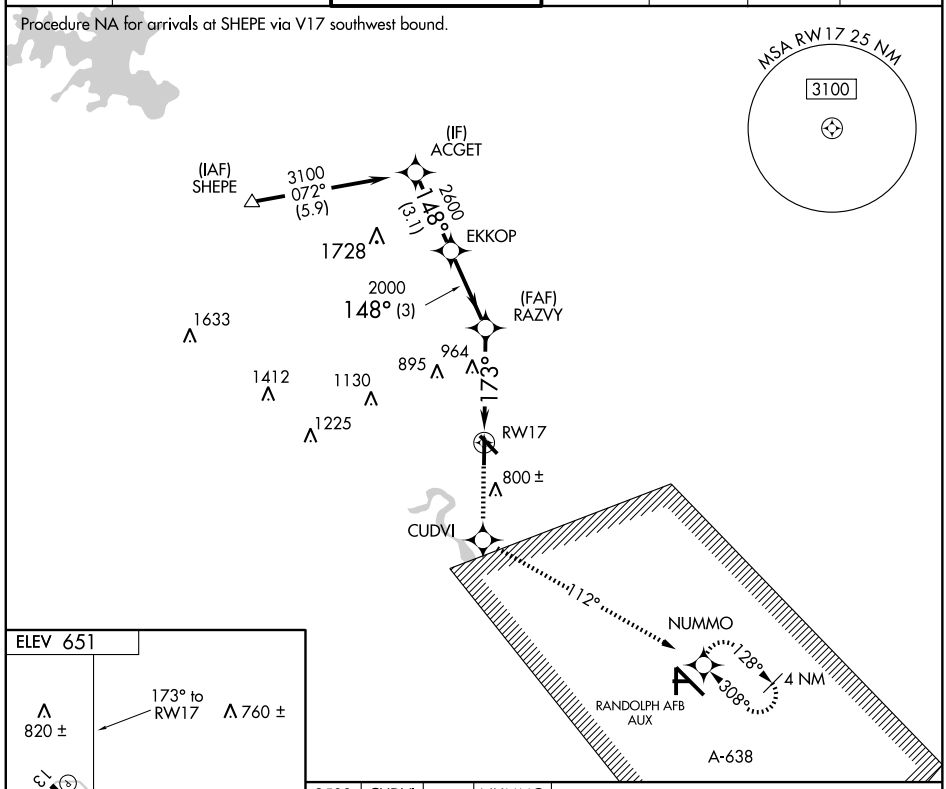
NEW BRAUNFELS MUNI (BAZ)

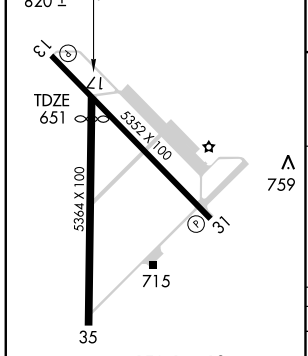
When local altimeter setting not received, use San Marcos Muni altimeter setting and increase all MDAs 60 feet, increase LNAV and circling visibility Cats C and D ¼ mile. VDP NA when using San Marcos Muni altimeter setting. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3500 direct CUDVI and via 112° track to NUMMO and hold, continue climb-in-hold to 3500.

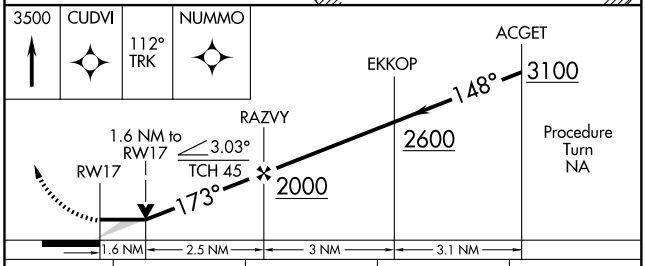
ATIS	SAN ANTONIO APP CON	NEW BRAUNFELS TOWER *	GND CON	CLNC DEL	UNICOM	CTAF
119.325	124.45 335.625	127.05 285.4	120.175	134.75	122.7	127.05 (L)

Procedure NA for arrivals at SHEPE via V17 southwest bound.





REIL Rwy 13
MIRL Rwys 13-31 and 17-35 (L)



CATEGORY	A	B	C	D
LNAV MDA	1220-1	569 (600-1)	1220-1½ 569 (600-1½)	1220-1¾ 569 (600-1¾)
CIRCLING	1220-1	569 (600-1)	1280-1¾ 629 (700-1¾)	1280-2 629 (700-2)

SC-3. 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	5352
308°	TDZE	646
	Apt Elev	651

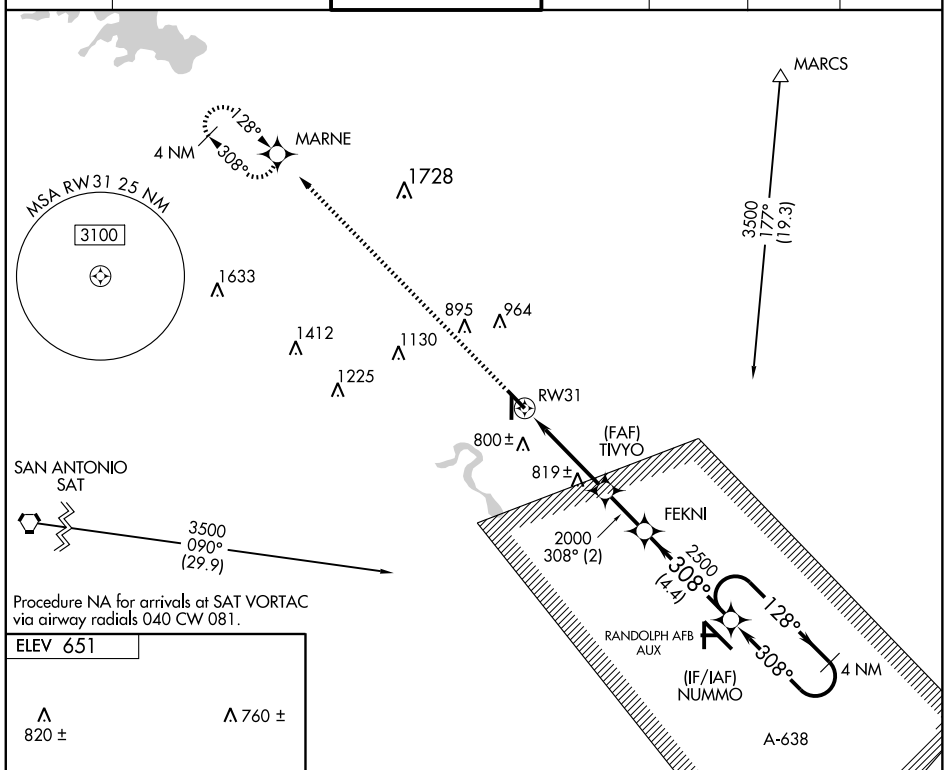
RNAV (GPS) RWY 31

NEW BRAUNFELS MUNI (BAZ)

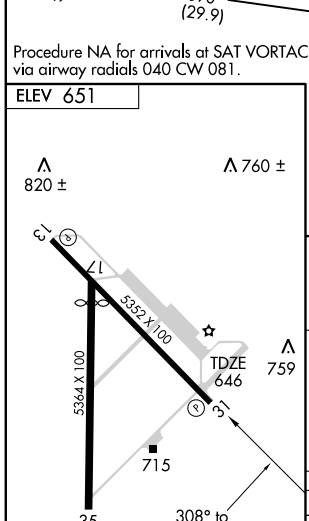
When local altimeter setting not received, use San Marcos Muni altimeter setting and increase all MDAs 60 feet, increase LNAV and circling visibility Cats C and D¼ mile. VDP NA when using San Marcos Muni altimeter setting. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3100 direct MARNE and hold.

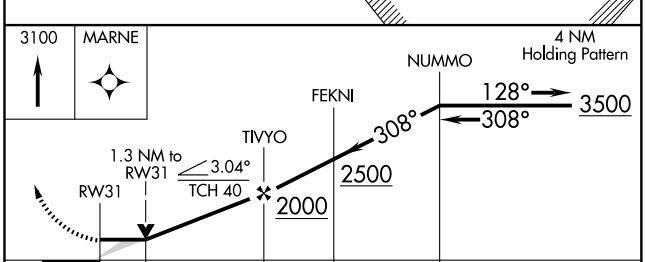
ATIS	SAN ANTONIO APP CON	NEW BRAUNFELS TOWER ★	GND CON	CLNC DEL	UNICOM	CTAF
119.325	124.45 335.625	127.05 285.4	120.175	134.75	122.7	127.05 L



Procedure NA for arrivals at SAT VORTAC via airway radials 040 CW 081.



REIL Rwy 13
MIRL Rwys 13-31 and 17-35 L



CATEGORY	A	B	C	D
LNAV MDA	1100-1 454 (500-1)		1100-1¼ 454 (500-1¼)	1100-1½ 454 (500-1½)
CIRCLING	1100-1 449 (500-1)	1120-1 469 (500-1)	1280-1¾ 629 (700-1¾)	1280-2 629 (700-2)

SC-3, 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	5364
CH 93900	353°	TDZE	650
W35A		Apt Elev	651

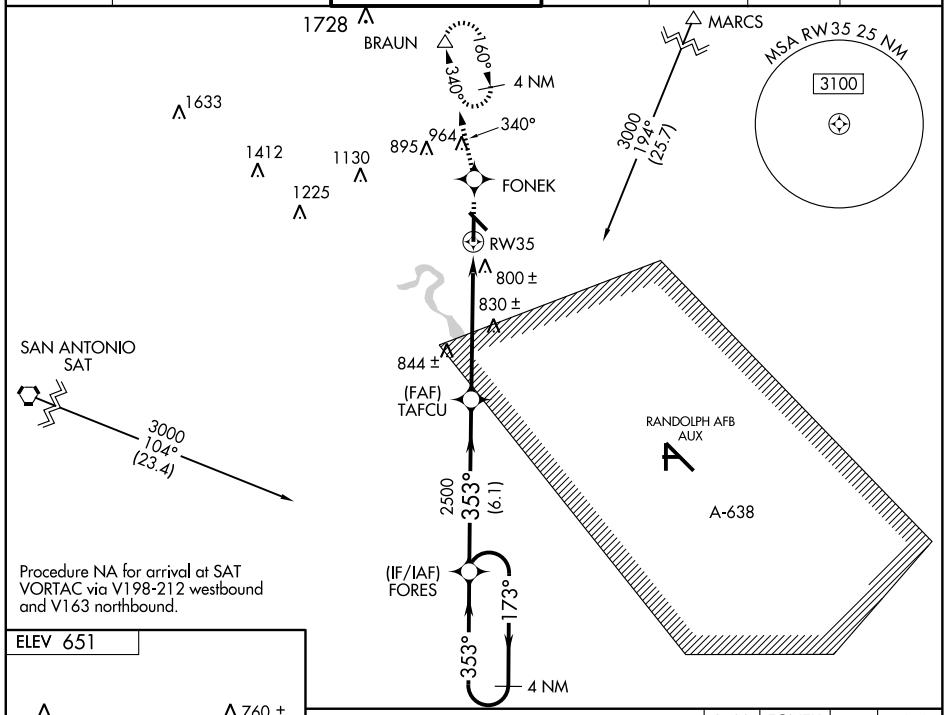
RNAV (GPS) RWY 35

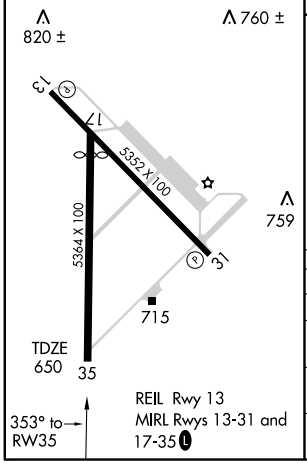
NEW BRAUNFELS MUNI (BAZ)

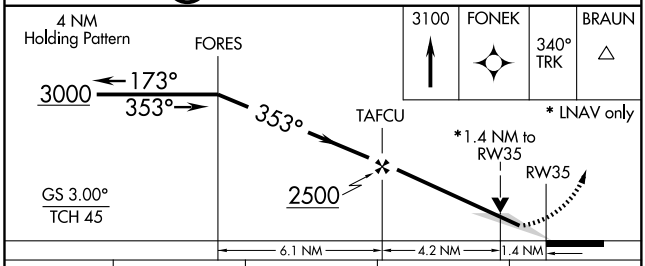
When local altimeter setting not received, use San Marcos Muni altimeter setting and increase all DAs 42 feet LPV visibility ¼ all Cats, increase all MDAs 60 feet LNAV and circling visibility Cat C and D ¼. VDP and Baro-VNAV NA when using San Marcos Muni altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3100 direct FONEK and via 340° track to BRAUN and hold, continue climb-in-hold to 3100.

ATIS	SAN ANTONIO APP CON	NEW BRAUNFELS TOWER *	GND CON	CLNC DEL	UNICOM	CTAF
119.325	124.45 335.625	127.05 285.4	120.175	134.75	122.7	127.05 L







CATEGORY	A	B	C	D
LPV DA	929-1	279 (300-1)		
LNAV/VNAV DA	1110-1¾	460 (500-1¾)		
LNAV MDA	1140-1	490 (500-1)	1140-1¼ 490 (500-1¼)	1140-1½ 490 (500-1½)
CIRCLING	1140-1	489 (500-1)	1280-1¾ 629 (700-1¾)	1280-2 629 (700-2)

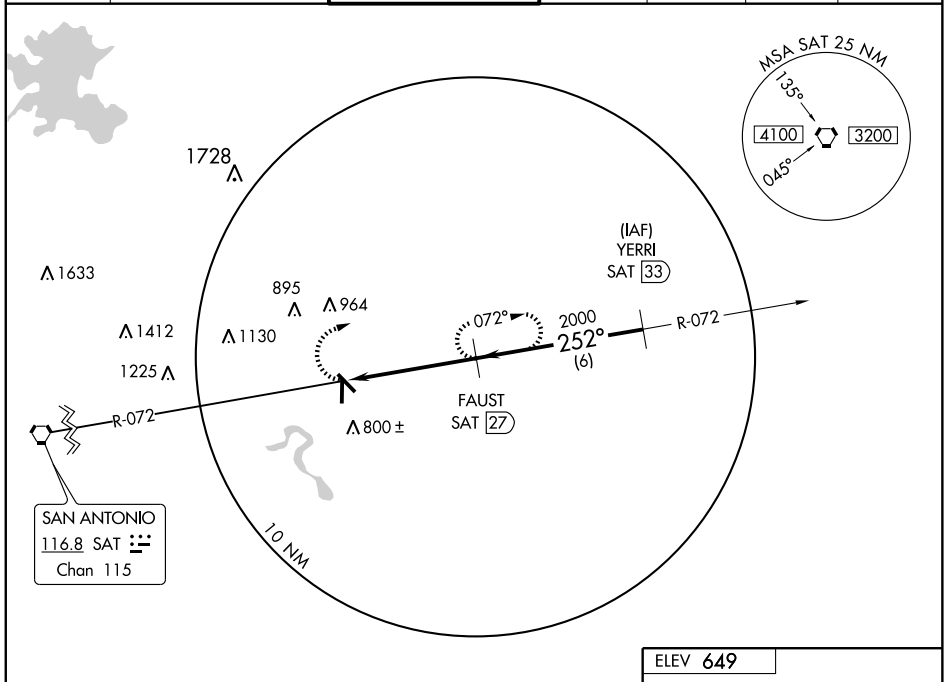
VORTAC SAT	APP CRS	Rwy Idg	N/A
116.8	252°	TDZE	N/A
Chan 115		Apt Elev	649

VOR/DME-A

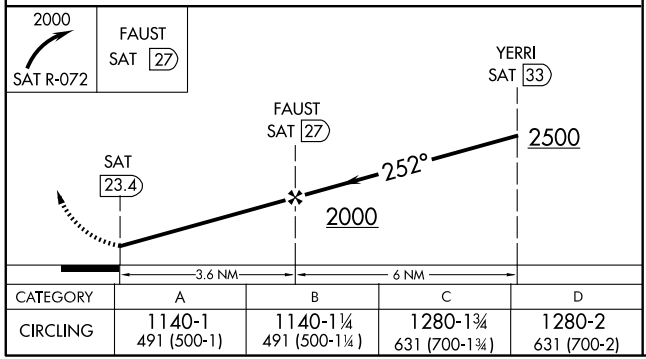
NEW BRAUNFELS MUNI (BAZ)

MISSED APPROACH: Climbing right turn to 2000 via SAT R-072 to FAUST/SAT 27 DME and hold.

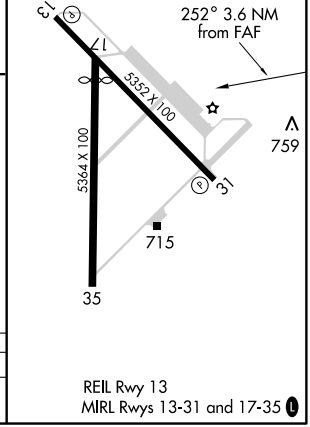
ATIS	SAN ANTONIO APP CON	NEW BRAUNFELS TOWER *	GND CON	CLNC DEL	UNICOM	CTAF
119.325	124.45 335.625	127.05 285.4	120.175	134.75	122.7	127.05 L



RADAR REQUIRED



CATEGORY	A	B	C	D
CIRCLING	1140-1 491 (500-1)	1140-1¼ 491 (500-1¼)	1280-1¾ 631 (700-1¾)	1280-2 631 (700-2)



REIL Rwy 13
MIRL Rwys 13-31 and 17-35 L

SC-3. 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	TDZE	Apt Elev
234°	N/A	N/A	3004

AL-5689 (FAA)

GPS-B

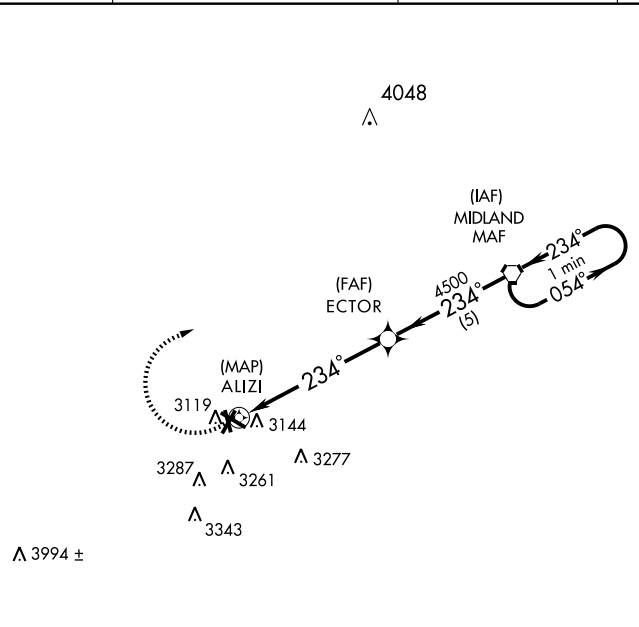
ODESSA-SCHLEMEYER FIELD (ODO)

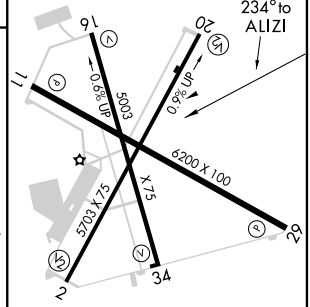
Circling not authorized south of airport between runways 2-20 and 16-34.

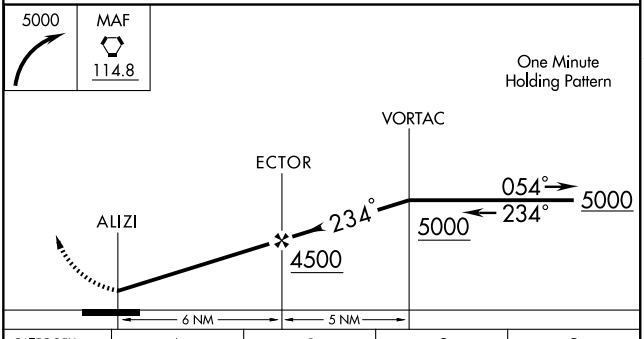
NA

MISSED APPROACH: Climbing right turn to 5000 direct MAF VORTAC and hold.

ASOS	MIDLAND APP CON *	CLNC DEL	UNICOM
119.275	124.6 256.875	121.7	123.0 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	3460-1	456 (500-1)	3460-1½ 456 (500-1½)	3560-2 556 (600-2)

MIRL Rwys 2-20, 11-29, and 16-34 L

SC-3. 08 APR 2010 to 06 MAY 2010

ODESSA, TEXAS

APP CRS	Rwy Idg	5703
202°	TDZE	3004
	Apt Elev	3004

AL-5689 (FAA)

GPS RWY 20

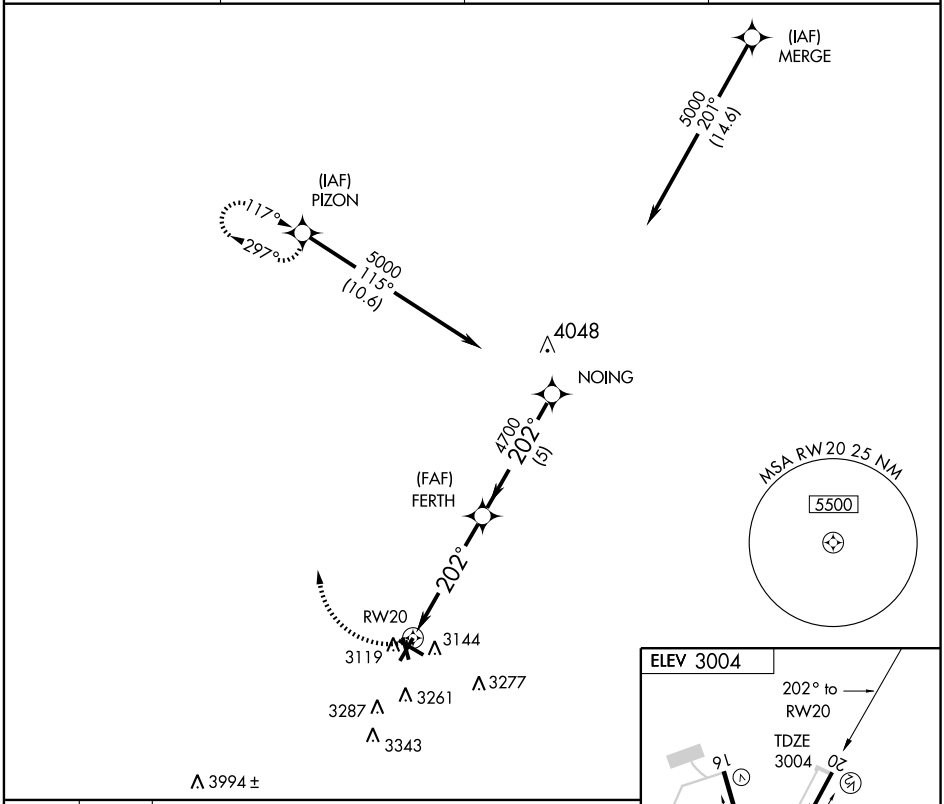
ODESSA-SCHLEMEYER FIELD (ODO)

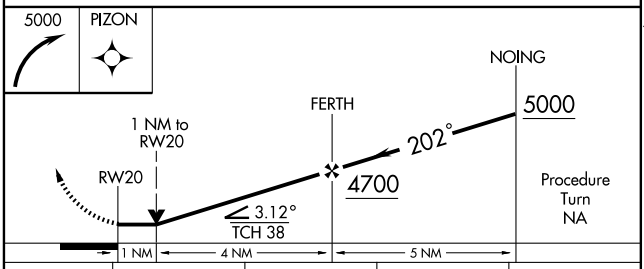
Circling not authorized south of airport between runways 2-20 and 16-34.

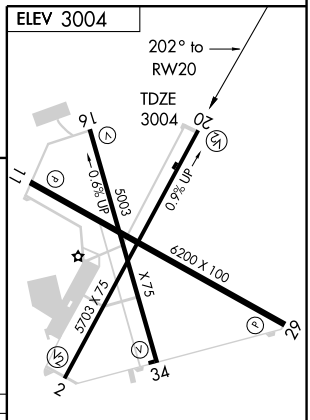
NA

MISSED APPROACH: Climbing right turn to 5000 direct PIZON WP and hold.

ASOS	MIDLAND APP CON ★	CLNC DEL	UNICOM
119.275	124.6 256.875	121.7	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-20	3360-1 356 (400-1)			3360-1¼ 356 (400-1¼)
CIRCLING	3460-1 456 (500-1)		3460-1½ 456 (500-1½)	3560-2 556 (600-2)

MIRL Rwys 2-20, 11-29, and 16-34 L

SC-3. 08 APR 2010 to 06 MAY 2010

ODESSA, TEXAS

LOM MA	APP CRS	Rwy Idg	5703
326	211°	TDZE	3004
		Apt Elev	3004

AL-5689 (FAA)

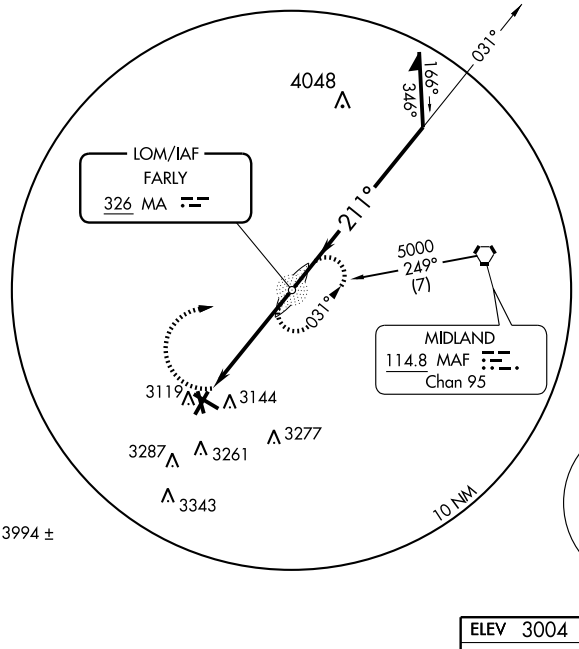
NDB RWY 20

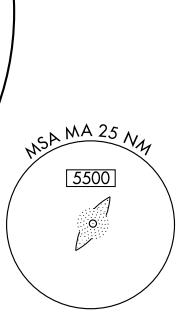
ODESSA-SCHLEMEYER FIELD (ODO)

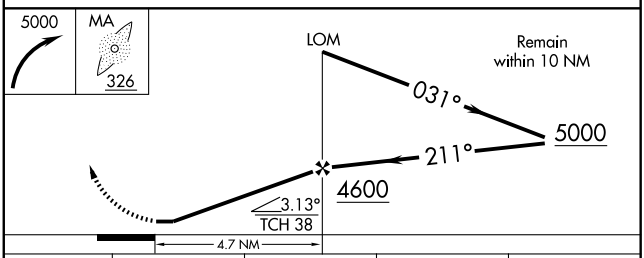
Circling not authorized south of airport between runways 2-20 and 16-34.

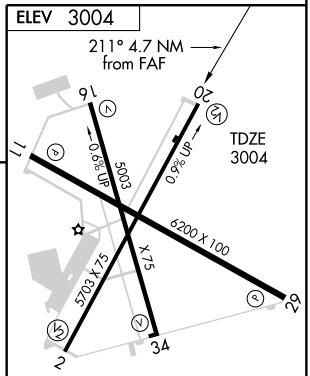
MISSED APPROACH: Climbing right turn to 5000 direct FARLY LOM and hold.

ASOS	MIDLAND APP CON★	CLNC DEL	UNICOM
119.275	124.6 256.875	121.7	123.0 (CTAF) L









CATEGORY	A	B	C	D
S-20	3460-1	456 (500-1)	3460-1¼ 456 (500-1¼)	3460-1½ 456 (500-1½)
CIRCLING	3460-1	456 (500-1)	3460-1½ 456 (500-1½)	3560-2 556 (600-2)

MIRL Rwys 2-20, 11-29, and 16-34 L

FAF to MAP 4.7 NM

Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

SC-3. 08 APR 2010 to 06 MAY 2010

ODESSA, TEXAS

VORTAC MAF	APP CRS	Rwy Idg	N/A
114.8	231°	TDZE	N/A
Chan 95		Apt Elev	3004

AL-5689 (FAA)

VOR-A

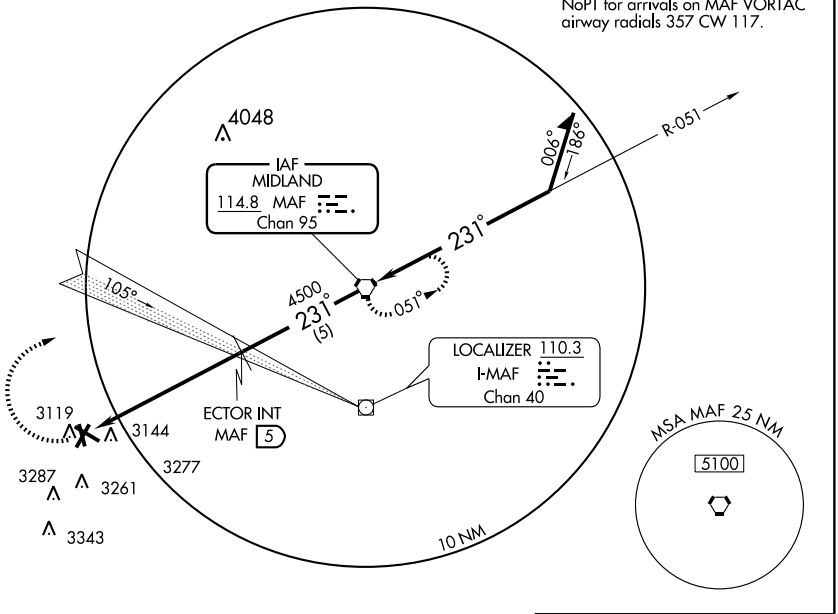
ODESSA-SCHLEMEYER FIELD (ODO)

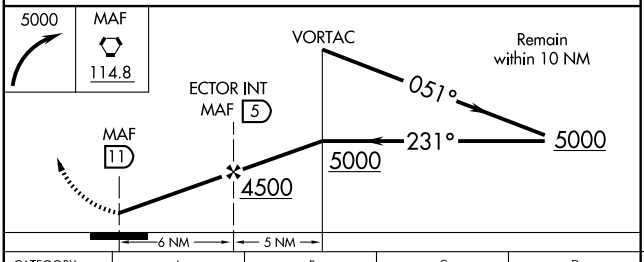
Circling not authorized south of airport between runways 2-20 and 16-34.

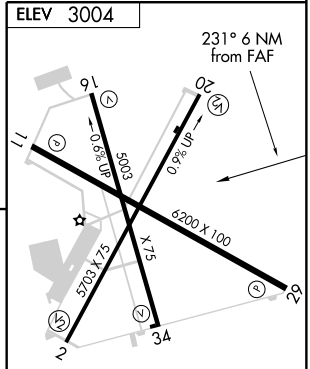
MISSED APPROACH: Climbing right turn to 5000 direct MAF VORTAC and hold.

ASOS	MIDLAND APP CON★	CLNC DEL	UNICOM
119.275	124.6 256.875	121.7	123.0 (CTAF) L

NoPT for arrivals on MAF VORTAC airway radials 357 CW 117.







MIRL Rwys 2-20, 11-29, and 16-34 L

CATEGORY	A	B	C	D
CIRCLING	3460-1 456 (500-1)		3460-1½ 456 (500-1½)	3560-2 556 (600-2)

FAF to MAP 6 NM					
Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00

SC-3. 08 APR 2010 to 06 MAY 2010

OLNEY, TEXAS

AL-6443 (FAA)

GPS RWY 17

OLNEY MUNI (ONY)

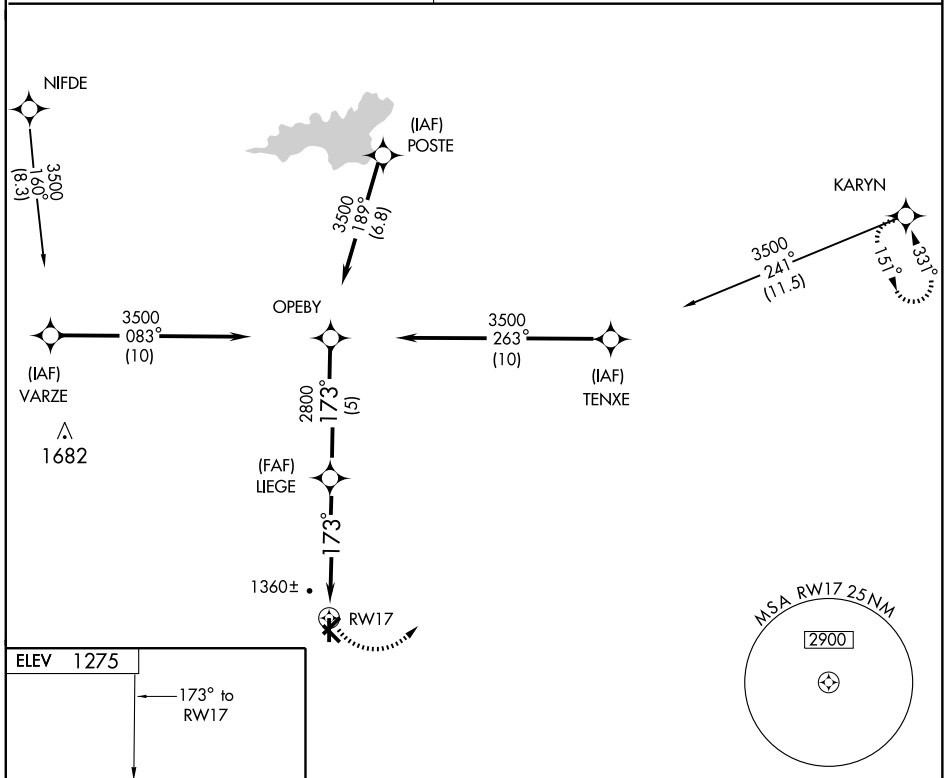
APP CRS	Rwy Idg	5101
173°	TDZE	1275
	Apt Elev	1275

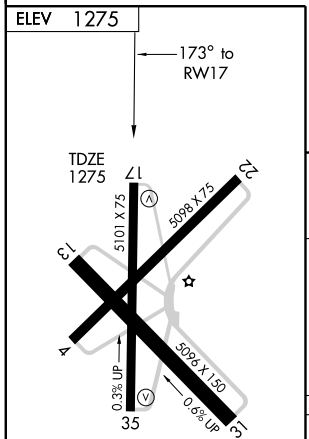
Use Sheppard AFB/Wichita Falls Altimeter setting.

⚠ NA

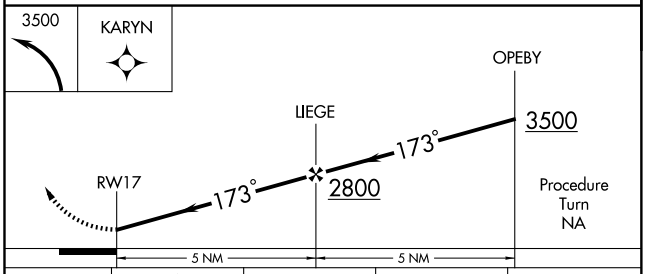
MISSED APPROACH: Climbing left turn to 3500 direct KARYN WP and hold.

FORT WORTH CENTER	UNICOM
133.5 350.35	122.8 (CTAF)



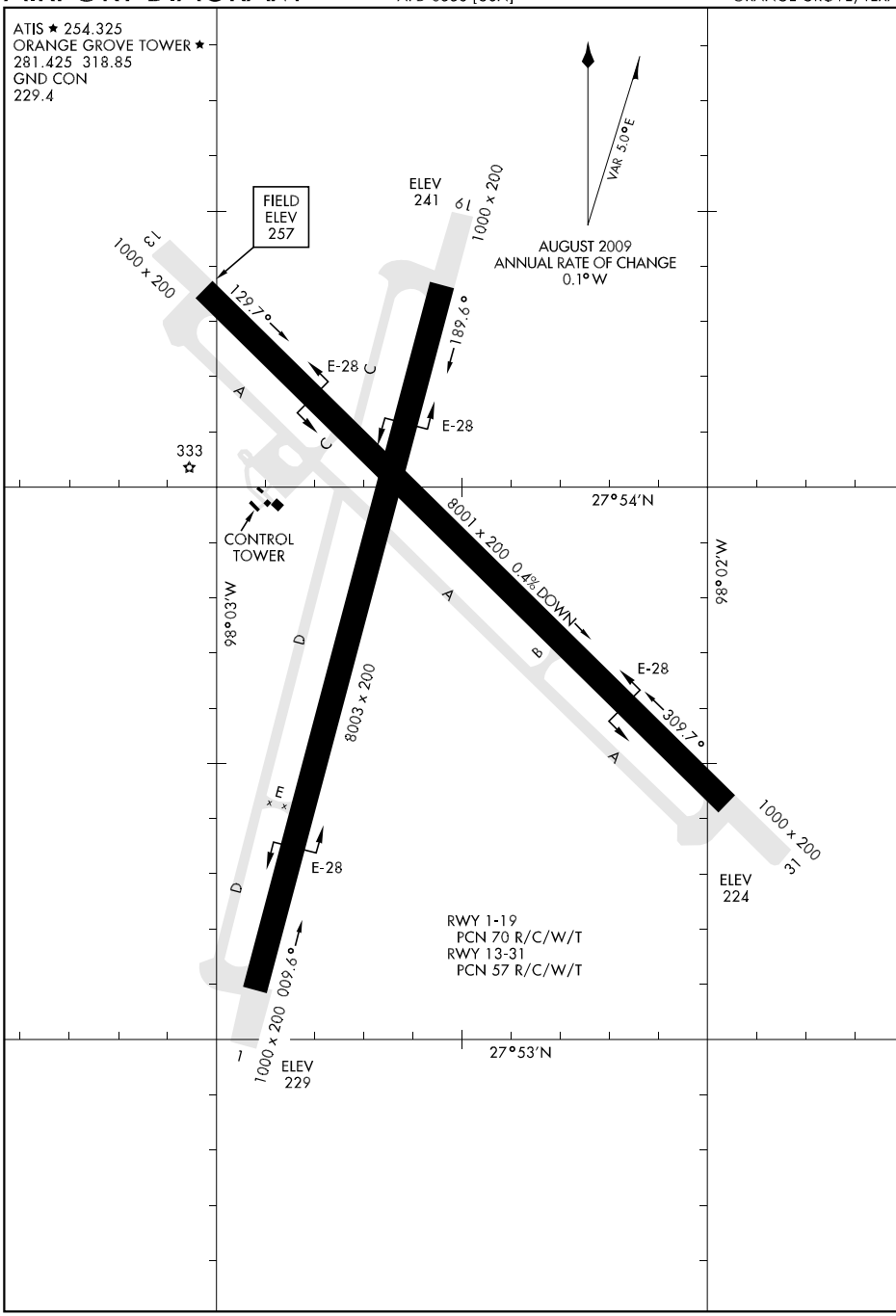


MIRL Rwy 17-35



CATEGORY	A	B	C	D
S-17	1820-1 545 (600-1)		1820-1½ 545 (600-1½)	NA
CIRCLING	1820-1 545 (600-1)		1820-1½ 545 (600-1½)	NA

SC-2, 08 APR 2010 to 06 MAY 2010


ATIS ★ 254.325
ORANGE GROVE TOWER ★
281.425 318.85
GND CON
229.4
FIELD ELEV 257
ELEV 241
VAR 5.0°E
AUGUST 2009
ANNUAL RATE OF CHANGE
0.1° W
13
1000 x 200
19
1000 x 200
129.7°
189.6°
E-28
E-28
333
CONTROL TOWER
27°54'N
98°03'W
98°02'W
8001 x 200 0.4% DOWN
E-28
309.7°
8003 x 200
E
E-28
189.6°
1000 x 200
31
ELEV 224
RWY 1-19
PCN 70 R/C/W/T
RWY 13-31
PCN 57 R/C/W/T
1
1000 x 200
ELEV 229
27°53'N

HI-ILS or LOC/DME RWY 13

LOC I-NOG	APCH CRS	Rwy Idg / TDZE / Arpt Elev	JAL-6553 [USN]	ORANGE GROVE NALF (KNOG)
110.5	130°	8001 / 257 / 257		

MISSED APPROACH: Climb to 3000 via NOG TACAN R-124 to DAYET and hold.

ATIS ★	KINGSVILLE APP CON	ORANGE GROVE TOWER ★	GND CON
254.325	119.90 290.45	281.425 318.85	229.4

TACAN REQUIRED

THREE RIVERS

15,000 209° (40)

HIGH ALTITUDE FACILITIES

(c) 164 (a) 274 (c) 344 (b)

COTULLA

NOG 40

15,000 128° (40)

R-310

GRANE NOG 13

310° Arc

NOG Arc 13

CAYEN NOG 20

FEEGI NOG 6

756

130°

359

374

20 NM

274° R-274 094° 094°

Max holding alt FL180

Max holding 265 KIAS

(IAF) DUVAL NOG 30

DRYCK NOG 13

860

679

ORANGE GROVE Chan 63 NOG

LOCALIZER 110.5 I-NOG

CORPUS CHRISTI

15,000 265° (62)

NOG 17

MSA NOG 25 NM

2200

124° 304° R-124

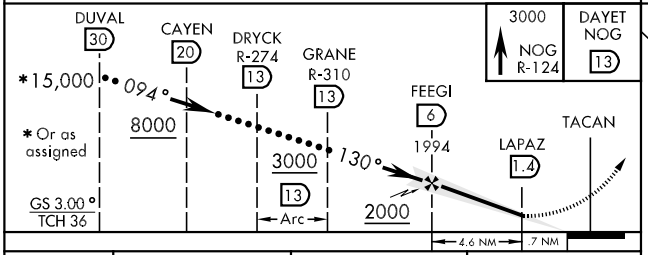
DAYET NOG 12

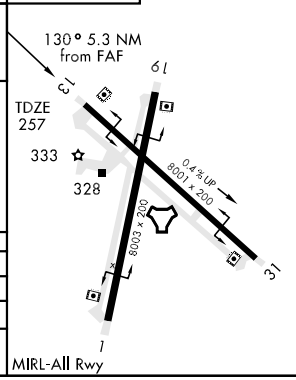
15,000 300° (51)

KINGSVILLE

EMERG SAFE ALT 100 NM 16,000

ELEV 257





CATEGORY	C	D	E
S-ILS 13	457-¾	200 (200-¾)	
S-LOC 13	600-1 343 (400-1)	600-1¼ 343 (400-1¼)	
CIRCLING	720-1½ 463 (500-1½)	820-2 563 (600-2)	980-2½ 723 (800-2½)

SC-3, 08 APR 2010 to 06 MAY 2010

HI-TACAN RWY 13

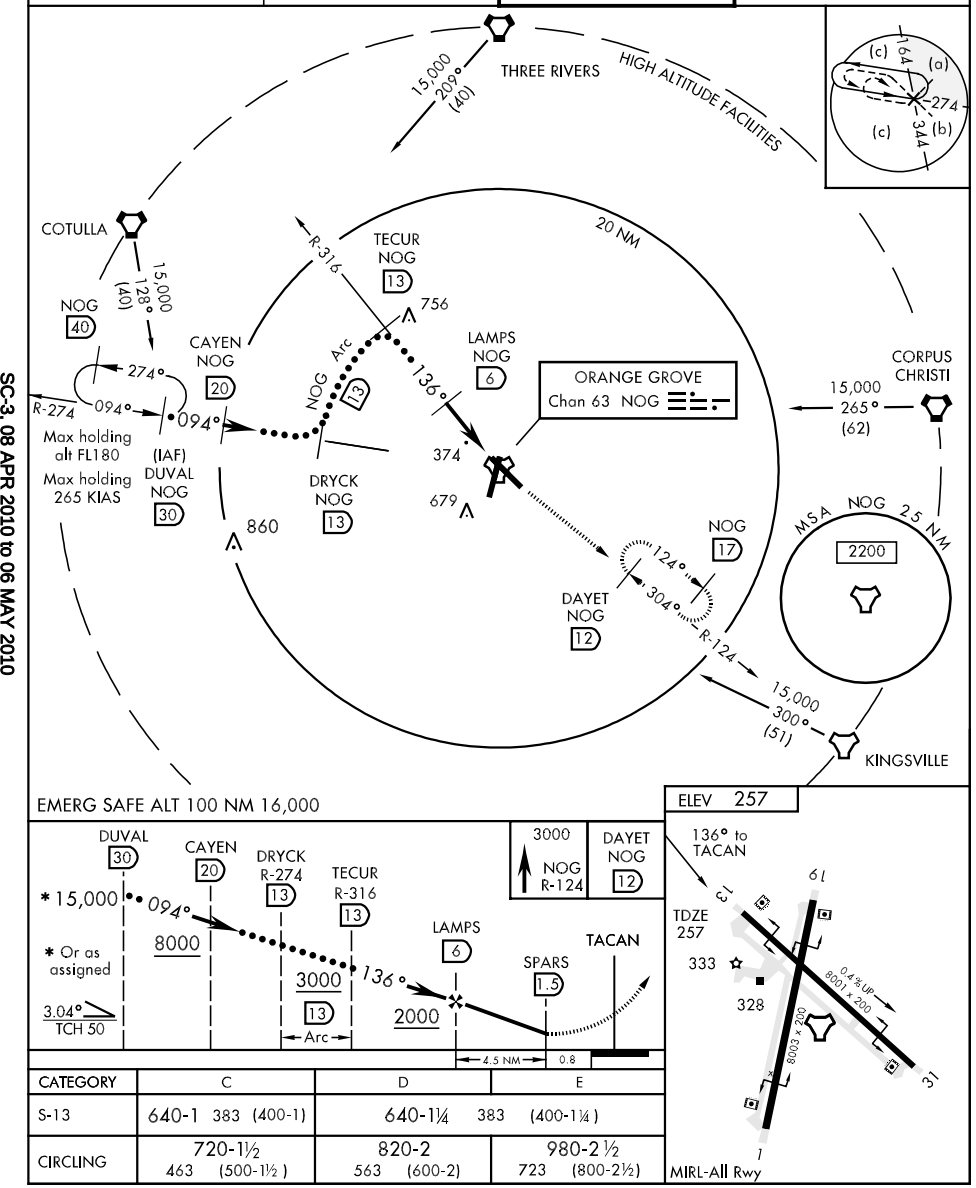
TACAN	APCH CRS	Rwy ldg	8001
NOG Chan 63	136°	TDZE	257
		Arpt Elev	257

JAL-6553 [USN]

ORANGE GROVE NALF (KNOG)

MISSED APPROACH: Climb to 3000 via NOG TACAN R-316 to NOG and NOG R-124 to DAYET and hold.

ATIS ★	KINGSVILLE APP CON	ORANGE GROVE TOWER ★	GND CON
254.325	119.90 290.45	281.425 318.85	229.4



CATEGORY	C	D	E
S-13	640-1 383 (400-1)	640-1¼ 383 (400-1¼)	
CIRCLING	720-1½ 463 (500-1½)	820-2 563 (600-2)	980-2½ 723 (800-2½)

ILS or LOC/DME RWY 13

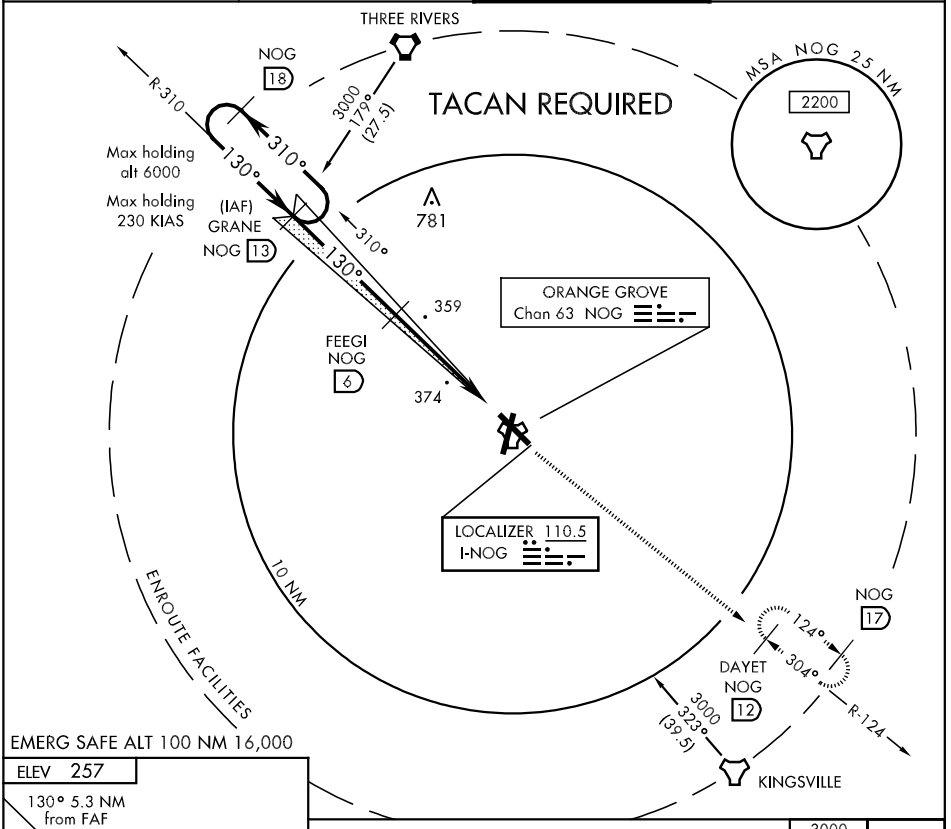
LOC I-NOG 110.5	APCH CRS 130°	Rwy Idg 8001 TDZE 257 Arpt Elev 257

AL-6553 [USN]

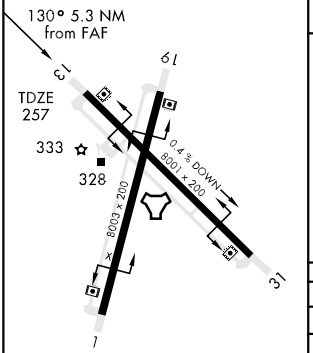
ORANGE GROVE NALF (KNOG)

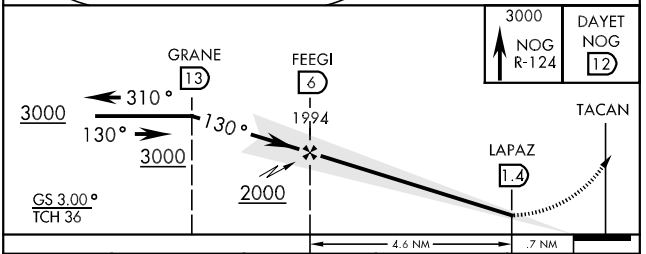
MISSED APPROACH: Climb to 3000 via NOG TACAN R-124 to DAYET and hold.

ATIS ★	KINGSVILLE APP CON	ORANGE GROVE TOWER ★	GND CON
254.325	119.90 290.45	281.425 318.85	229.4



ELEV 257





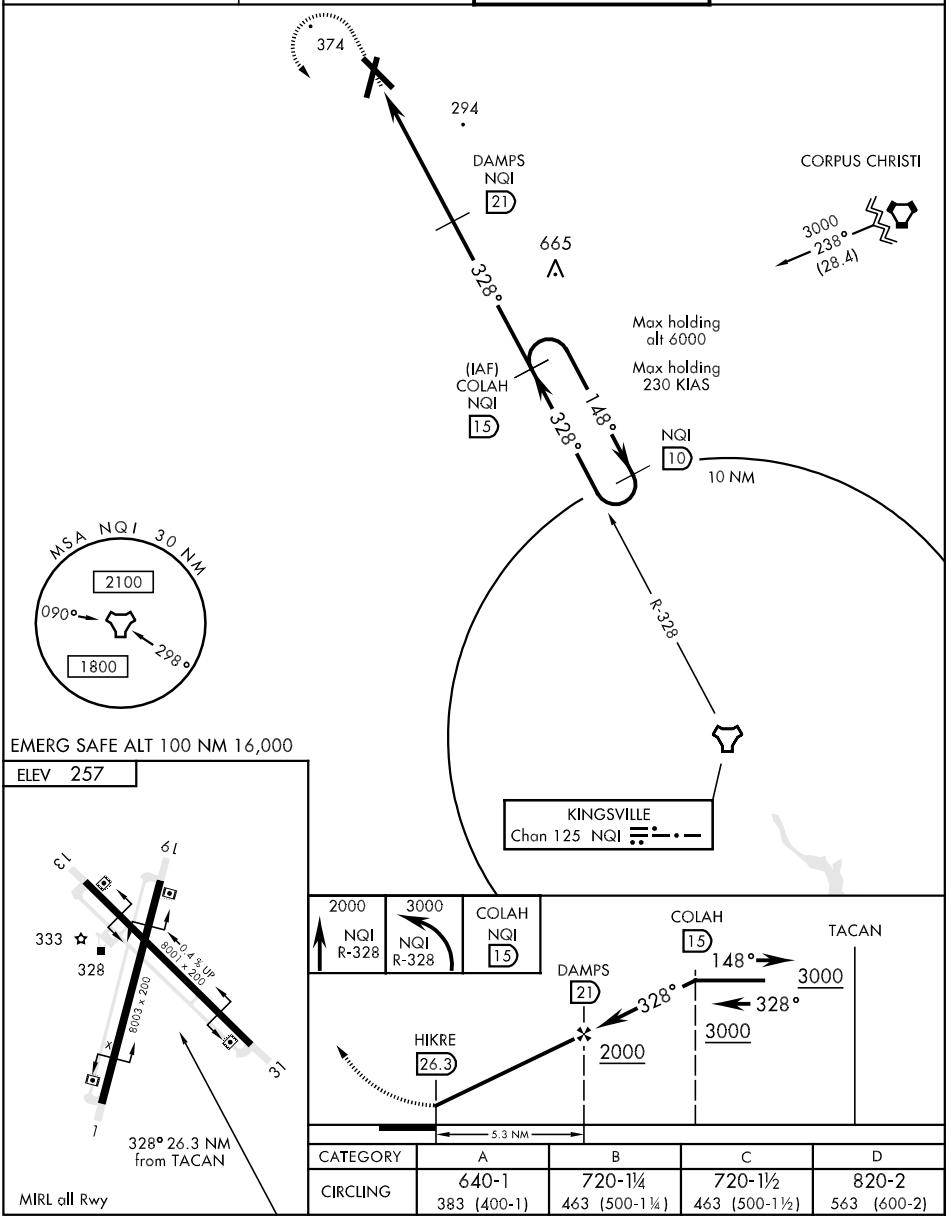
CATEGORY	A	B	C	D
S-ILS 13	457-¾	200	(200-¾)	
S-LOC 13	600-1	343	(400-1)	600-1¼ 343 (400-1¼)
CIRCLING	640-1 383 (400-1)	720-1 463 (500-1)	720-1½ 463 (500-1½)	820-2 563 (600-2)

TACAN-A

TACAN NQI Chan 125	APCH CRS 328°	Rwy ldg N/A TDZE N/A Arpt Elev 257	AL-6553 [USN]	ORANGE GROVE NALF (KNOG)

MISSED APPROACH: Climb to 2000 via NQI TACAN R-328, then climbing left turn to 3000 via NQI R-328 to COLAH and hold.

ATIS ★	KINGSVILLE APP CON	ORANGE GROVE TOWER ★	GND CON
254.325	119.90 290.45	281.425 318.85	229.4



CATEGORY	A	B	C	D
CIRCLING	640-1 383 (400-1)	720-1¼ 463 (500-1¼)	720-1½ 463 (500-1½)	820-2 563 (600-2)

TACAN RWY 13

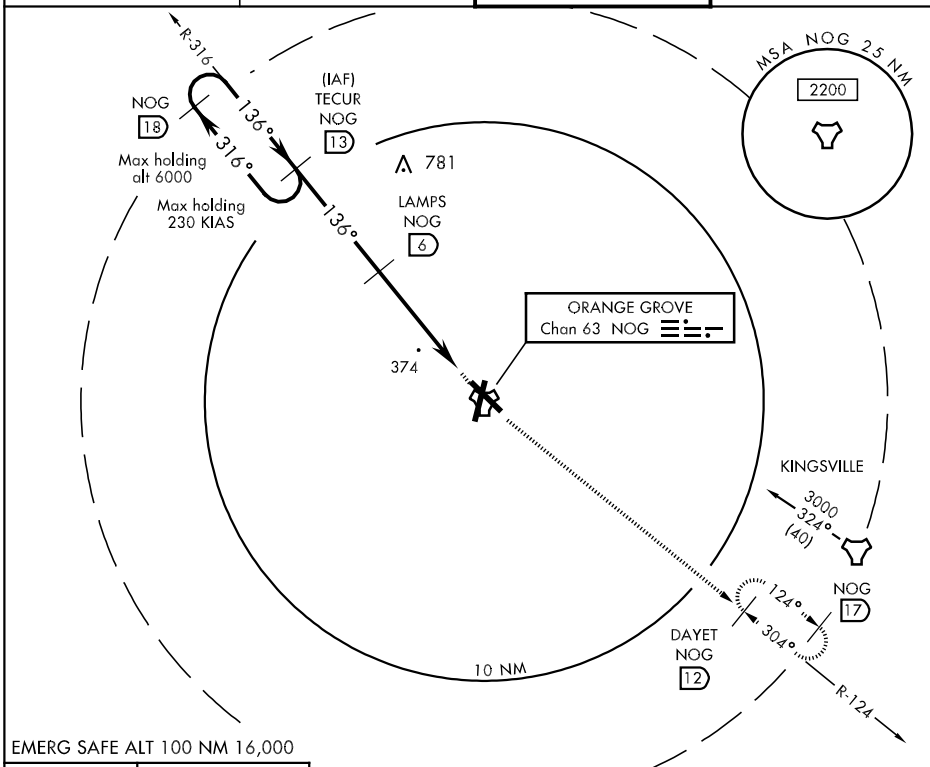
TACAN Chan	NOG 63	APCH CRS	136°	Rwy Idg	8001
				TDZE	257
				Arpt Elev	257

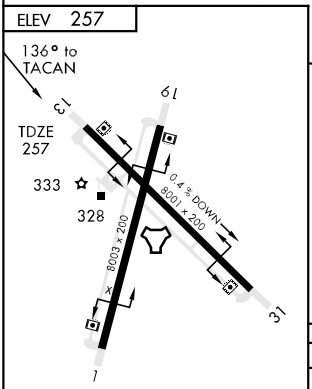
AL-6553 [USN]

ORANGE GROVE NALF (KNOG)

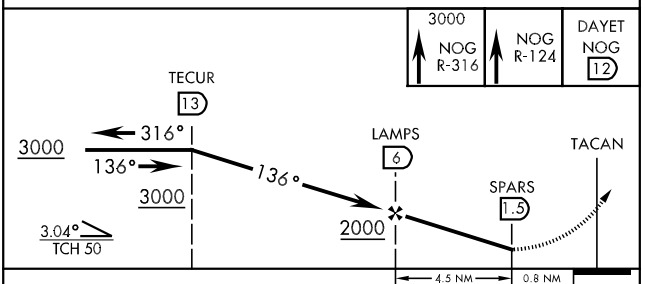
MISSED APPROACH: Climb to 3000 via NOG TACAN R-316 to NOG and NOG R-124 to DAYET and hold.

ATIS ★	KINGSVILLE APP CON	ORANGE GROVE TOWER ★	GND CON
254.325	119.90 290.45	281.425 318.85	229.4





MIRL all Rwy



CATEGORY	A	B	C	D
S-13	640-1 383 (400-1)			640-1¼ 383 (400-1¼)
CIRCLING	640-1 383 (400-1)	720-1 463 (500-1)	720-1½ 463 (500-1½)	820-2 563 (600-2)

TACAN RWY 31

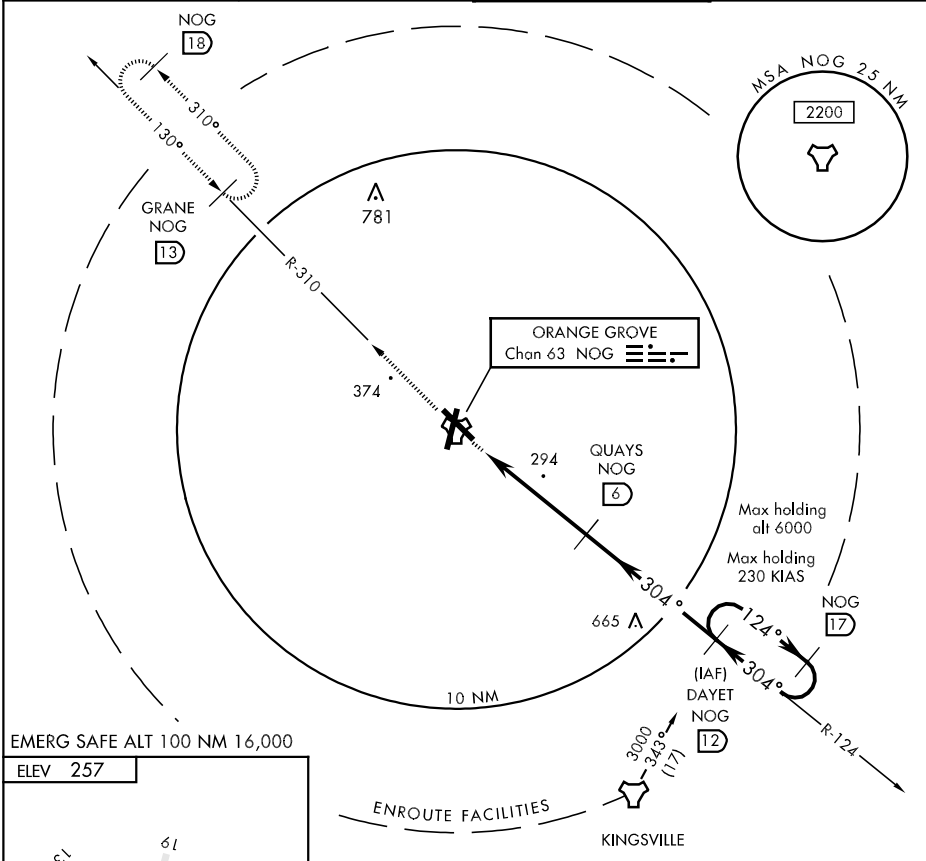
TACAN	APCH CRS	Rwy Idg	8001
Chan 63 NOG	304°	TDZE	230
		Arpt Elev	257

AL-6553 [USN]

ORANGE GROVE NALF (KNOG)

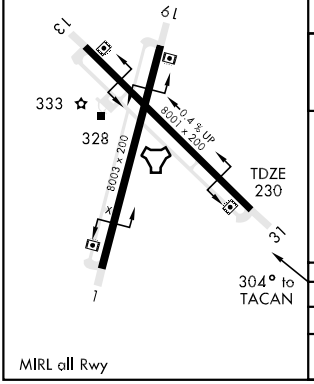
MISSED APPROACH: Climb to 3000 via NOG TACAN R-310 to GRANE and hold.

ATIS ★	KINGSVILLE APP CON	ORANGE GROVE TOWER ★	GND CON
254.325	119.90 290.45	281.425 318.85	229.4

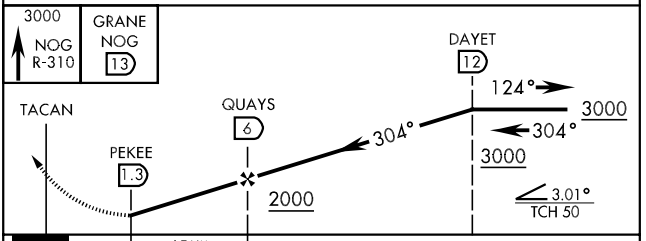


EMERG SAFE ALT 100 NM 16,000

ELEV 257



MIRL all Rwy



CATEGORY	A	B	C	D
S-31	560-1 330 (400-1)			
CIRCLING	640-1 383 (400-1)	720-1 463 (500-1)	720-1½ 463 (500-1½)	820-2 563 (600-2)

SC-3, 08 APR 2010 to 06 MAY 2010

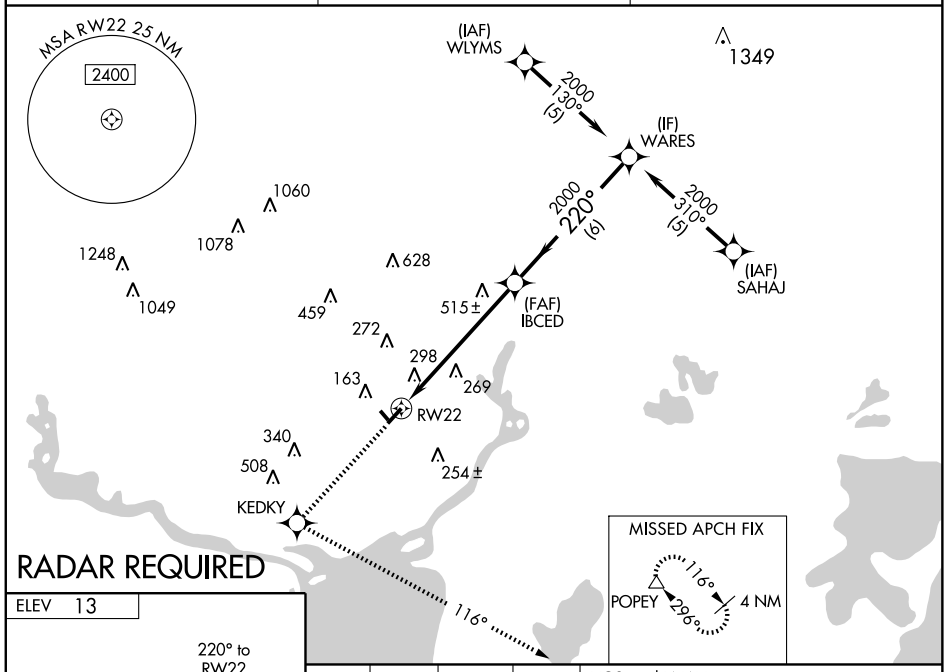
WAAS	APP CRS	Rwy Idg	5500
CH 56614	220°	TDZE	13
W22A		Apt Elev	13

RNAV (GPS) RWY 22
ORANGE COUNTY (ORG)

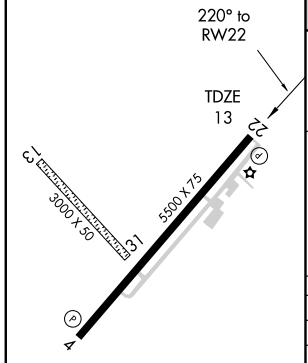
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15C° (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Southeast Texas Rgnl altimeter setting and increase all DA 32 feet and all MDA 40 feet, increase LPV and LNAV/VNAV all Cats visibility ¼ mile, and LNAV and Circling Cat C visibility ¼ mile. Baro-VNAV and VDP NA when using Southeast Texas Rgnl altimeter setting. Circling NA to Rwy 13/31.

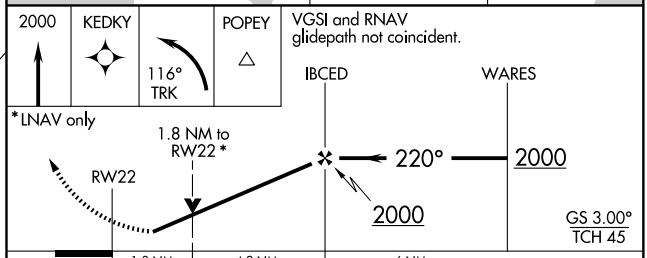
MISSED APPROACH: Climb to 2000 direct KEDKY and left turn via track 116° to POPEY and hold.

AWOS-3	HOUSTON APP CON	UNICOM
118.975	121.3 377.1	122.8 (CTAF) L



ELEV 13





CATEGORY	A	B	C	D
LPV DA	329-1 316 (400-1)			NA
LNAV/VNAV DA	674-2 ¼ 661 (700-2¼)			NA
LNAV MDA	600-1 587 (600-1)		600-1½ 587 (600-1½)	NA
CIRCLING	660-1 647 (700-1)		660-1¾ 647 (700-1¾)	NA

MIRL Rwy 4-22 L

SC-5, 08 APR 2010 to 06 MAY 2010

VOR/DME RWY 22

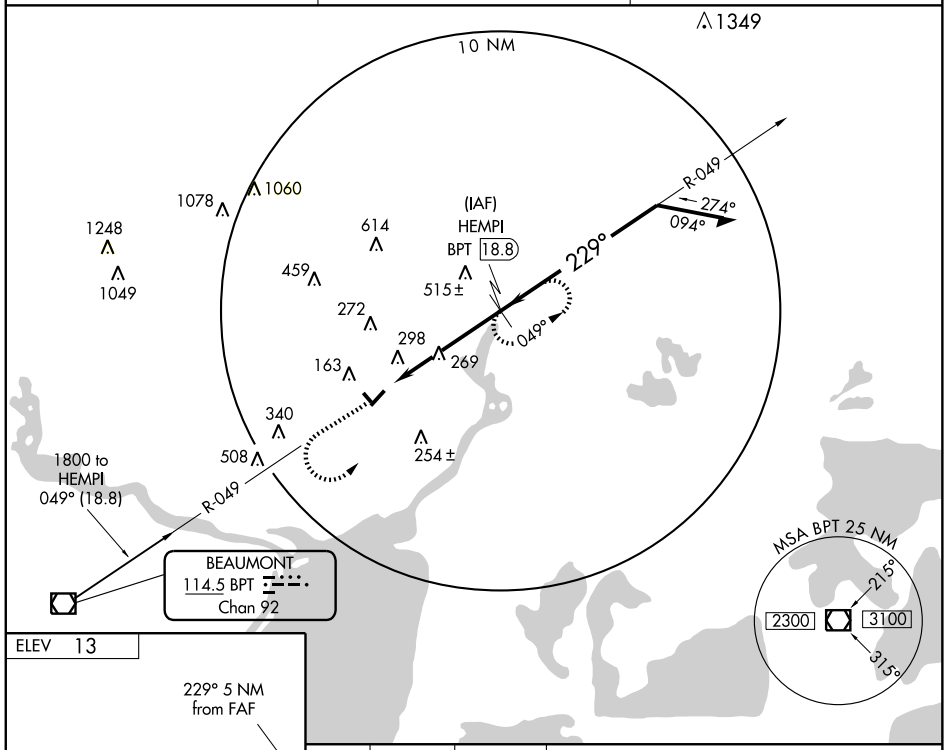
ORANGE COUNTY (ORG)

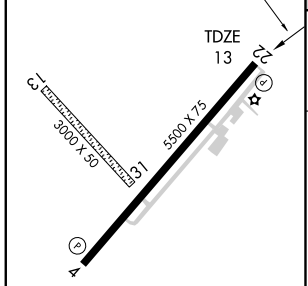
VOR/DME BPT	APP CRS	Rwy Idg	5500
114.5	229°	TDZE	13
Chan 92		Apt Elev	13

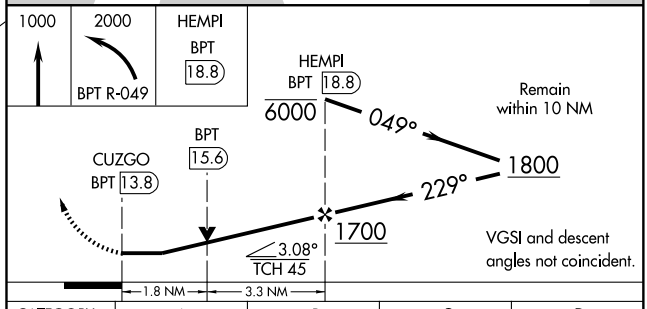
Visibility reduction by helicopters NA. Circling NA to Rwy 13/31.
VDP NA when using Southeast Texas Rgnl altimeter setting.
When local altimeter setting not received, use Southeast Texas Rgnl altimeter setting and increase all MDA 40 feet and increase S-22 and Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 1000 then climbing left turn to 2000 via BPT R-049 to HEMPI/18.8 DME and hold.

AWOS-3	HOUSTON APP CON	UNICOM
118.975	121.3 377.1	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-22	600-1	587 (600-1)	600-1½ 587 (600-1½)	NA
CIRCLING	660-1	647 (700-1)	660-1¾ 647 (700-1¾)	NA

MIRL Rwy 4-22 L

SC-5, 08 APR 2010 to 06 MAY 2010

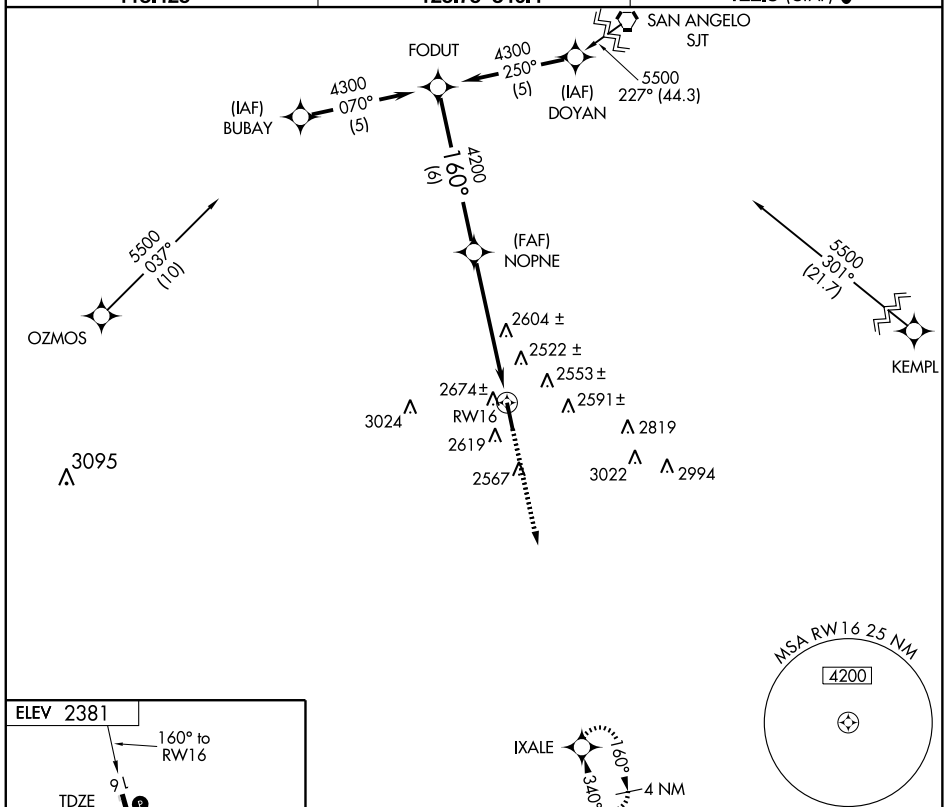
APP CRS	Rwy Idg	6000
160°	TDZE	2377
	Apt Elev	2381

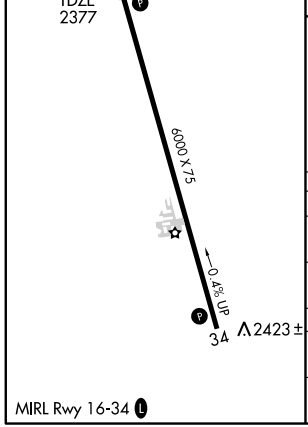
RNAV (GPS) RWY 16
OZONA MUNI (OZA)

GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA. Procedure NA at night.
Obtain local altimeter on CTAF; when not received, use San Angelo altimeter setting.

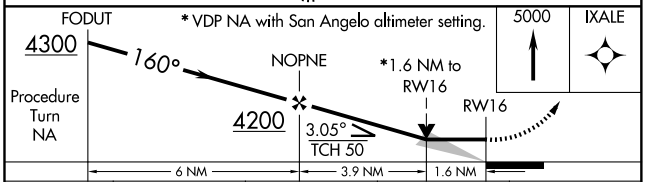
MISSED APPROACH: Climb to 5000 direct IXALE WP and hold.

AWOS-3	HOUSTON CENTER	UNICOM
118.425	125.75 346.4	122.8 (CTAF) L





MIRL Rwy 16-34 L



CATEGORY	A	B	C	D
LNAV MDA	2940-1¼ 563 (600-1¼)		2940-1½ 563 (600-1½)	NA
CIRCLING	2980-1¼ 599 (600-1¼)		2980-1½ 599 (600-1½)	NA
SAN ANGELO ALTIMETER SETTING MINIMUMS				
LNAV MDA	3180-1¼ 803 (800-1¼)		3180-2¼ 803 (800-2¼)	NA
CIRCLING	3220-1¼ 839 (900-1¼)		3220-2½ 839 (900-2½)	NA

SC-3, 08 APR 2010 to 06 MAY 2010

VORTAC GTH	APP CRS	Rwy Idg	3186
114.5	360°	TDZE	1857
Chan 92		Apt Elev	1858

VOR/DME or GPS RWY 35

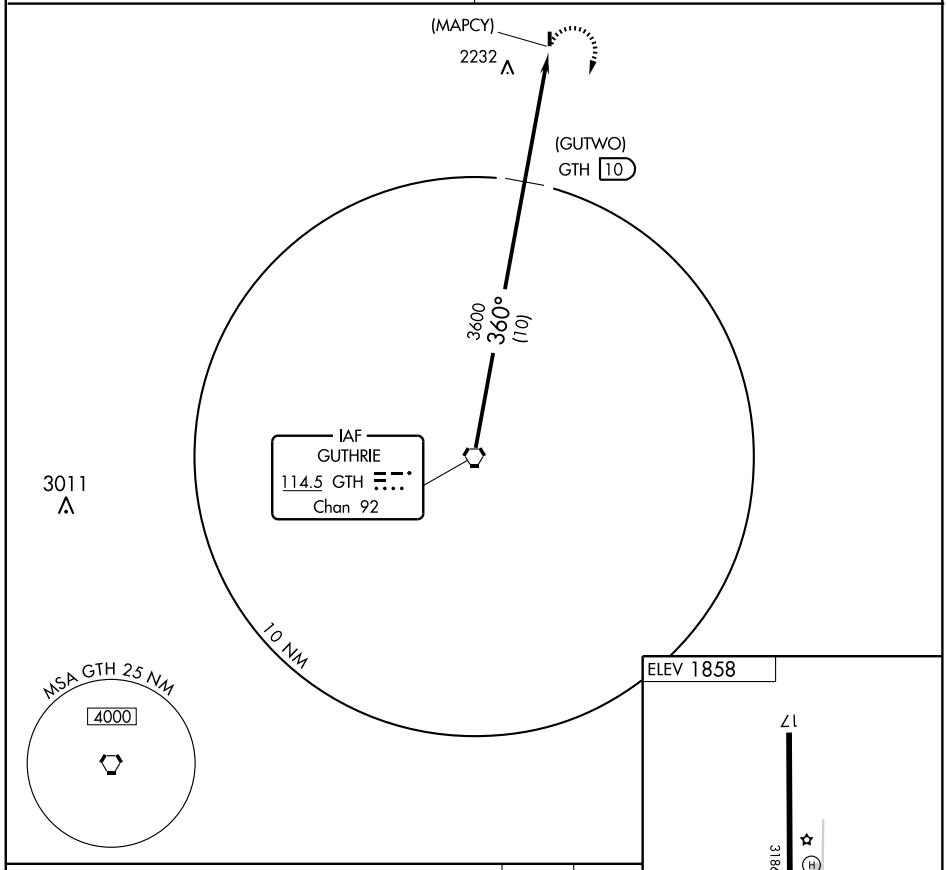
PADUCAH/DAN E. RICHARDS MUNI (3F6)

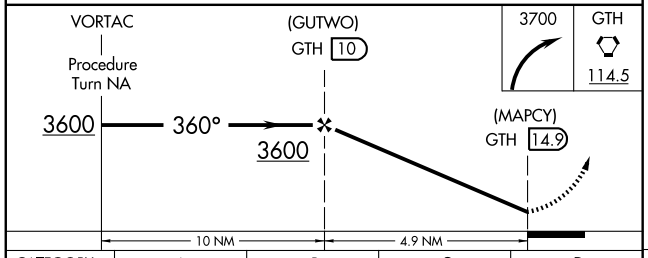
⚠ NA — Use Childress altimeter setting. When not available use Altus AFB altimeter setting and increase all MDAs 200 feet.

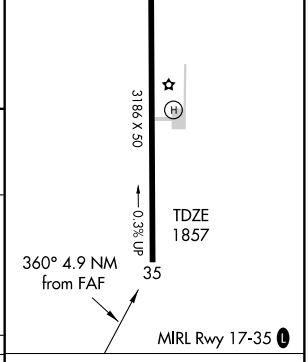
MISSED APPROACH: Climbing right turn to 3700 direct to GTH VORTAC.

FORT WORTH CENTER
133.5 350.35

CTAF
122.9 (L)







CATEGORY	A	B	C	D
S-35	2580-1	723 (800-1)	NA	
CIRCLING	2580-1	723 (800-1)	NA	

Knots	60	90	120	150	180
Min:Sec					

SC-2, 08 APR 2010 to 06 MAY 2010

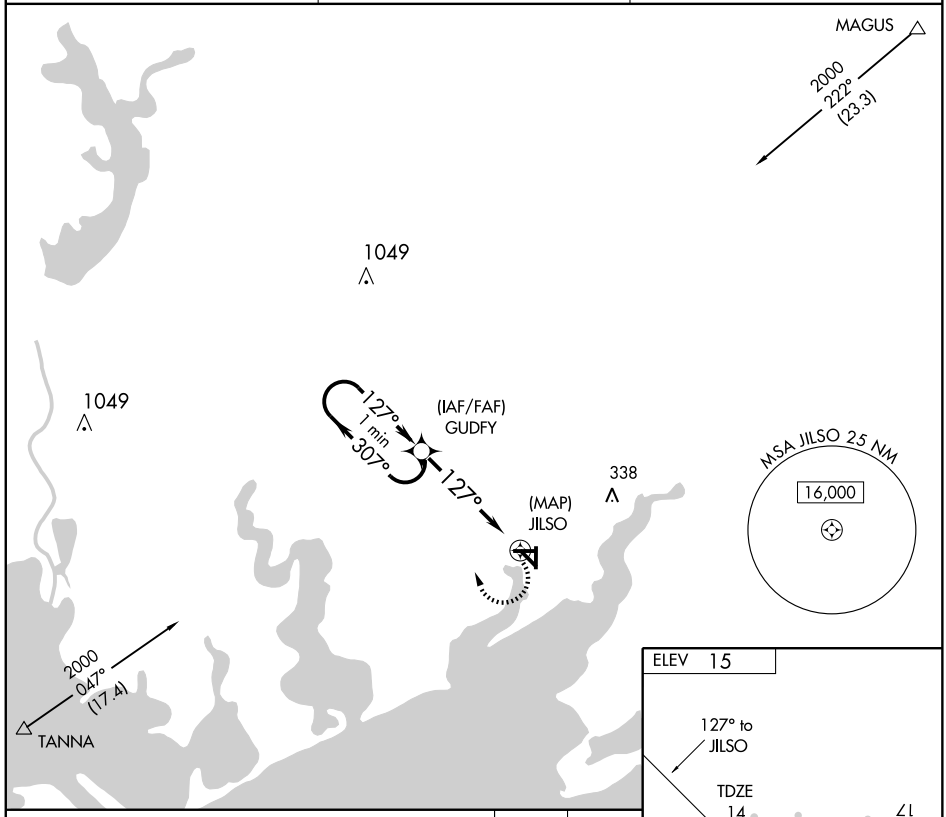
APP CRS	Rwy Idg	5001
127°	TDZE	14
	Apt Elev	15

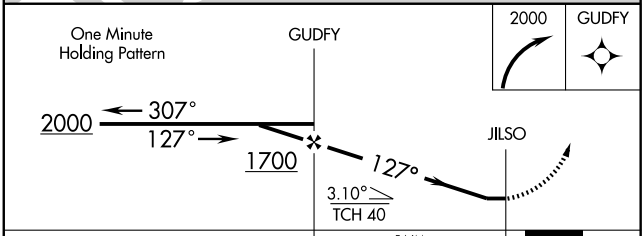
GPS RWY 13
PALACIOS MUNI (PSX)

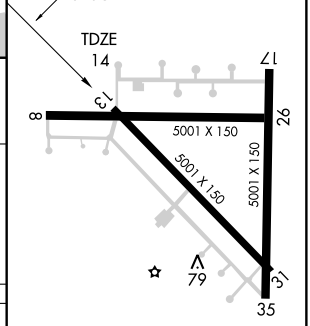
NA

MISSED APPROACH: Climbing right turn to 2000 direct GUDFY WP and hold.

ASOS	HOUSTON CENTER	UNICOM
118.025	128.6 360.8	122.8 (CTAF) L







REIL Rwys 13 and 31
MIRL Rwy 13-31 L

CATEGORY	A	B	C	D
S-13	380-1 366 (400-1)			380-1¼ 366 (400-1¼)
CIRCLING	420-1 405 (500-1)	480-1 465 (500-1)	480-1½ 465 (500-1½)	580-2 565 (600-2)

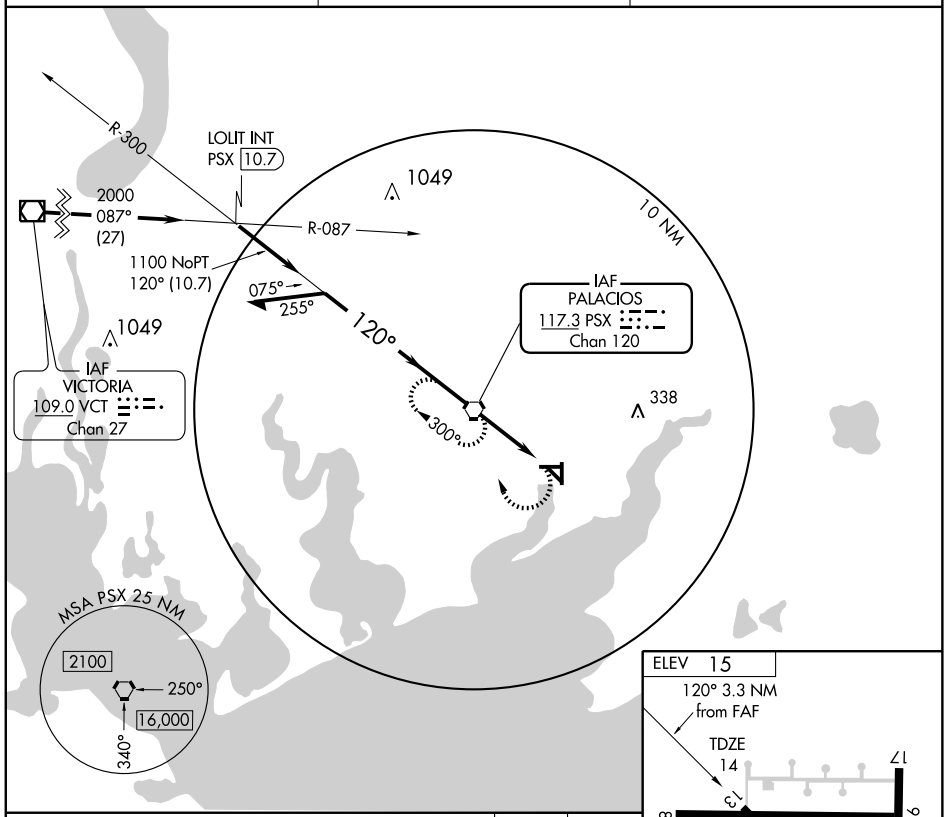
SC-5, 08 APR 2010 to 06 MAY 2010

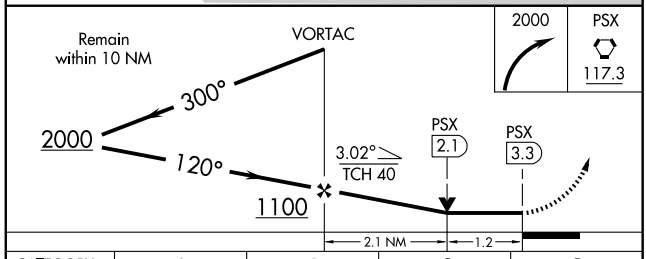
VOR PSX 117.3 Chan 120	APP CRS 120°	Rwy Idg 5001 TDZE 14 Apt Elev 15

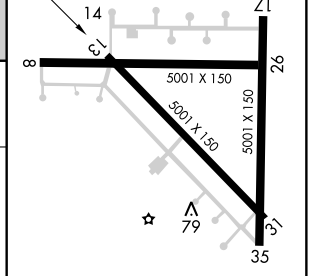
VOR RWY 13
PALACIOS MUNI (PSX)

MISSED APPROACH: Climbing right turn to 2000 direct PSX VORTAC and hold.

ASOS	HOUSTON CENTER	UNICOM
118.025	128.6 360.8	122.8 (CTAF) L







REIL Rwys 13 and 31
MIRL Rwy 13-31 L

CATEGORY	A	B	C	D
S-13	380-1 366 (400-1)			380-1¼ 366 (400-1¼)
CIRCLING	420-1 405 (500-1)	480-1 465 (500-1)	480-1½ 465 (500-1½)	580-2 565 (600-2)

FAF to MAP 3.3 NM

Knots	60	90	120	150	180
Min:Sec	3:18	2:12	1:39	1:19	1:06

SC-5, 08 APR 2010 to 06 MAY 2010

NDB PSN	APP CRS	Rwy Idg	5005
375	015°	TDZE	415
		Apt Elev	423

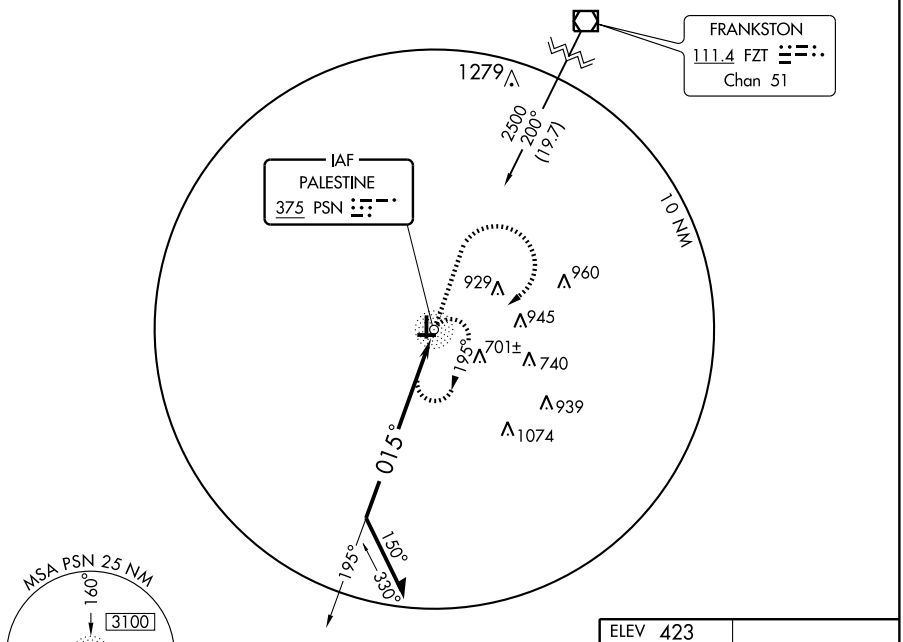
NDB RWY 36
PALESTINE MUNI (PSN)

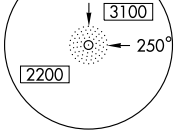
If local altimeter setting not received, use C. David Campbell Field-Corsicana Muni altimeter setting and increase all MDAs 100 feet.

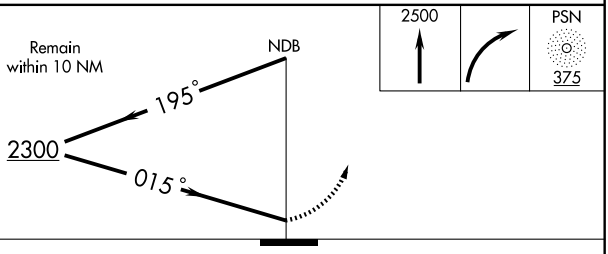
NA

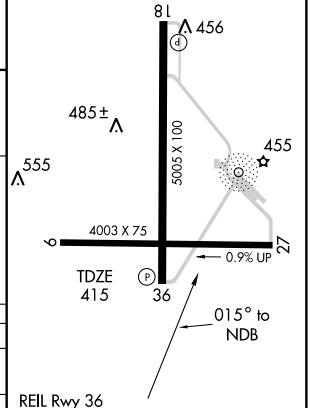
MISSED APPROACH: Climb to 2500 then right turn direct PSN NDB and hold.

AWOS-3	FORT WORTH CENTER	UNICOM
118.025	135.25 265.1	122.7 (CTAF)









REIL Rwy 36
MIRL Rwys 18-36 and 9-27

CATEGORY	A	B	C	D
S-36	1000-1 585 (600-1)		1000-1½ 585 (600-1½)	1000-1¾ 585 (600-1¾)
CIRCLING	1000-1 577 (600-1)	1040-1 617 (700-1)	1040-1¾ 617 (700-1¾)	1060-2 637 (700-2)

SC-5. 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	5005
177°	TDZE	416
	Apt Elev	423

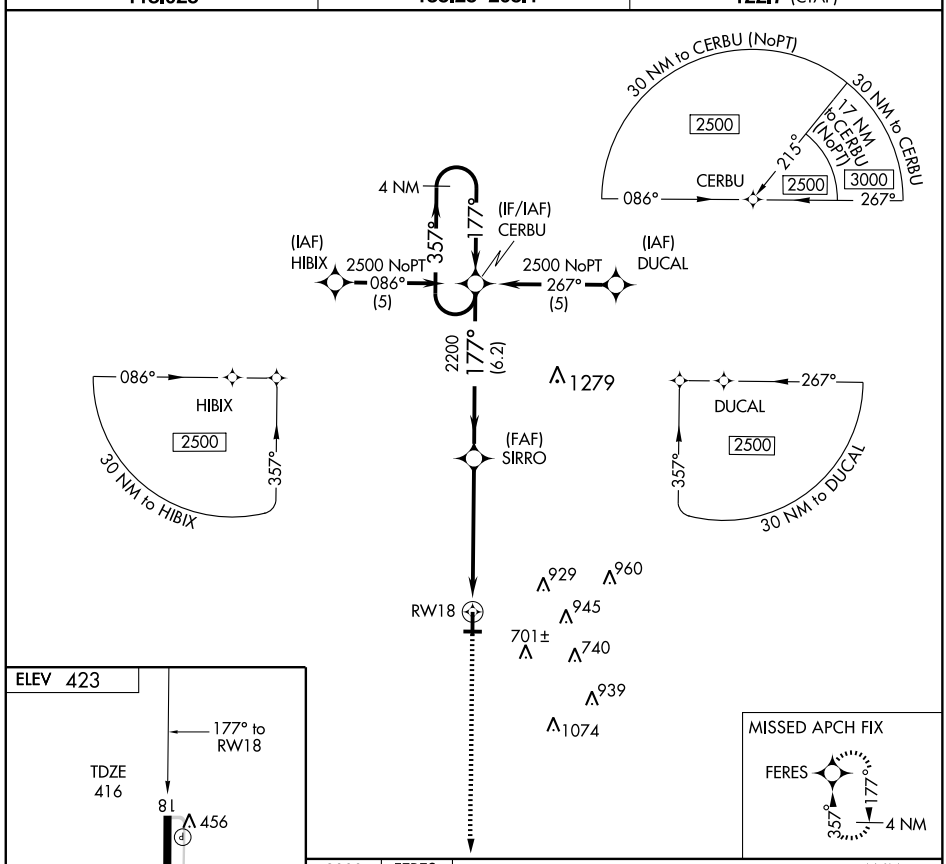
RNAV (GPS) RWY 18

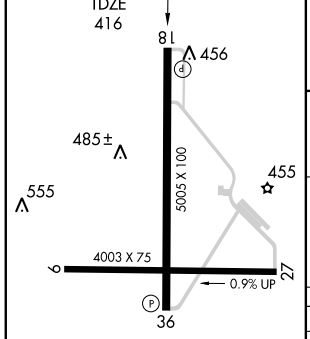
PALESTINE MUNI (PSN)

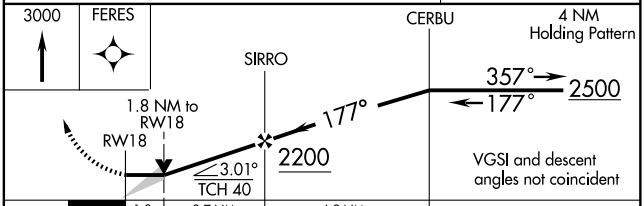
VDP NA with C. David Campbell Field-Corsicana Muni altimeter setting. DME/DME RNP-0.3 NA. Circling to Rwy 9-27, NA at night. If local weather not received, use C. David Campbell Field-Corsicana Muni altimeter setting and increase all MDAs 100 feet.

MISSED APPROACH: Climb to 3000 direct FERES and hold.

AWOS-3	FORT WORTH CENTER	UNICOM
118.025	135.25 265.1	122.7 (CTAF)







CATEGORY	A	B	C	D
LNAV MDA	1040-1	624 (700-1)	1040-1¾ 624 (700-1¾)	1040-2 624 (700-2)
CIRCLING	1040-1	617 (700-1)	1040-1¾ 617 (700-1¾)	1060-2 637 (700-2)

REIL Rwy 36
MIRL Rwys 18-36 and 9-27

SC-5, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	5005
357°	TDZE	415
	Apt Elev	423

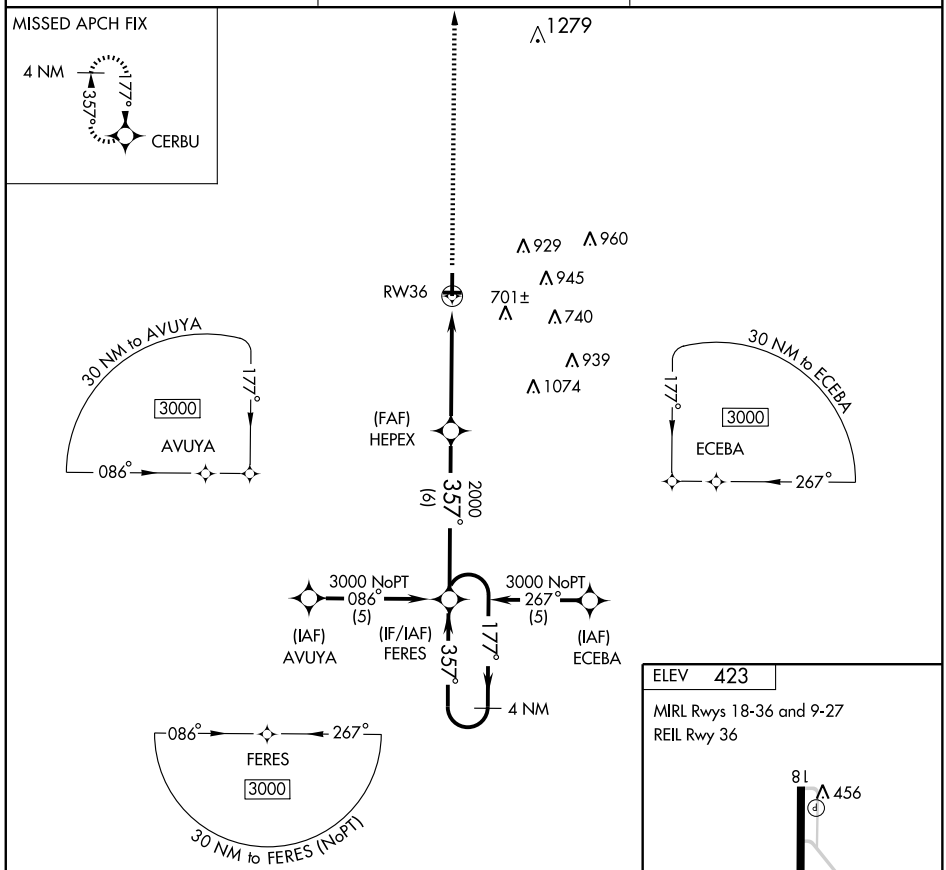
RNAV (GPS) RWY 36

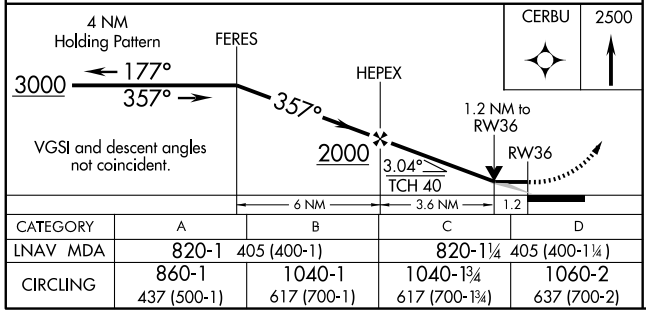
PALESTINE MUNI (PSN)

VDP NA with C. David Campbell Field-Corsicana Muni altimeter setting.
DME/DME RNP-0.3 NA. If local altimeter setting not received, use C. David Campbell Field-Corsicana Muni altimeter setting and increase all MDAs 100 feet.

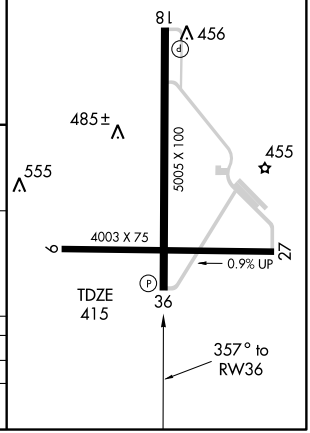
MISSED APPROACH: Climb to 2500 direct CERBU and hold.

AWOS-3	FORT WORTH CENTER	UNICOM
118.025	135.25 265.1	122.7 (CTAF)





CATEGORY	A	B	C	D
LNAV MDA	820-1 405 (400-1)		820-1¼ 405 (400-1¼)	
CIRCLING	860-1 437 (500-1)	1040-1 617 (700-1)	1040-1¾ 617 (700-1¾)	1060-2 637 (700-2)



SC-5, 08 APR 2010 to 06 MAY 2010

VOR/DME FZT	APP CRS	Rwy Idg	5005
111.4	201°	TDZE	416
Chan 51		Apt Elev	423

VOR/DME RWY 18

PALESTINE MUNI (PSN)

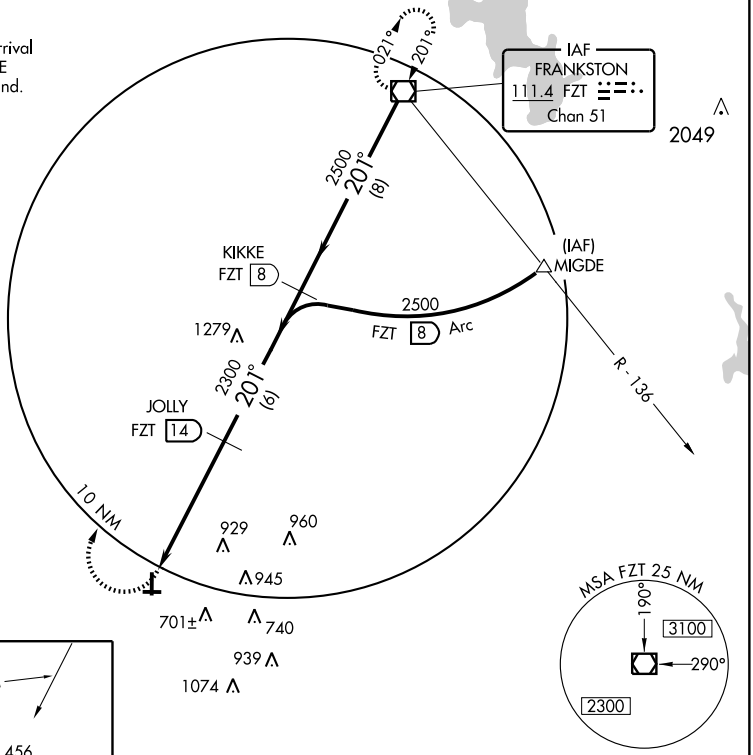
NA

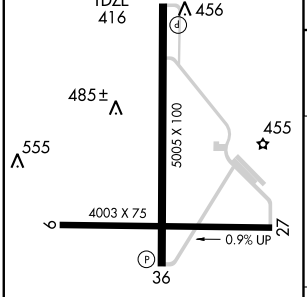
If local altimeter setting not received, use C. David Campbell Field-Corsicana Muni altimeter setting and increase all MDAs 100 feet.

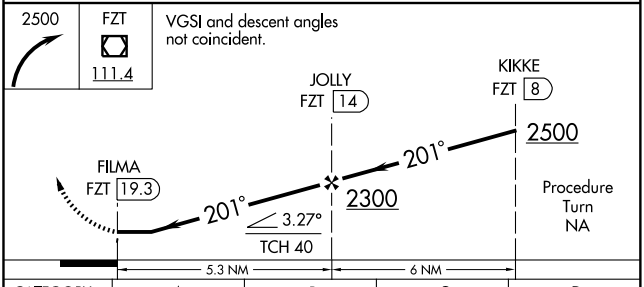
MISSING APPROACH: Climbing right turn to 2500 direct FZT VOR/DME and hold.

AWOS-3	FORT WORTH CENTER	UNICOM
118.025	135.25 265.1	122.7 (CTAF)

Procedure NA for arrival at FZT VOR/DME via V583 northbound.







CATEGORY	A	B	C	D
S-18	1240-1 824 (900-1)	1240-1¼ 824 (900-1¼)	1240-2½ 824 (900-2½)	1240-2¾ 824 (900-2¾)
CIRCLING	1240-1 817 (900-1)	1240-1¼ 817 (900-1¼)	1240-2½ 817 (900-2½)	1240-2¾ 817 (900-2¾)

REIL Rwy 36
MIRL Rwys 18-36 and 9-27

SC-5, 08 APR 2010 to 06 MAY 2010

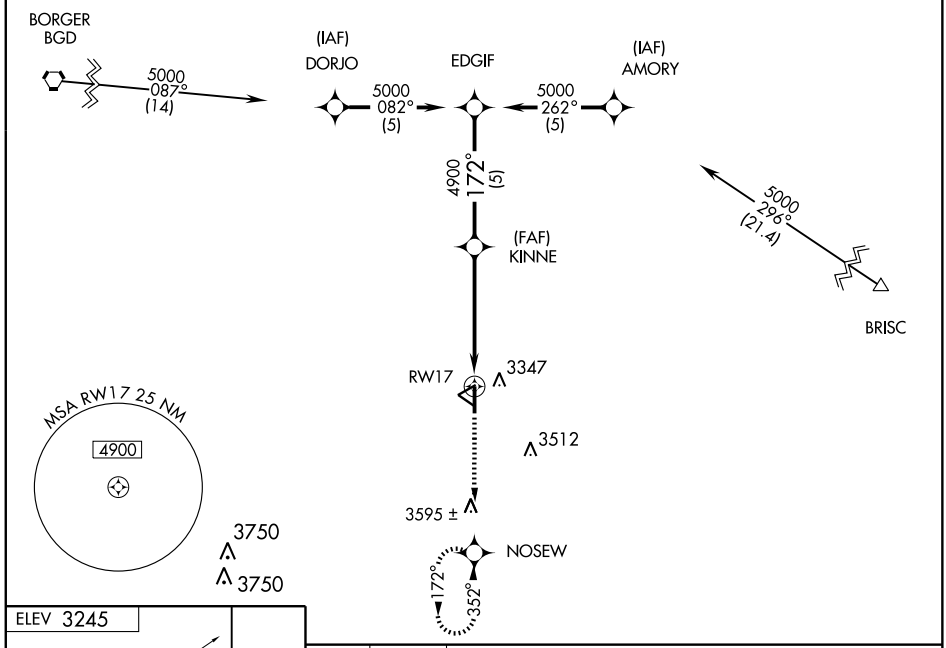
APP CRS	Rwy Idg	5862
172°	TDZE	3244
	Apt Elev	3245

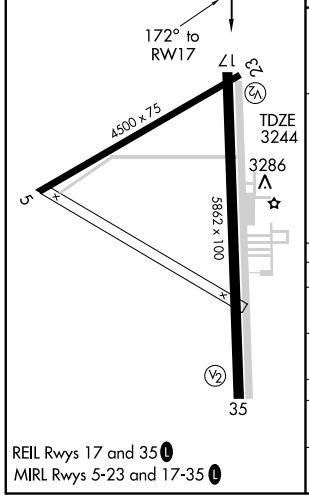
GPS RWY 17

PAMPA/ PERRY LEFORS FIELD (PPA)

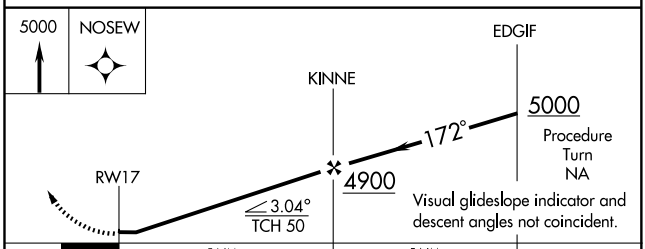
NA	Obtain local altimeter setting on CTAF; when not received, use Borger altimeter setting.	MISSED APPROACH: Climb to 5000 direct NOSEW WP and hold.

AWOS-3	ALBUQUERQUE CENTER	UNICOM
118.725	127.85 285.475	122.7 (CTAF) L





REIL Rwys 17 and 35 L
MIRL Rwys 5-23 and 17-35 L



CATEGORY	A	B	C	D
S-17	3600-1 356 (400-1)			3600-1 ¼ 356 (400-1 ¼)
CIRCLING	3660-1 415 (500-1)	3700-1 455 (500-1)	3700-1½ 455 (500-1½)	3800-2 555 (600-2)
BORGER ALTIMETER SETTING MINIMUMS				
S-17	3680-1 436 (500-1)		3680-1 ¼ 436 (500-1 ¼)	3680-1½ 436 (500-1½)
CIRCLING	3720-1 475 (500-1)		3720-1½ 475 (500-1½)	3800-2 555 (600-2)

SC-2, 08 APR 2010 to 06 MAY 2010

NDB PPA	APP CRS	Rwy Idg	5862
368	166°	TDZE	3244
		Apt Elev	3245

NDB RWY 17

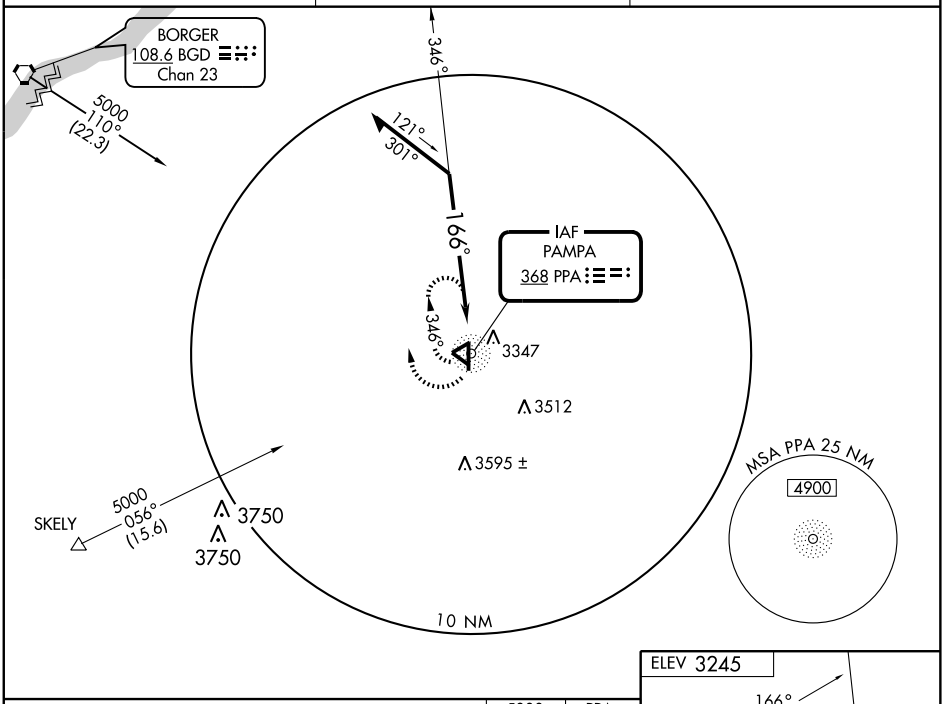
PAMPA/ PERRY LEFORS FIELD (PPA)

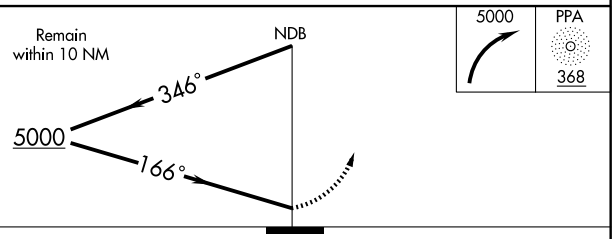
NA

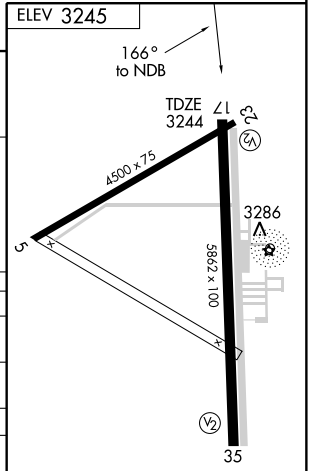
Obtain local altimeter setting on CTAF; when not received, use Borger altimeter setting.

MISSED APPROACH: Climbing right turn to 5000 in PPA NDB holding pattern.

AWOS-3	ALBUQUERQUE CENTER	UNICOM
118.725	127.85 285.475	122.7 (CTAF) L







REIL Rwys 17 and 35 L

MIRL Rwys 5-23 and 17-35 L

CATEGORY	A	B	C	D
S-17	3700-1	456 (500-1)	3700-1¼ 456 (500-1¼)	3700-1½ 456 (500-1½)
CIRCLING	3700-1	455 (500-1)	3700-1½ 455 (500-1½)	3800-2 555 (600-2)
BORGER ALTIMETER SETTINGS MINIMUMS				
S-17	3780-1	536 (600-1)	3780-1½ 536 (600-1½)	3780-1¾ 536 (600-1¾)
CIRCLING	3780-1	535 (600-1)	3780-1½ 535 (600-1½)	3800-2 555 (600-2)

SC-2, 08 APR 2010 to 06 MAY 2010

VORTAC BGD	APP CRS	Rwy Idg	N/A
108.6	110°	TDZE	N/A
Chan 23		Apt Elev	3245

VOR/DME-A

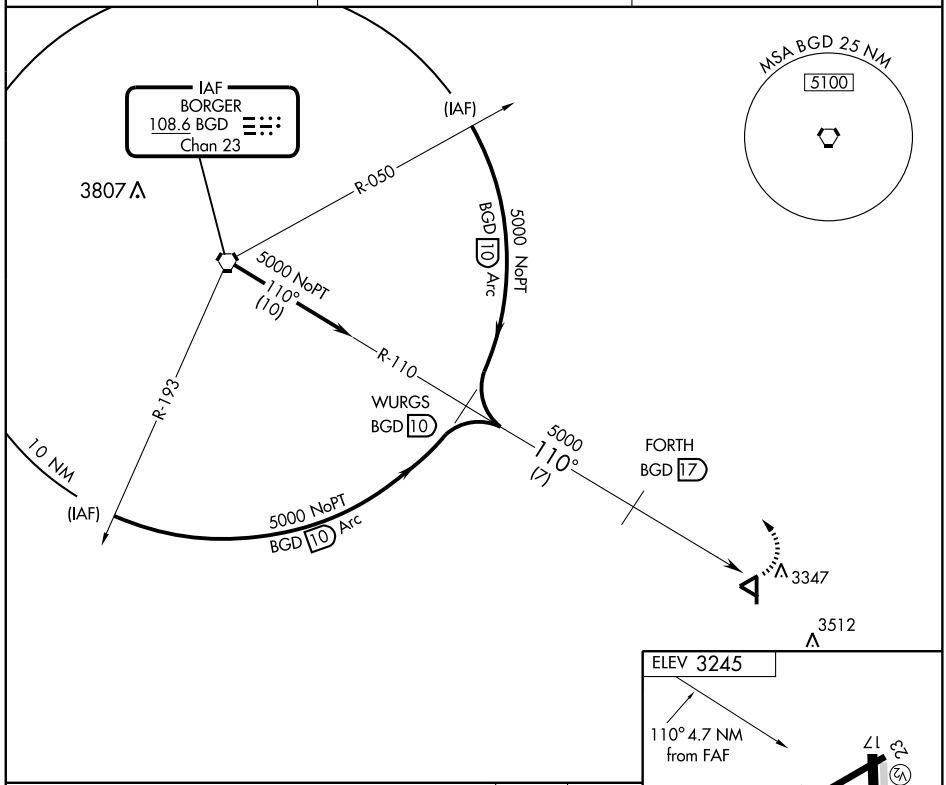
PAMPA/ PERRY LEFORS FIELD (PPA)

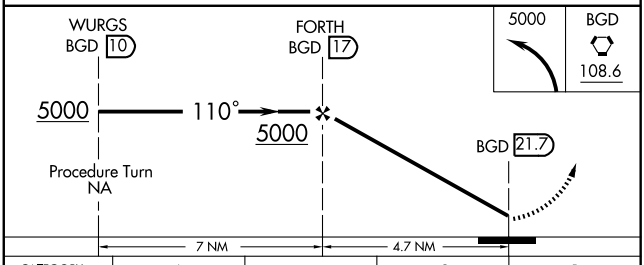
⚠ NA

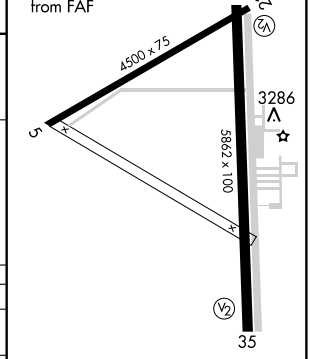
Obtain local altimeter setting on CTAF; when not received, use Borger altimeter setting.

MISSED APPROACH: Climbing left turn to 5000 direct BGD VORTAC.

AWOS-3	ALBUQUERQUE CENTER	UNICOM
118.725	127.85 285.475	122.7 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	3660-1 415 (500-1)	3700-1 455 (500-1)	3700-1½ 455 (500-1½)	3800-2 555 (600-2)
BORGER ALTIMETER SETTINGS MINIMUMS				
CIRCLING	3720-1 475 (500-1)		3720-1½ 475 (500-1½)	3800-2 555 (600-2)

REIL Rwys 17 and 35 L
MIRL Rwys 5-23 and 17-35 L

SC-2, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	4405
352°	TDZE	3452
	Apt Elev	3452

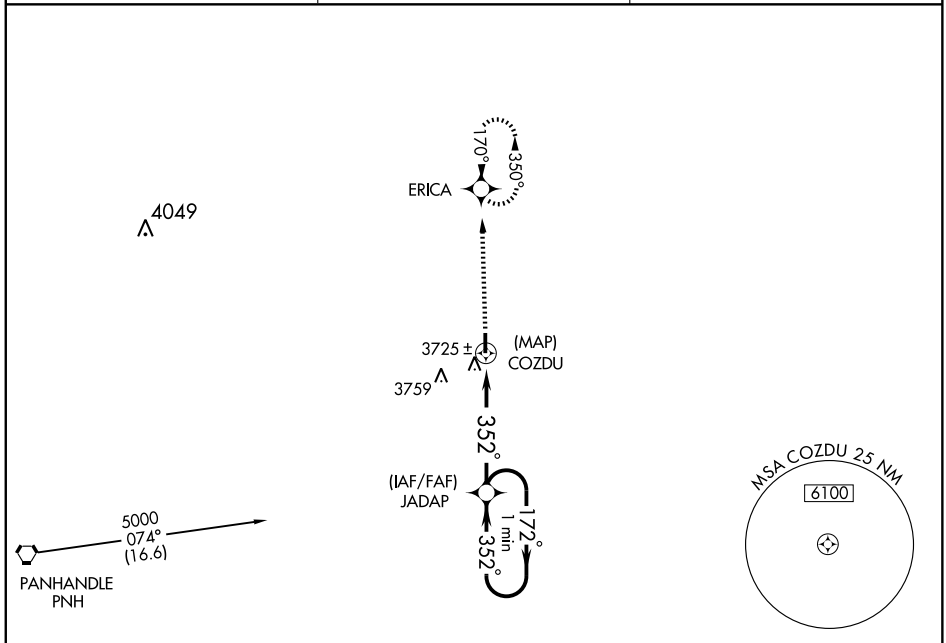
GPS RWY 35

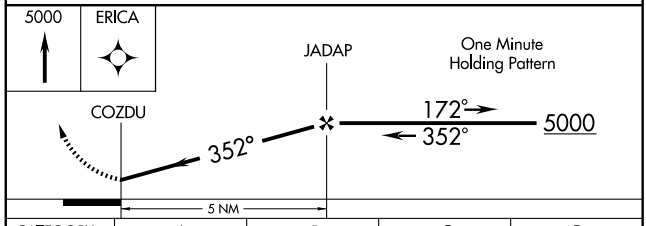
PANHANDLE-CARSON COUNTY (T45)

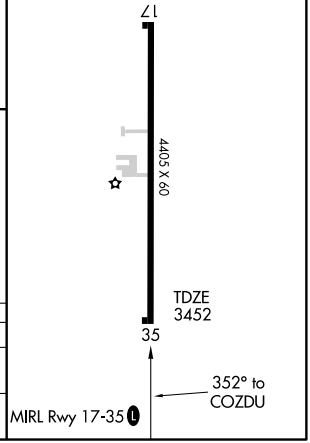
NA Use Rick Husband Amarillo Intl altimeter setting.

MISSED APPROACH: Climb to 5000 direct ERICA WP and hold.

AMARILLO APP CON *	UNICOM	
119.5 307.0	122.7 (CTAF)	123.5 L







CATEGORY	A	B	C	D
S-35	4100-1	648 (700-1)	4100-1¾ 648 (700-1¾)	NA
CIRCLING	4140-1	688 (700-1)	4140-2 688 (700-2)	NA

SC-2, 08 APR 2010 to 06 MAY 2010

PANHANDLE, TEXAS

AL-9145 (FAA)

VORTAC BGD	APP CRS	Rwy Idg	4405
108.6	167°	TDZE	3450
Chan 23		Apt Elev	3452

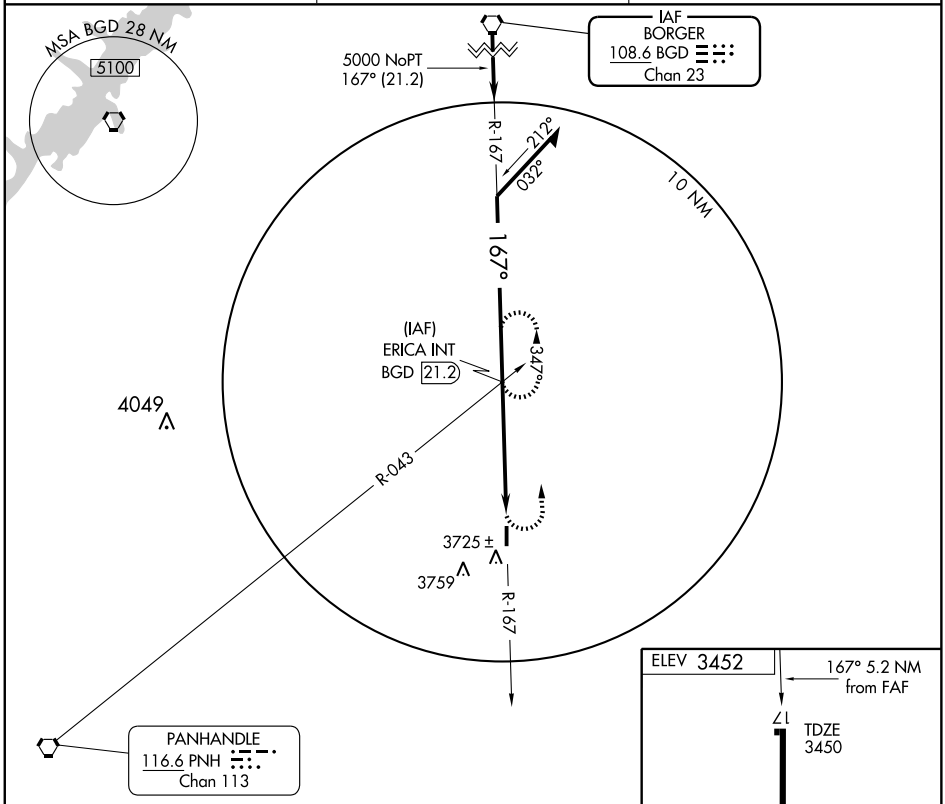
VOR RWY 17

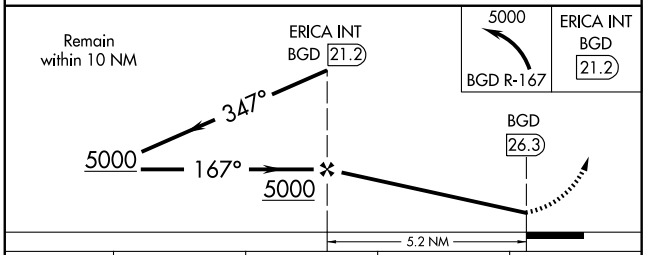
PANHANDLE-CARSON COUNTY (T45)

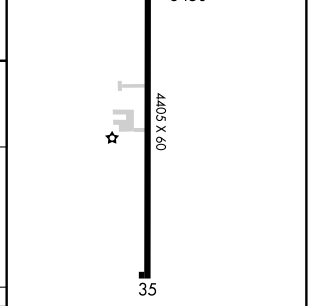
NA Use Rick Husband Amarillo Intl altimeter setting.

MISSED APPROACH: Climbing left turn to 5000 via BGD R-167 to ERICA Int 21.2 DME and hold.

AMARILLO APP CON *	UNICOM	
119.5 307.0	122.7 (CTAF)	123.5 L







MIRL Rwy 17-35 L

CATEGORY	A	B	C	D
S-17	3900-1 450 (500-1)	3900-1¼ 450 (500-1¼)	3900-1½ 450 (500-1½)	NA
CIRCLING	4140-1 688 (700-1)	4140-1¼ 688 (700-1¼)	4140-2 688 (700-2)	NA

FAF to MAP 5.2 NM

Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

SC-2, 08 APR 2010 to 06 MAY 2010

WAAS CH 69401 W17A	APP CRS 175°	Rwy Idg 6002 TDZE 541 Apt Elev 548

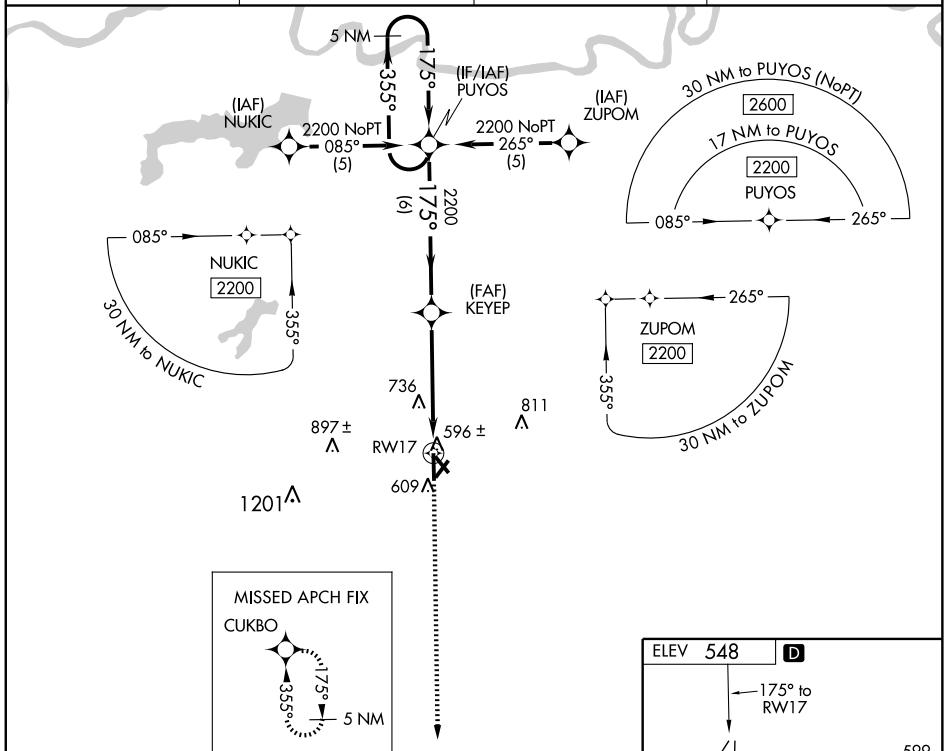
RNAV (GPS) RWY 17

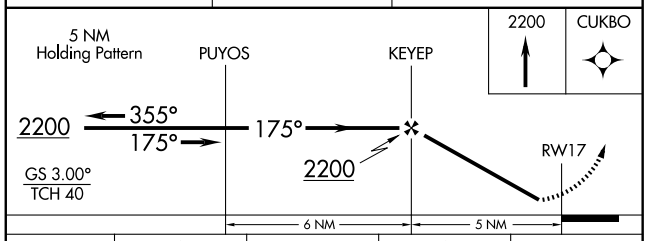
PARIS/ COX FIELD (PRX)

▼ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. If local altimeter setting not received, use Sulphur Springs altimeter setting and increase all DAs/MDAs 80 feet.
▲ For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (118°F). BARO-VNAV NA when using Sulphur Springs altimeter setting.

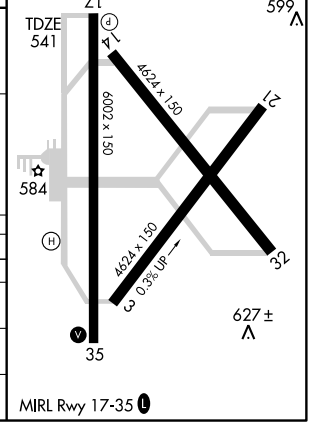
MISSED APPROACH: Climb to 2200 direct CUKBO and hold.

AWOS-3	FORT WORTH CENTER	FORT WORTH RADIO	UNICOM
119.675	124.875	122.25	122.975 (CTAF) L





CATEGORY	A	B	C	D
LPV DA		791-1	250 (300-1)	
LNAV/ VNAV DA		846-1	305 (300-1)	
LNAV MDA	1040-1 499 (500-1)		1040-1¼ 499 (500-1¼)	1040-1½ 499 (500-1½)
CIRCLING	1040-1 492 (500-1)		1040-1½ 492 (500-1½)	1100-2 552 (600-2)



SC-2, 08 APR 2010 to 06 MAY 2010

WAAS CH 63001 W35A	APP CRS 355°	Rwy Idg 6002 TDZE 532 Apt Elev 548

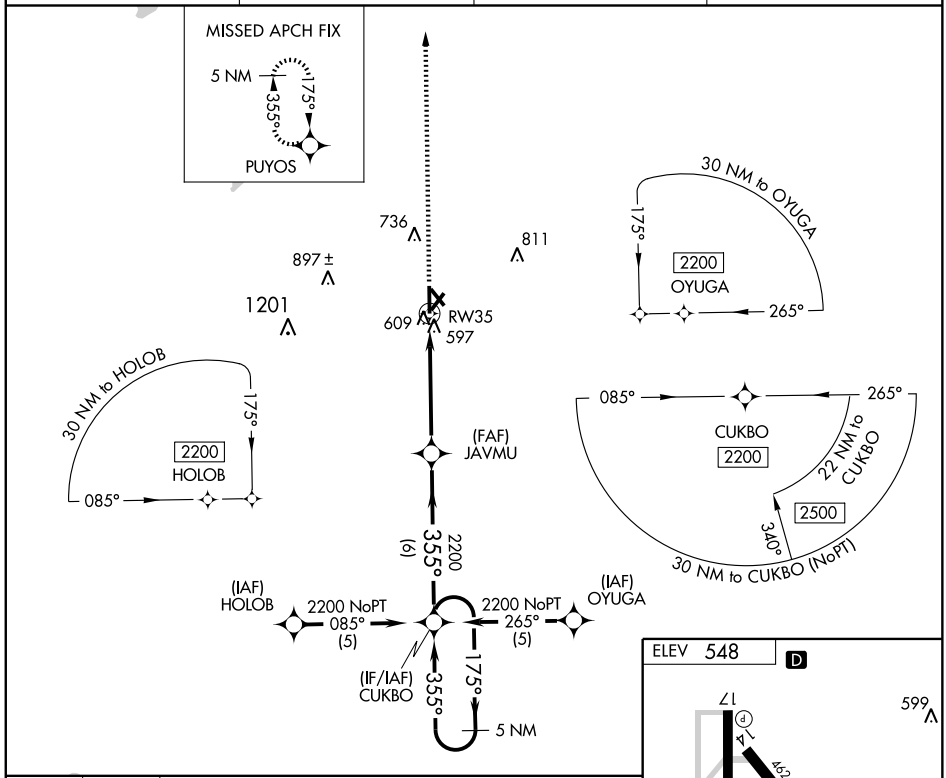
RNAV (GPS) RWY 35

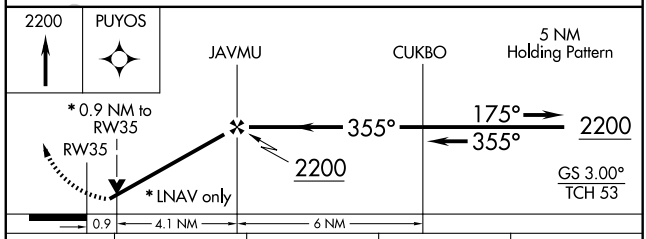
PARIS/ COX FIELD (PRX)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. If local altimeter setting not received, use Sulphur Springs altimeter setting and increase all DAs/MDAs 80 feet.
For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (118°F). BARO-VNAV and VDP NA when using Sulphur Springs altimeter setting.

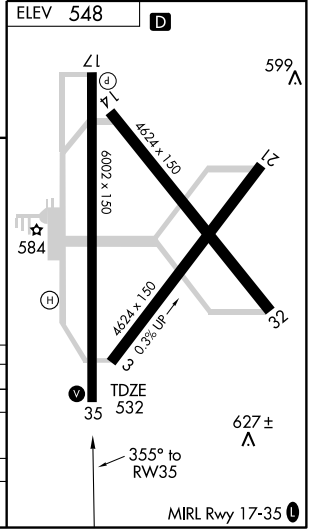
MISSED APPROACH: Climb to 2200 direct PUYOS and hold.

AWOS-3	FORT WORTH CENTER	FORT WORTH RADIO	UNICOM
119.675	124.875	122.25	122.975 (CTAF) L





CATEGORY	A	B	C	D
LPV DA		782-¾ 250 (300-¾)		
LNAV/ VNAV DA		925-1¼ 393 (400-1¼)		
LNAV MDA		860-1 328 (400-1)		
CIRCLING	960-1¼ 412 (500-1¼)	1000-1¼ 452 (500-1¼)	1000-1½ 452 (500-1½)	1100-2 552 (600-2)



SC-2, 08 APR 2010 to 06 MAY 2010

VOR/DME PRX	APP CRS	Rwy Idg	6002
113.6	350°	TDZE	532
Chan 83		Apt Elev	548

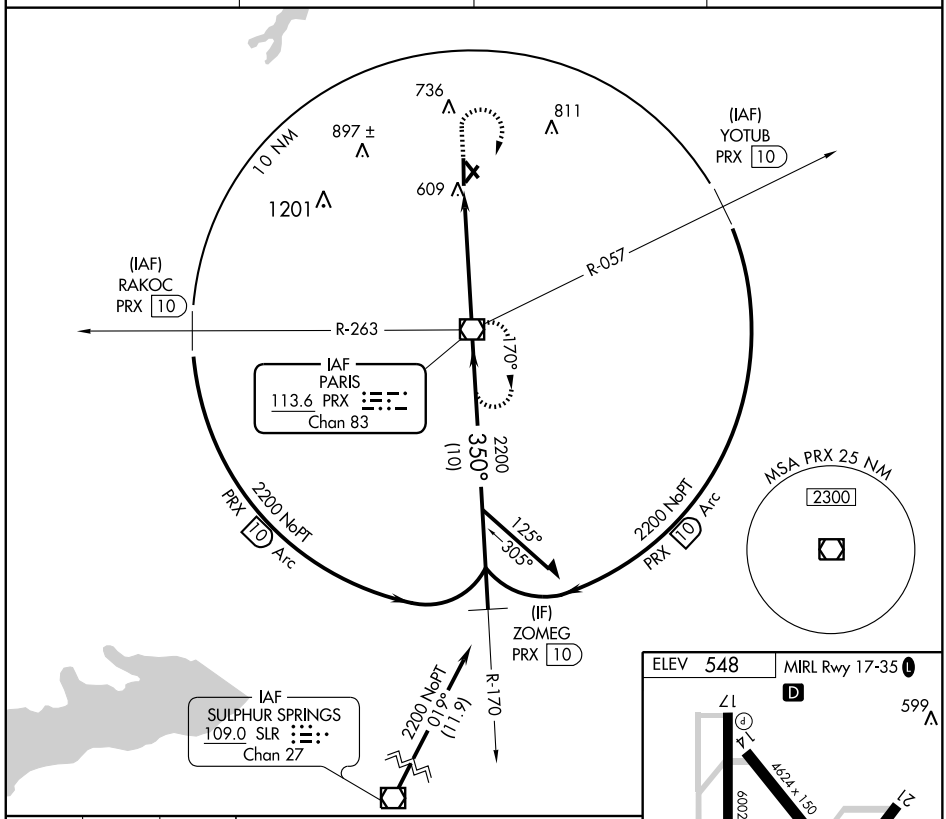
VOR RWY 35

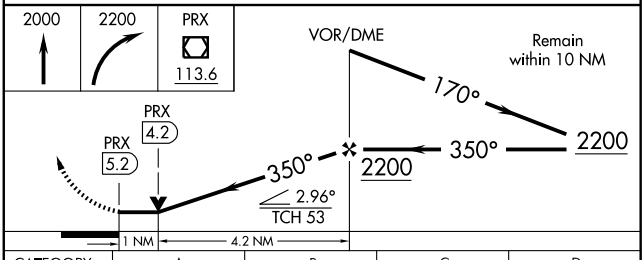
PARIS/ COX FIELD (PRX)

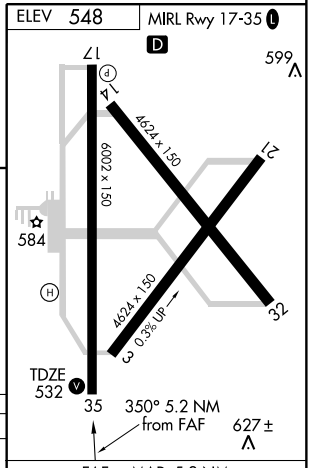
If local altimeter setting not received, use Sulphur Springs altimeter setting and increase all MDAs 80 feet. Visibility reduction by helicopters NA. VDP NA when using Sulphur Springs altimeter setting.

MISSED APPROACH: Climb to 2000 then climbing right turn to 2200 direct PRX VOR/DME.

AWOS-3	FORT WORTH CENTER	FORT WORTH RADIO	UNICOM
119.675	124.875	122.25	122.975 (CTAF) L







CATEGORY	A	B	C	D
S-35	880-1 348 (400-1)			880-1¼ 348 (400-1¼)
CIRCLING	960-1 412 (500-1)	1000-1 452 (500-1)	1000-1½ 452 (500-1½)	1100-2 552 (600-2)

Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

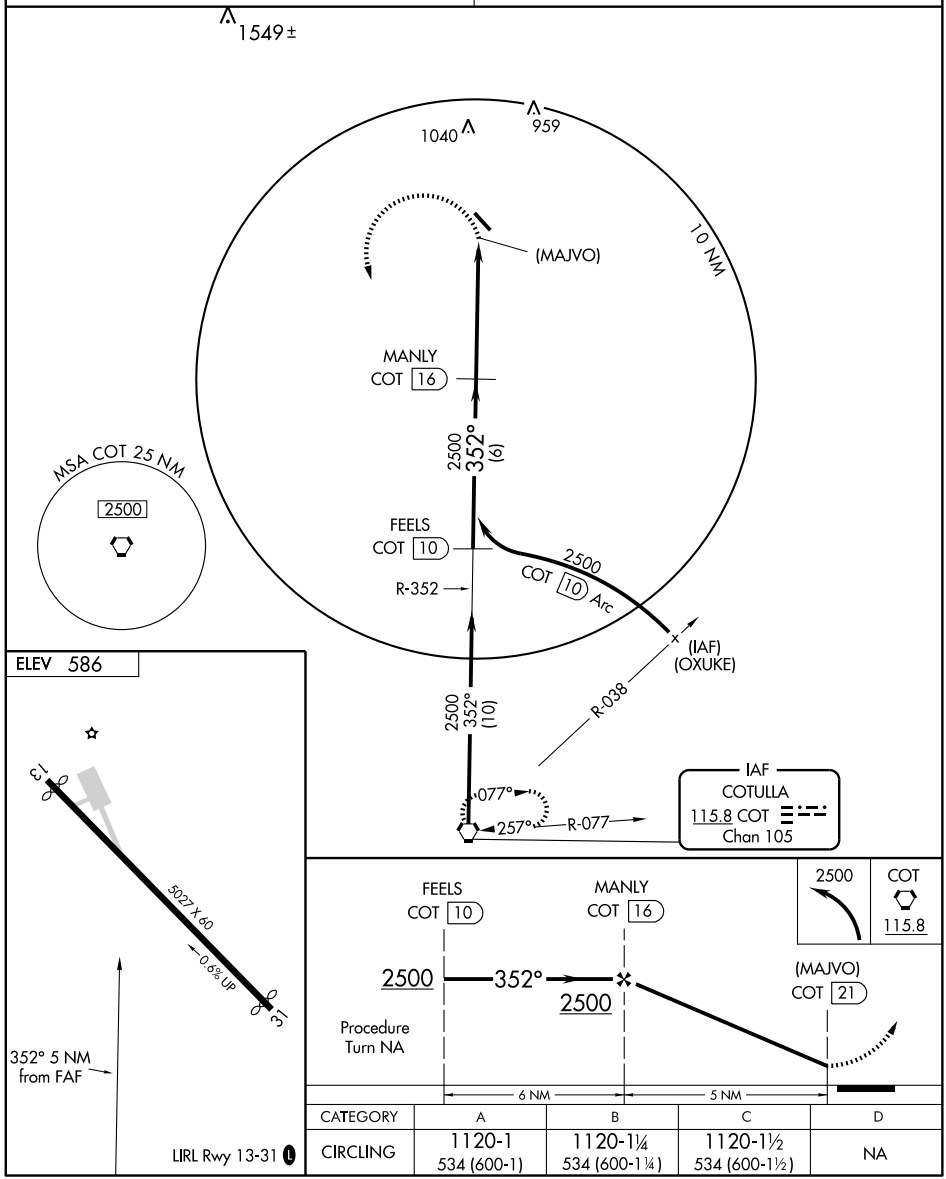
SC-2, 08 APR 2010 to 06 MAY 2010

VORTAC COT 115.8 Chan 105	APP CRS 352°	Rwy Idg N/A TDZE N/A Apt Elev 586

VOR/DME or GPS-A

PEARSALL/MC KINLEY FIELD (T30)

NA	Use Cotulla altimeter setting.	MISSED APPROACH: Climbing left turn to 2500 direct COT VORTAC and hold.
HOUSTON CENTER 134.6 322.5		UNICOM 122.8 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	1120-1 534 (600-1)	1120-1¼ 534 (600-1¼)	1120-1½ 534 (600-1½)	NA

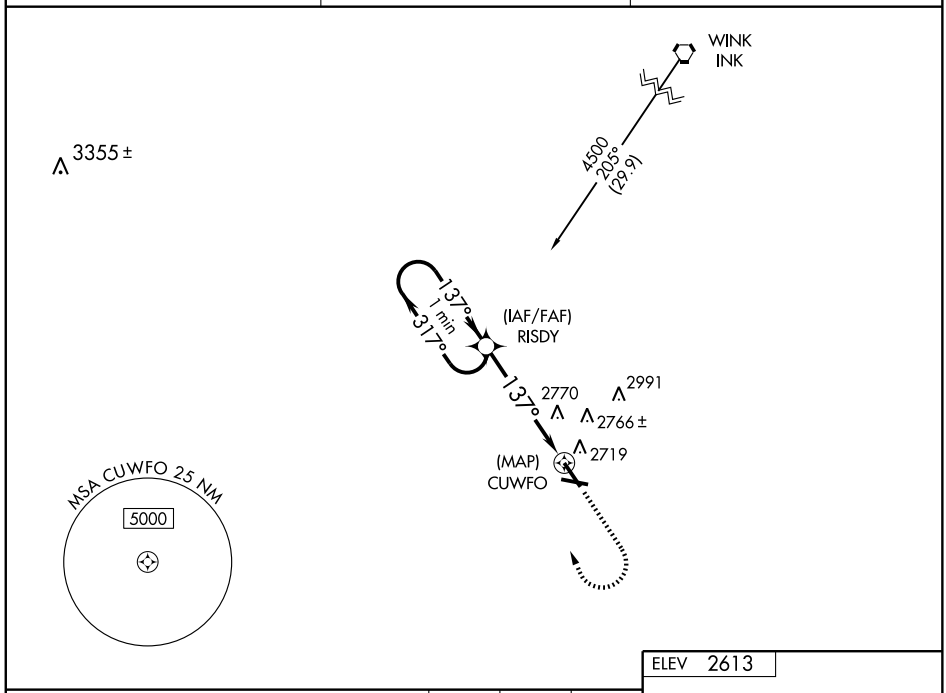
APP CRS	Rwy Idg	6236
137°	TDZE	2608
	Apt Elev	2613

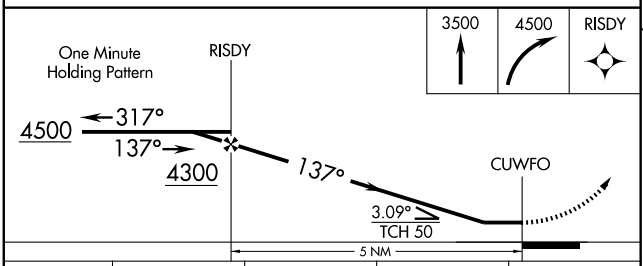
GPS RWY 14
PECOS MUNI (PEQ)

⚠ NA — Obtain local altimeter on CTAF; if not received, use Wink altimeter setting. If neither received, procedure not authorized.

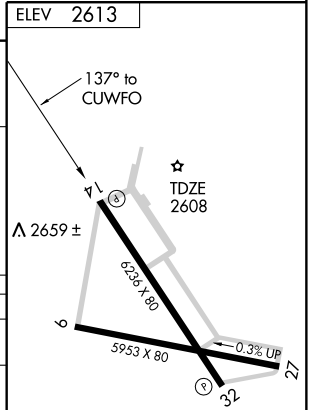
MISSED APPROACH: Climb to 3500 then climbing right turn 4500 direct RISDY and hold.

AWOS-3	ALBUQUERQUE CENTER	UNICOM
118.175	135.875 292.15	122.8 (CTAF) L





CATEGORY	A	B	C	D
S-14	3080-1	472 (500-1)	3080-1¼ 472 (500-1¼)	3080-1½ 472 (500-1½)
CIRCLING	3080-1	467 (500-1)	3120-1½ 507 (600-1½)	3180-2 567 (600-2)
WINK ALTIMETER SETTING MINIMUMS				
S-14	3180-1	572 (600-1)	3180-1½ 572 (600-1½)	3180-1¾ 572 (600-1¾)
CIRCLING	3180-1	567 (600-1)	3220-1¾ 607 (700-1¾)	3240-2 627 (700-2)



MIRL Rwys 9-27 and 14-32 L

SC-3. 08 APR 2010 to 06 MAY 2010

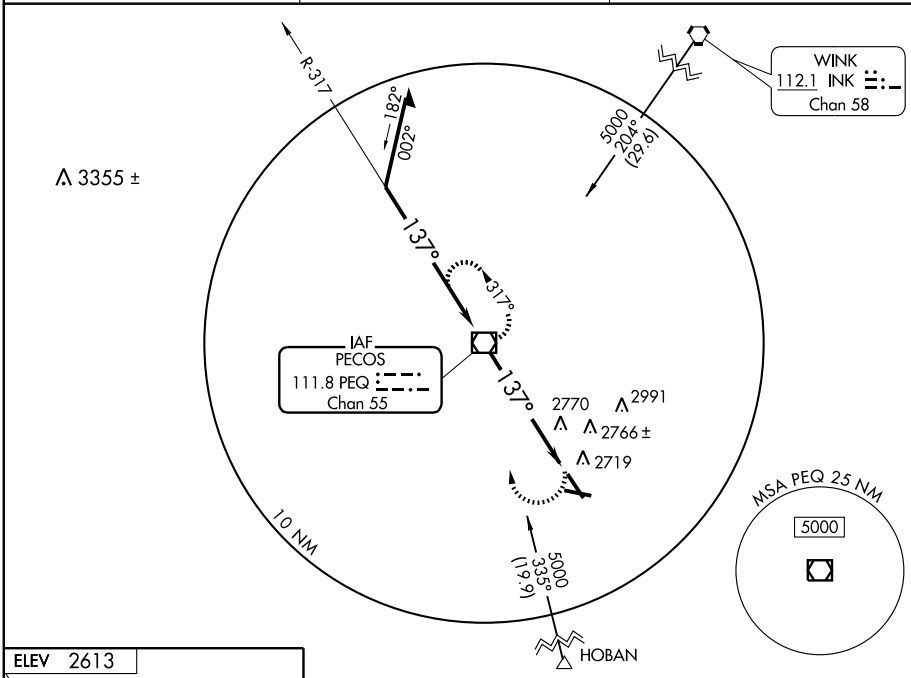
VOR/DME PEQ	APP CRS	Rwy Idg	6236
111.8	137°	TDZE	2608
Chan 55		Apt Elev	2613

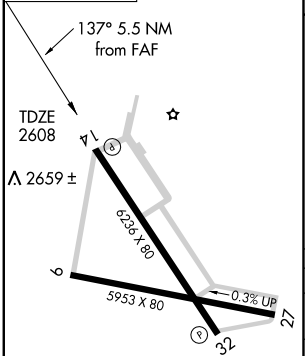
VOR RWY 14
PECOS MUNI (PEQ)

NA Obtain local altimeter on CTAF; if not received, use Wink altimeter setting.
If neither received, procedure not authorized.

MISSED APPROACH: Climbing right turn to 4500 direct PEQ VOR/DME and hold.

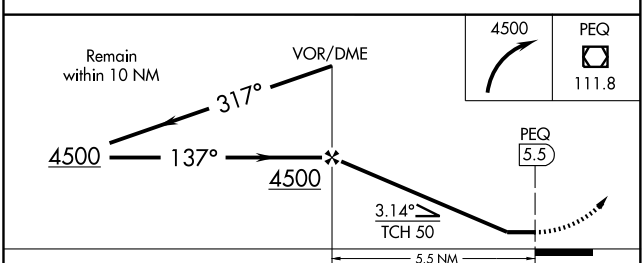
AWOS-3	ALBUQUERQUE CENTER	UNICOM
118.175	135.875 292.15	122.8 (CTAF) L





MIRL Rwys 9-27 and 14-32 L

FAF to MAP 5.5 NM					
Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50



CATEGORY	A	B	C	D
S-14	3080-1	472 (500-1)	3080-1¼ 472 (500-1¼)	3080-1½ 472 (500-1½)
CIRCLING	3080-1	467 (500-1)	3120-1½ 507 (600-1½)	3180-2 567 (600-2)
WINK ALTIMETER SETTING MINIMUMS				
S-14	3180-1	572 (600-1)	3180-1½ 572 (600-1½)	3180-1¾ 572 (600-1¾)
CIRCLING	3180-1	567 (600-1)	3220-1¾ 607 (700-1¾)	3240-2 627 (700-2)

SC-3, 08 APR 2010 to 06 MAY 2010

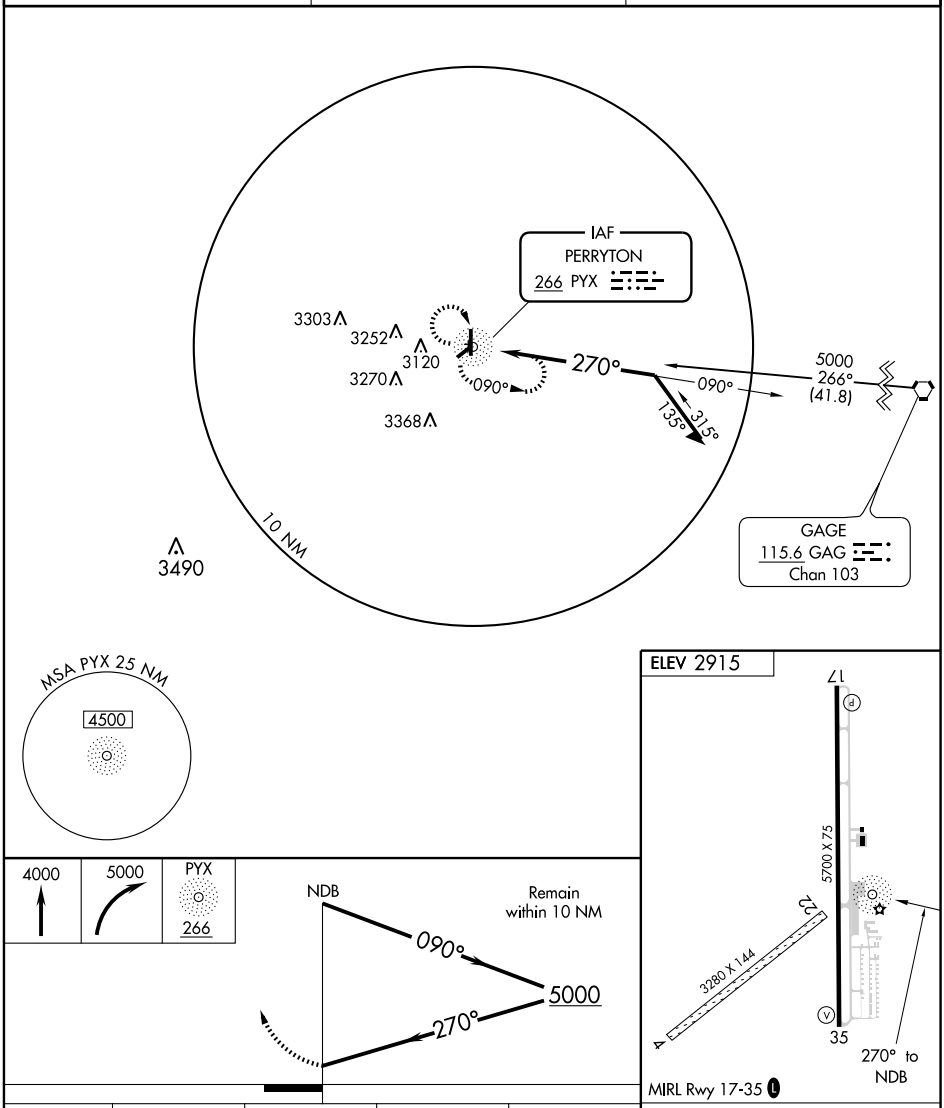
NDB PYX 266	APP CRS 270°	Rwy Idg N/A TDZE N/A Apt Elev 2915

NDB or GPS-A

PERRYTON OCHILTREE COUNTY (PYX)

⚠ NA	Obtain local altimeter setting on UNICOM 122.8; when not available, use Gage altimeter setting and increase all MDAs 200 feet; when neither available procedure not authorized. Night minimums not authorized Rwy 4-22.	MISSED APPROACH: Climb to 4000 then climbing right turn to 5000 direct PYX NDB and hold.

AWOS-3	KANSAS CITY CENTER	UNICOM
118.175	126.95 379.2	122.8 (CTAF) Ⓛ



CATEGORY	A	B	C	D
CIRCLING	3340-1 425 (500-1)	3380-1 465 (500-1)	NA	

Knots	60	90	120	150	180
Min:Sec					

SC-2, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	5001
033°	TDZE	3684
	Apt Elev	3704

RNAV (GPS) RWY 3

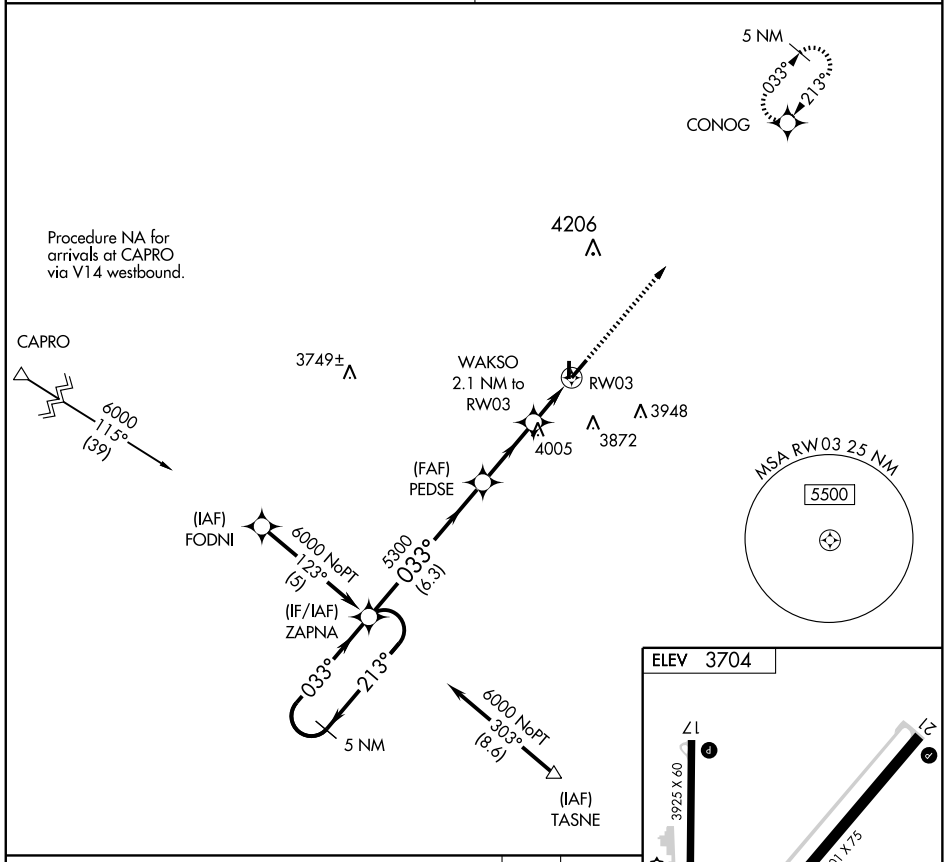
PLAINS/ YOAKUM COUNTY (F98)

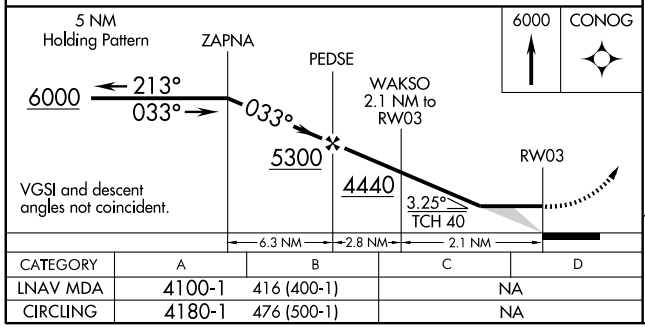
DME/DME RNP-0.3 NA. Use Hobbs altimeter setting; when not received, use Seminole altimeter setting and increase all MDA 40 feet.

NA

MISSED APPROACH: Climb to 6000 direct CONOG and hold.

FORT WORTH CENTER	CTAF
132.6 269.05	122.9 L





CATEGORY	A	B	C	D
LNAV MDA	4100-1	416 (400-1)	NA	
CIRCLING	4180-1	476 (500-1)	NA	

MIRL Rwy 3-21 and Rwy 17-35 L

SC-2, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	5001
213°	TDZE	3704
	Apt Elev	3704

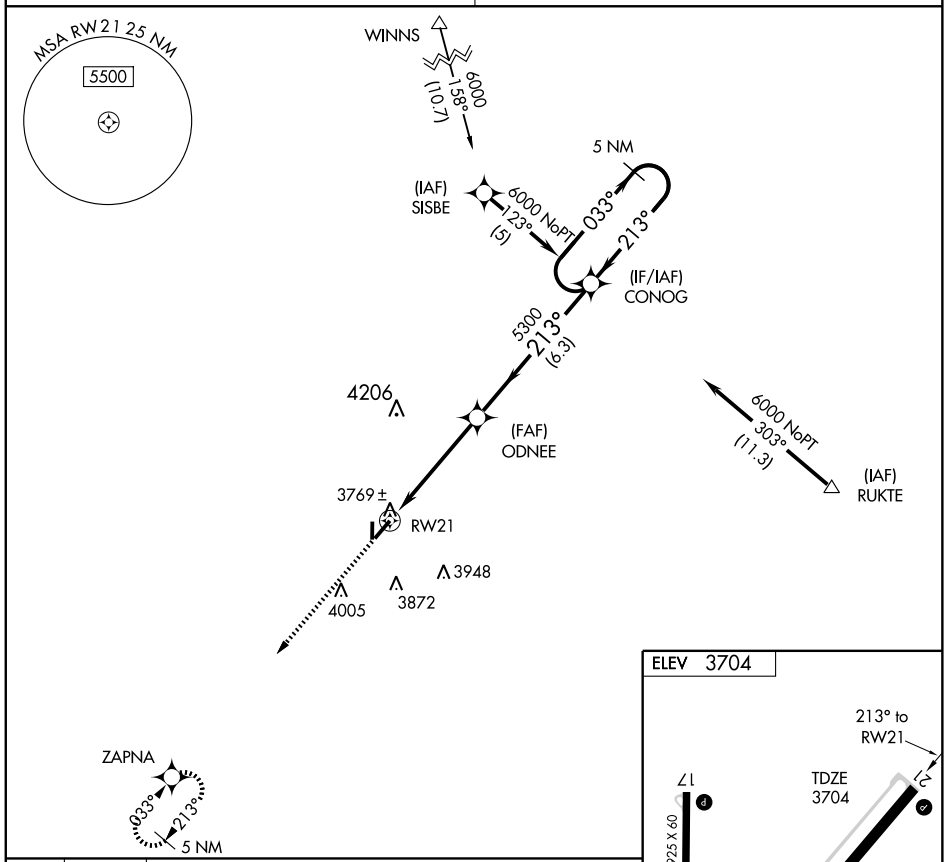
RNAV (GPS) RWY 21

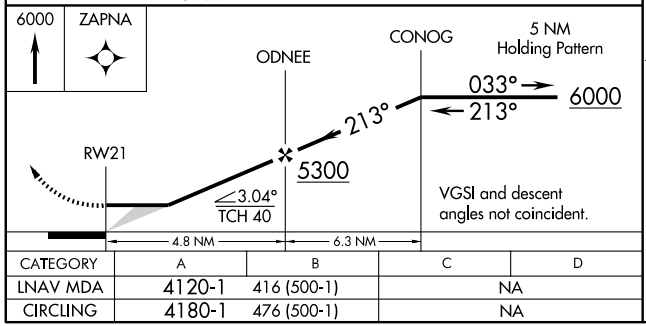
PLAINS/ YOAKUM COUNTY (F98)

DME/DME RNP-0.3 NA. Use Hobbs altimeter setting; when not received, use Seminole altimeter setting and increase all MDA 40 feet.

MISSED APPROACH: Climb to 6000 direct ZAPNA and hold.

FORT WORTH CENTER	CTAF
132.6 269.05	122.9 L





CATEGORY	A	B	C	D
LNAV MDA	4120-1	416 (500-1)	NA	
CIRCLING	4180-1	476 (500-1)	NA	

MIRL Rwy 3-21 and Rwy 17-35 L

SC-2, 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	5997
CH 53302	042°	TDZE	3374
W04A		Apt Elev	3374

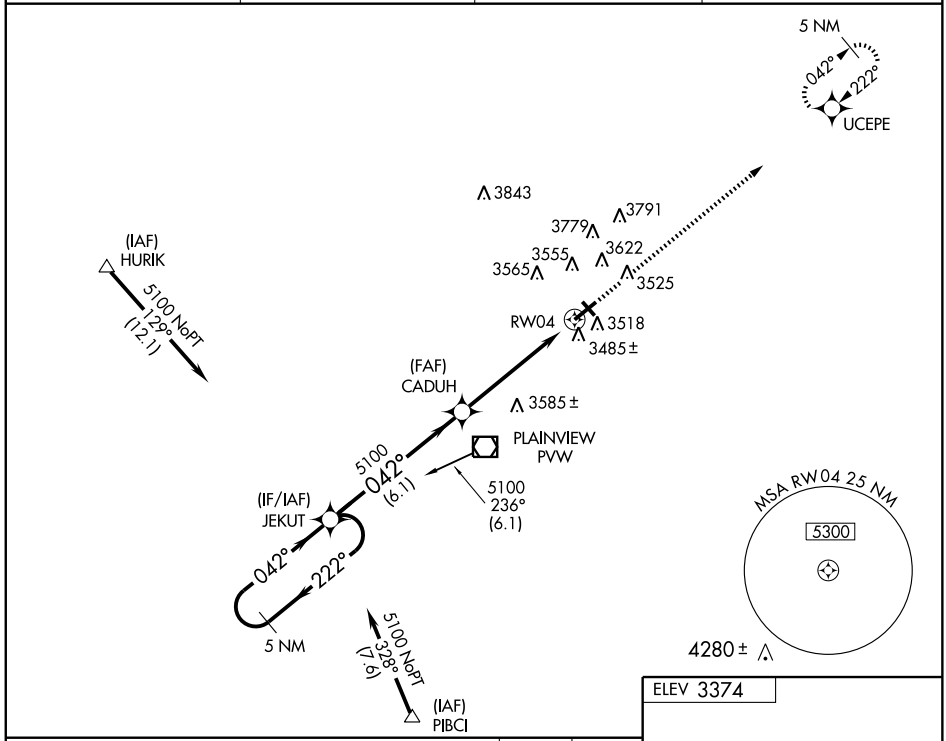
RNAV (GPS) RWY 4

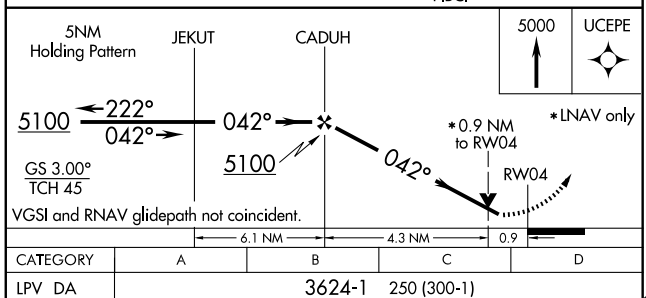
PLAINVIEW/ HALE COUNTY (PVW)

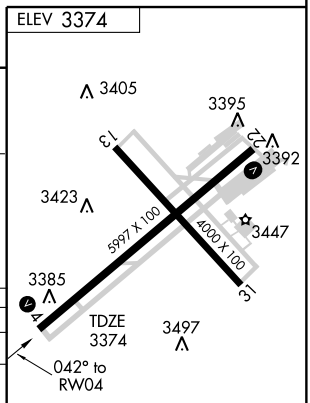
DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C (-5°F) or above 42°C (108°F). Visibility reduction by helicopters NA. If local altimeter setting not received, use Lubbock altimeter setting and increase all DAs/MDAs 100 feet. VDP and Baro-VNAV NA when using Lubbock altimeter setting.

MISSED APPROACH: Climb to 5000, direct UCEPE and hold.

ASOS	LUBBOCK APP CON	CLNC DEL	UNICOM
119.675	119.2 351.8	121.7	123.0 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	3624-1 250 (300-1)			
LNAV/ VNAV DA	3730-1¼ 356 (400-1¼)			
LNAV MDA	3760-1 386 (400-1)			3760-1¼ 386 (400-1¼)
CIRCLING	3920-1¼ 546 (600-1¼)	3940-1¼ 566 (600-1¼)	3940-1½ 566 (600-1½)	3940-2 566 (600-2)

LIRL Rwy 13-31 L and 4-22
REIL Rwys 4 and 22

SC-2, 08 APR 2010 to 06 MAY 2010

APP CRS		
222°	Rwy Idg	5997
	TDZE	3373
	Apt Elev	3374

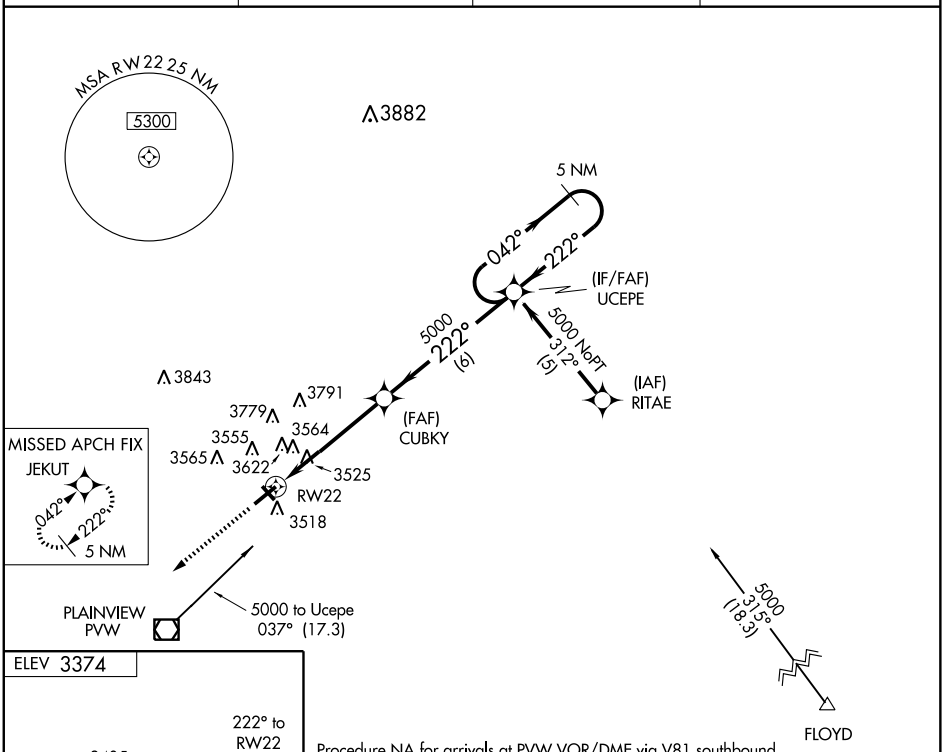
RNAV (GPS) RWY 22

PLAINVIEW/HALE COUNTY (PVW)

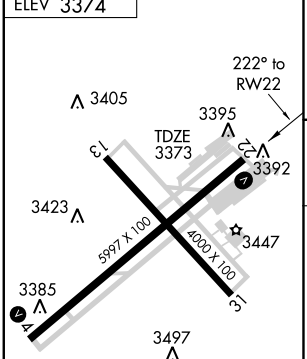
DME/DME RNP-0.3 NA. If local altimeter setting not received, use Lubbock altimeter setting and increase all MDAs 100 feet. Visibility reduction by helicopters NA.

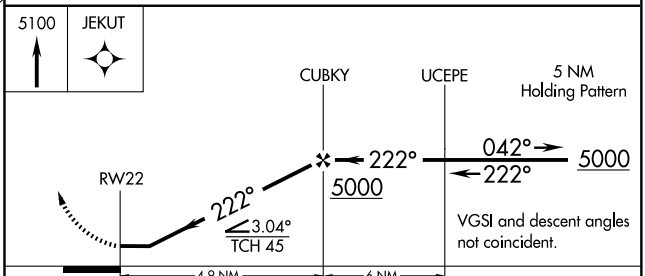
MISSED APPROACH: Climb to 5100 direct JEKUT and hold.

ASOS	LUBBOCK APP CON	CLNC DEL	UNICOM
119.675	119.2 351.8	121.7	123.0 (CTAF) L



Procedure NA for arrivals at PVW VOR/DME via V81 southbound.





CATEGORY	A	B	C	D
LNAV MDA	3820-1 447 (500-1)		3820-1¼ 447 (500-1¼)	3820-1½ 447 (500-1½)
CIRCLING	3920-1 546 (600-1)	3940-1 566 (600-1)	3940-1½ 566 (600-1½)	3940-2 566 (600-2)

LIRL Rwy 13-31 L and 4-22
REIL Rwys 4 and 22

SC-2, 08 APR 2010 to 06 MAY 2010

VOR/DME PVW	APP CRS	Rwy Idg	5997
112.9	024°	TDZE	3374
Chan 76		Apt Elev	3374

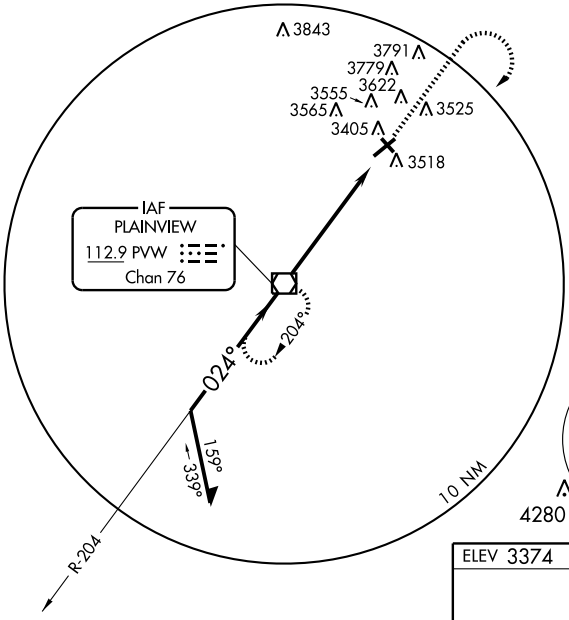
VOR RWY 4

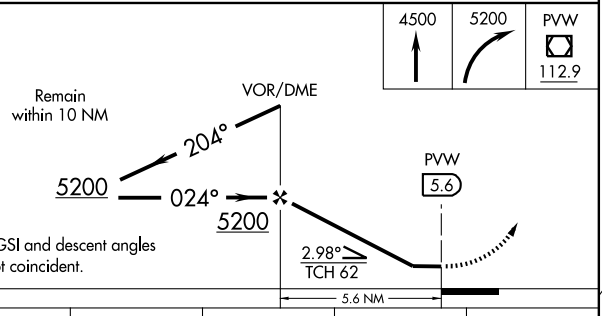
PLAINVIEW/ HALE COUNTY (PVW)

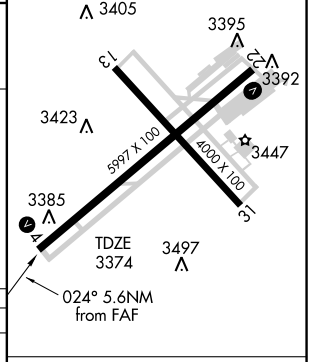
NA

MISSED APPROACH: Climb to 4500, then climbing right turn to 5200 direct PVW VOR/DME and hold.

ASOS	LUBBOCK APP CON	CLNC DEL	UNICOM
119.675	119.2 351.8	121.7	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-4	3840-1 466 (500-1)		3840-1¼ 466 (500-1¼)	3840-1½ 466 (500-1½)
CIRCLING	3860-1 486 (500-1)	3940-1 566 (600-1)	3940-1½ 566 (600-1½)	3940-2 566 (600-2)

FAF to MAP 5.6 NM					
Knots	60	90	120	150	180
Min:Sec	5:36	3:44	2:48	2:14	1:52

SC-2. 08 APR 2010 to 06 MAY 2010

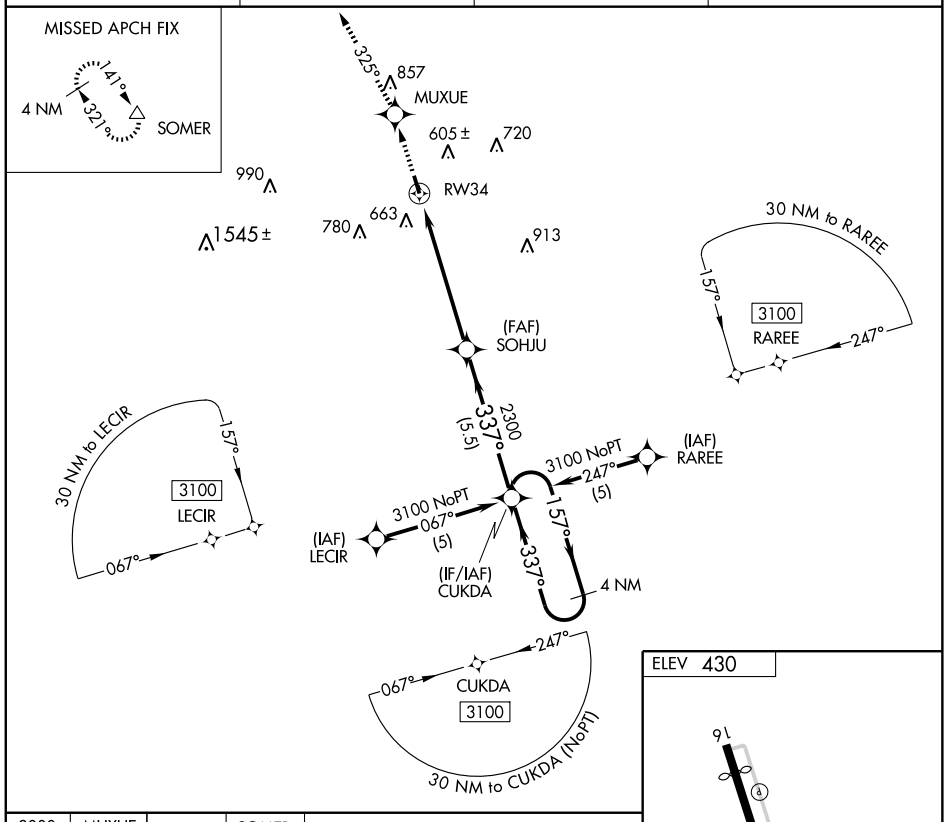
APP CRS	Rwy Idg	4000
337°	TDZE	425
	Apt Elev	430

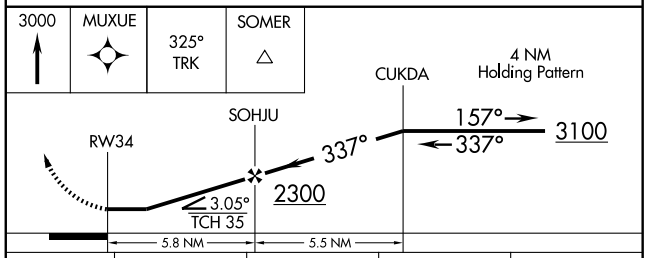
RNAV (GPS) RWY 34
PLEASANTON MUNI (PEZ)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Lackland AFB altimeter setting and increase all MDA 100 feet.

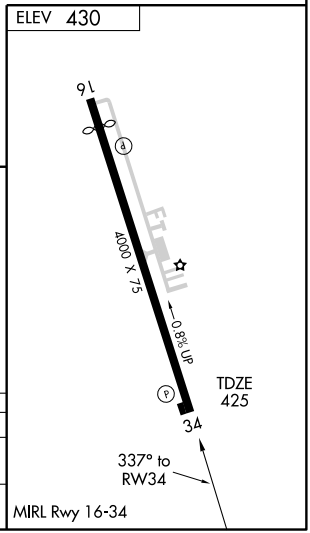
MISSED APPROACH: Climb to 3000 direct MUXUE and via 325° track to SOMER and hold.

AWOS-3	SAN ANTONIO APP CON	CLNC DEL	UNICOM
118.575	118.05 353.5	126.55	122.7 (CTAF)





CATEGORY	A	B	C	D
LNAV MDA	960-1	535 (600-1)	NA	
CIRCLING	1020-1	590 (600-1)	NA	



SC-3, 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	3482
CH 99500	120°	TDZE	5
W12A		Apt Elev	5

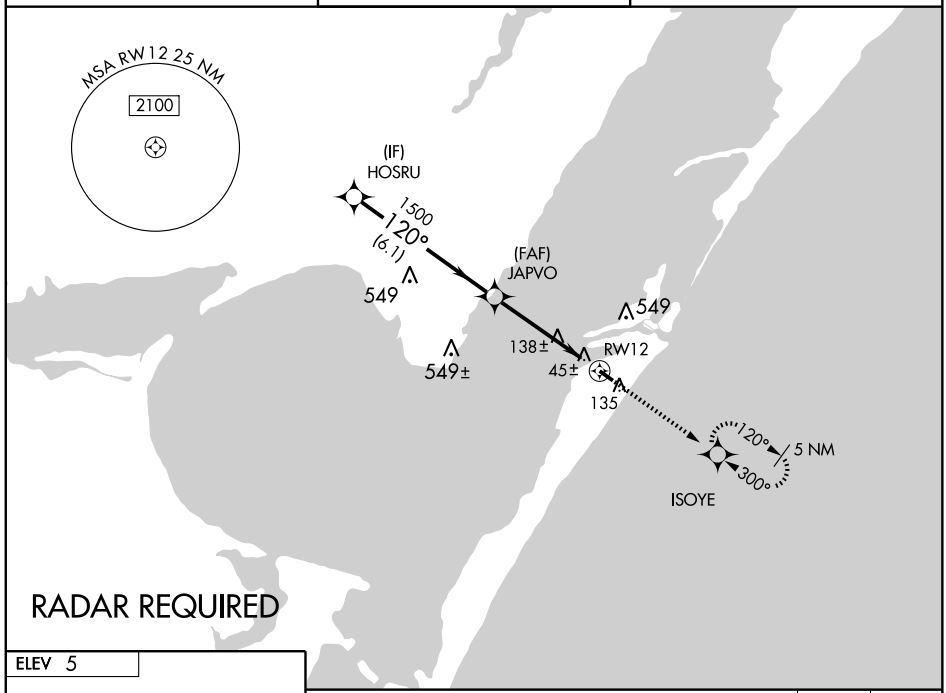
RNAV (GPS) RWY 12

PORT ARANSAS/MUSTANG BEACH (RAS)

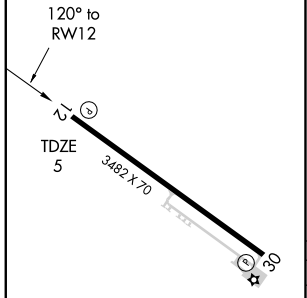
T DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 154°C (310°F). If local altimeter setting not received, use Corpus Christi Intl altimeter setting and increase all DAs/MDAs 60 feet.
A Baro-VNAV and VDP NA when using Corpus Christi Intl altimeter setting.
W

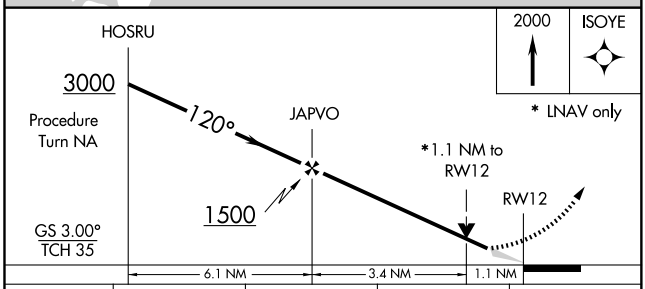
MISSED APPROACH: Climb to 2000 direct ISOYE and hold.

AWOS-3	CORPUS CHRISTI APP CON	CTAF
118.425	125.4 307.9	122.9



ELEV 5





CATEGORY	A	B	C	D
LPV DA	276-1	271 (300-1)	NA	
LNAV/VNAV DA	435-1½	430 (500-1½)	NA	
LNAV MDA	400-1	395 (400-1)	NA	
CIRCLING	500-1½	495 (500-1½)	NA	

SC-3, 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	3482
CH 63000	300°	TDZE	5
W30A		Apt Elev	5

RNAV (GPS) RWY 30

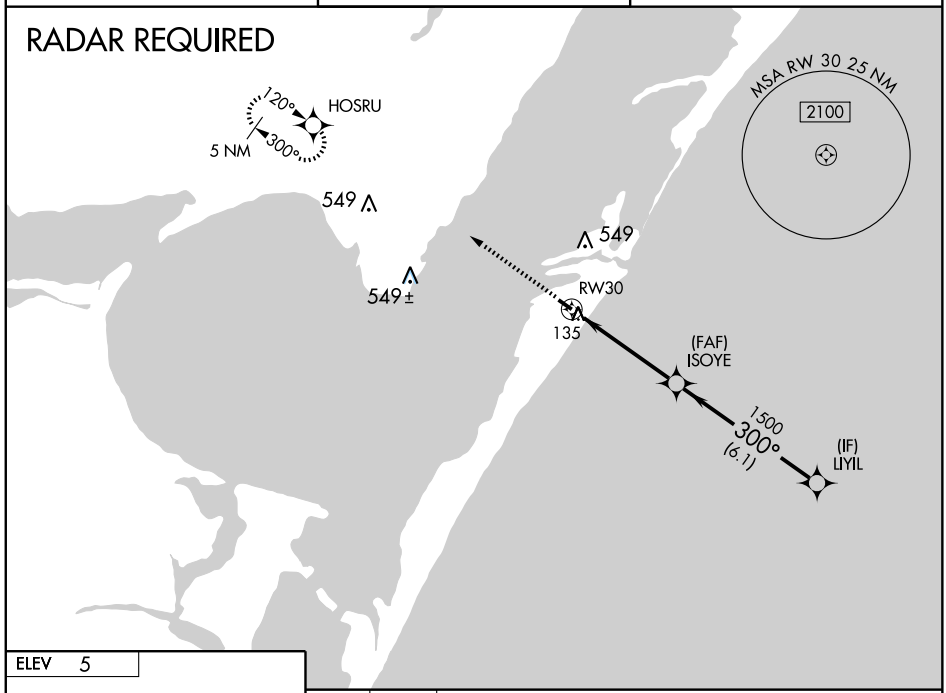
PORT ARANSAS/MUSTANG BEACH (RAS)

DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 154°C (310°F). If local altimeter setting not received, use Corpus Christi Intl altimeter setting and increase all DAs/MDAs 60 feet. Baro-VNAV and VDP NA when using Corpus Christi Intl altimeter setting.

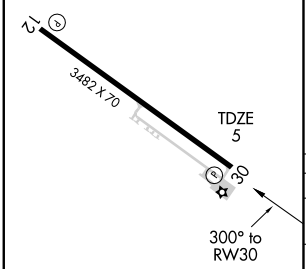
MISSED APPROACH: Climb to 2000 direct HOSRU and hold.

AWOS-3	CORPUS CHRISTI APP CON	CTAF
118.425	125.4 307.9	122.9

RADAR REQUIRED



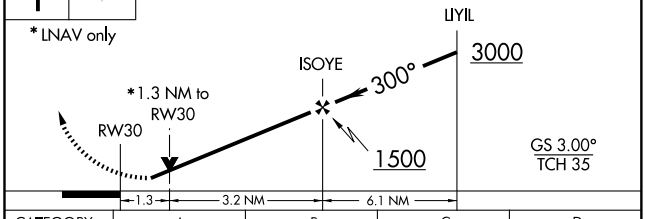
ELEV 5



2000 HOSRU

* LNAV only

Procedure Turn NA



CATEGORY	A	B	C	D
LPV DA	362-1¼ 357 (400-1¼)		NA	
LNAV/VNAV DA	435-1½ 430 (500-1½)		NA	
LNAV MDA	440-1 435 (500-1)		NA	
CIRCLING	500-1½ 495 (500-1½)		NA	

SC-3. 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	8001
CH 53708	130°	TDZE	18
W13A		Apt Elev	19

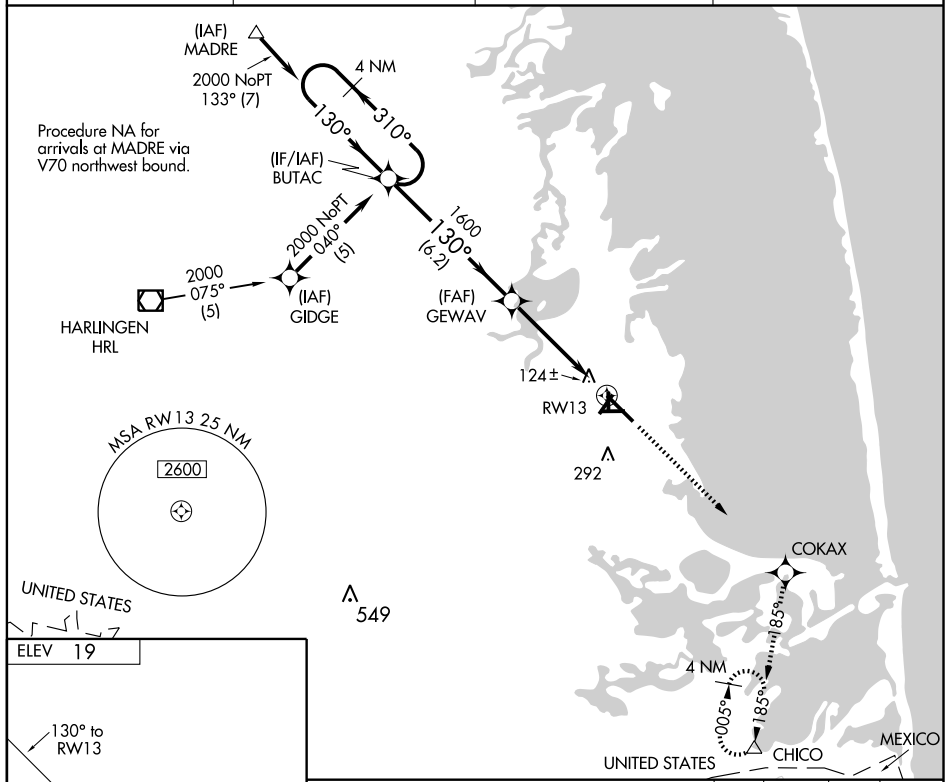
RNAV (GPS) RWY 13

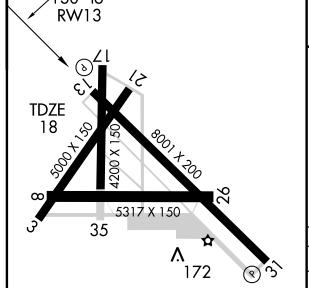
PORT ISABEL-CAMERON COUNTY (PIL)

Baro-VNAV NA when using Brownsville altimeter setting . For uncompensated Baro-VNAV systems, LNAV-VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. VDP NA when using Brownsville altimeter setting. When local altimeter setting not received, use Brownsville altimeter setting and increase all DA 38 feet and all MDA 40 feet, increase LPV all Cats, LNAV Cat C, and circling Cat C visibility ¼ mile.

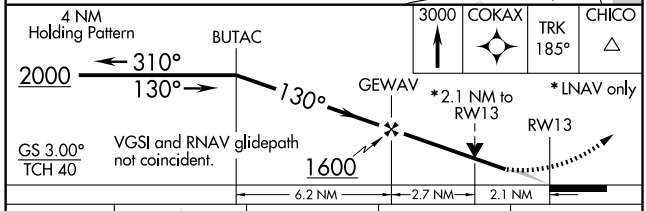
MISSED APPROACH: Climb to 3000 direct COKAX and via 185° track to CHICO and hold.

ASOS	VALLEY APP CON	CLNC DEL	UNICOM
118.525	119.5 257.6	119.2	122.8 (CTAF)





REIL Rwys 13 and 31
MIRL Rwy 13-31



CATEGORY	A	B	C	D
LPV DA	376-1¼ 358 (400-1¼)			NA
LNAV/VNAV DA	424-1½ 406 (500-1½)			NA
LNAV MDA	480-1 462 (500-1)		480-1¼ 462 (500-1¼)	NA
CIRCLING	540-1 521 (600-1)	540-1 521 (600-1)	660-1¾ 641 (700-1¾)	NA

SC-3. 08 APR 2010 to 06 MAY 2010

VORTAC BRO 116.3 Chan 110	APP CRS 357°	Rwy Idg N/A TDZE N/A Apt Elev 19

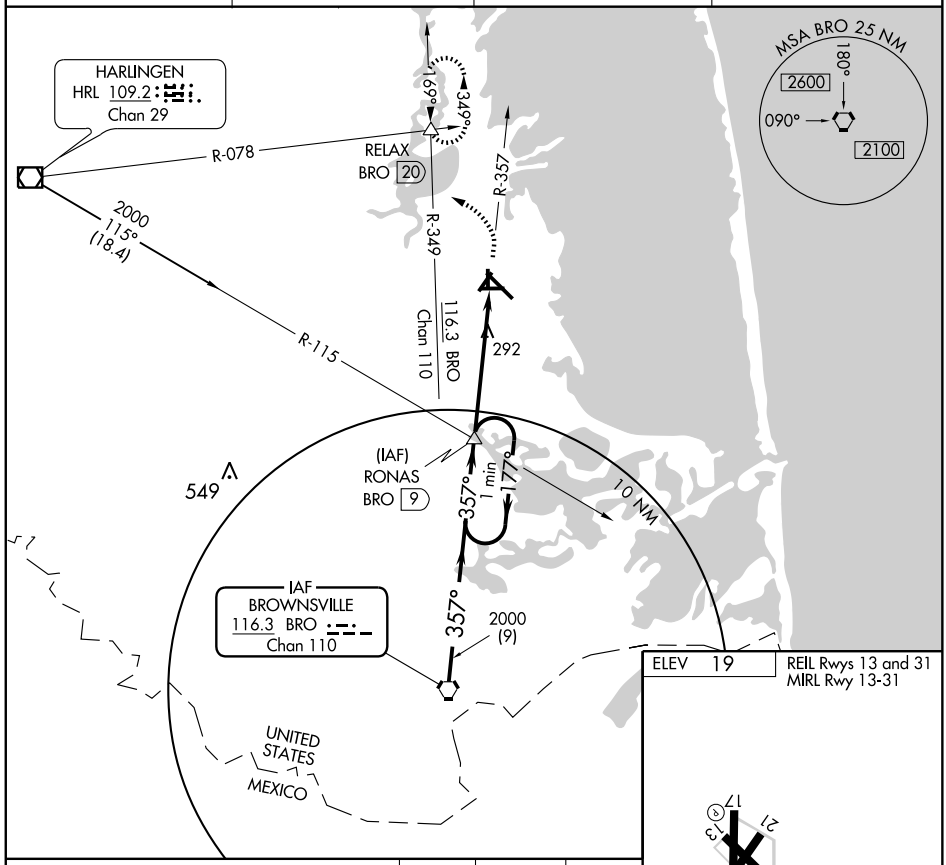
VOR-A

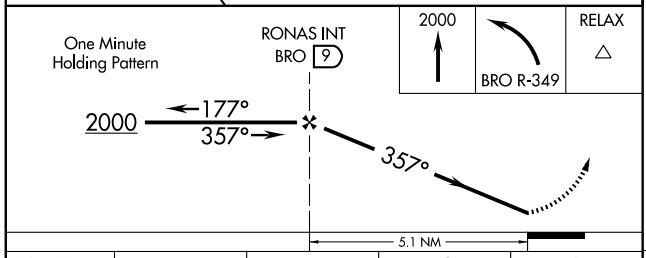
PORT ISABEL-CAMERON COUNTY (PIL)

NA

MISSED APPROACH: Climb to 2000 then turn left via BRO R-349 to RELAX Int/BRO 20 DME and hold.

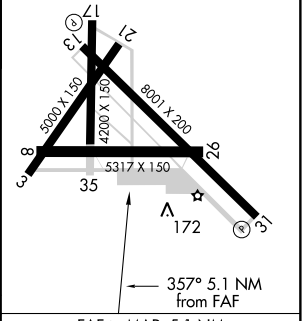
ASOS	VALLEY APP CON	CLNC DEL	UNICOM
118.525	119.5 257.6	119.2	122.8 (CTAF)





ELEV 19

REIL Rwys 13 and 31
MIRL Rwy 13-31



CATEGORY	A	B	C	D
CIRCLING	600-1 581 (600-1)		660-1¾ 641 (700-1¾)	NA

FAF to MAP 5.1 NM

Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

SC-3, 08 APR 2010 to 06 MAY 2010

VORTAC BRO 116.3 Chan 110	APP CRS 176°	Rwy Idg N/A TDZE N/A Apt Elev 19

VOR/DME-B

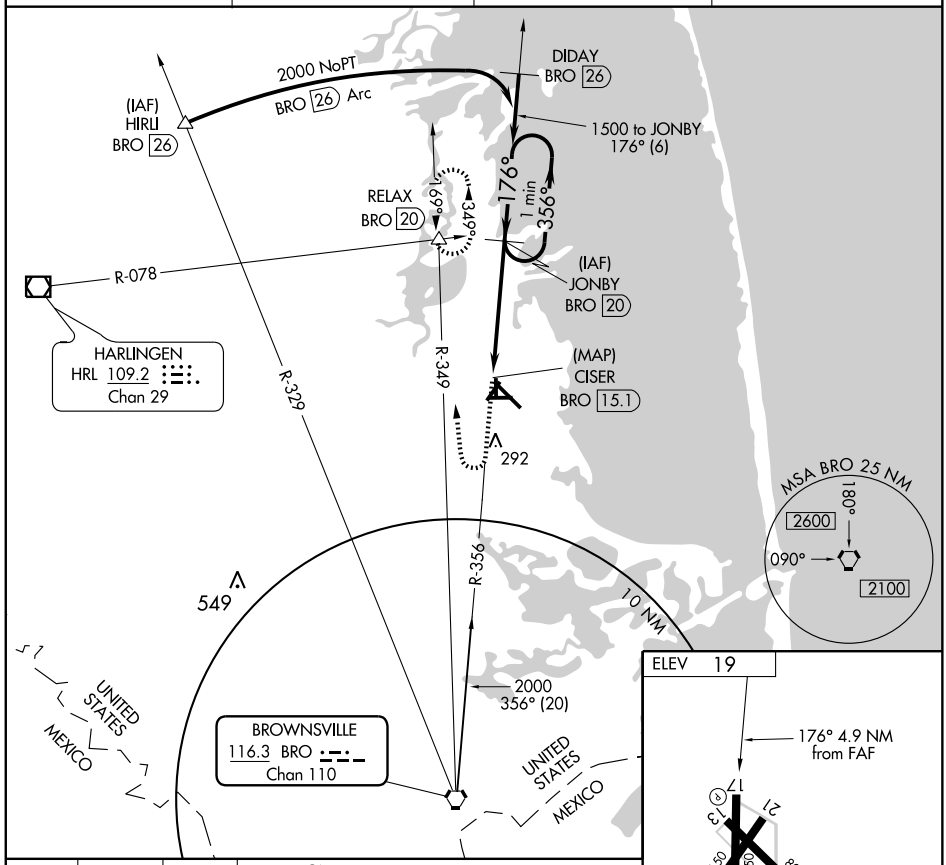
PORT ISABEL-CAMERON COUNTY (PIL)

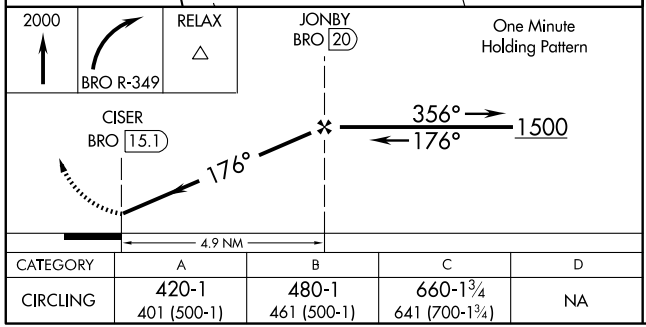
T

NA

MISSED APPROACH: Climb to 2000 then right turn via BRO R-349 to RELAX Int/BRO 20 DME and hold.

ASOS	VALLEY APP CON	CLNC DEL	UNICOM
118.525	119.5 257.6	119.2	122.8 (CTAF)





CATEGORY	A	B	C	D
CIRCLING	420-1 401 (500-1)	480-1 461 (500-1)	660-1¾ 641 (700-1¾)	NA

REIL Rwys 13 and 31
MIRL Rwy 13-31

SC-3. 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy ldg	5004
139°	TDZE	30
	Apt Elev	30

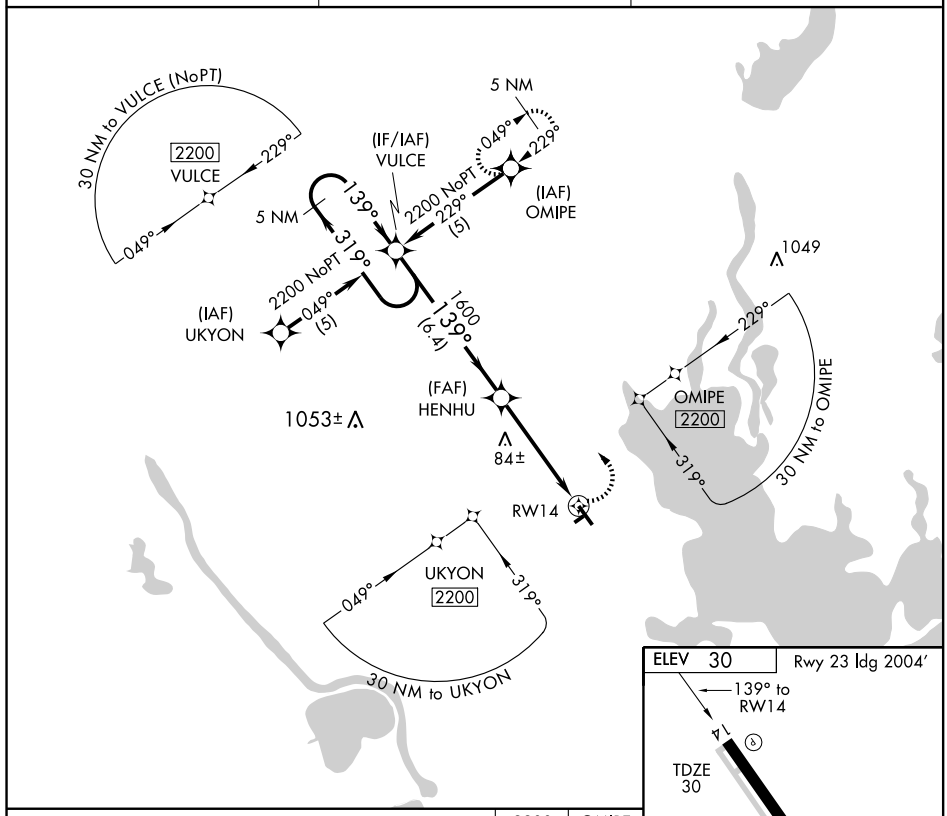
RNAV (GPS) RWY 14

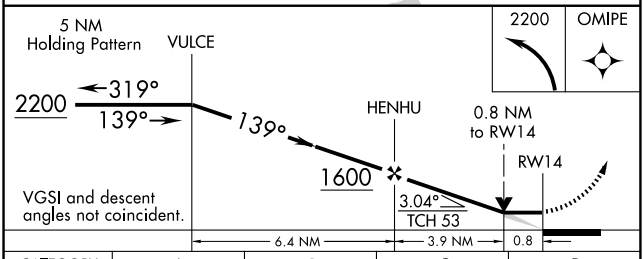
PORT LAVACA/CALHOUN COUNTY (PKV)

⚠ If local altimeter setting not received, use Victoria Rgnl altimeter setting and increase all MDAs 60 feet. VDP NA with Victoria Rgnl altimeter setting. DME/DME RNP-0.3 NA.

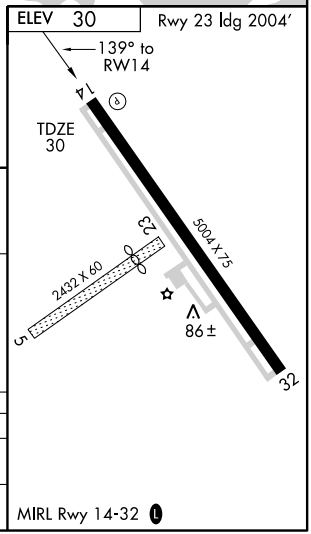
MISSED APPROACH: Climbing left turn to 2200 direct OMIPE and hold.

AWOS-3	HOUSTON CENTER	UNICOM
118.275	128.15 350.3	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	440-1	410 (500-1)	440-1¼ 410 (500-1¼)	NA
CIRCLING	480-1	450 (500-1)	480-1½ 450 (500-1½)	NA



SC-5, 08 APR 2010 to 06 MAY 2010

PORT LAVACA, TEXAS

AL-5904 (FAA)

VORTAC PSX	APP CRS	Rwy Idg	N/A
117.3	244°	TDZE	N/A
Chan 120		Apt Elev	30

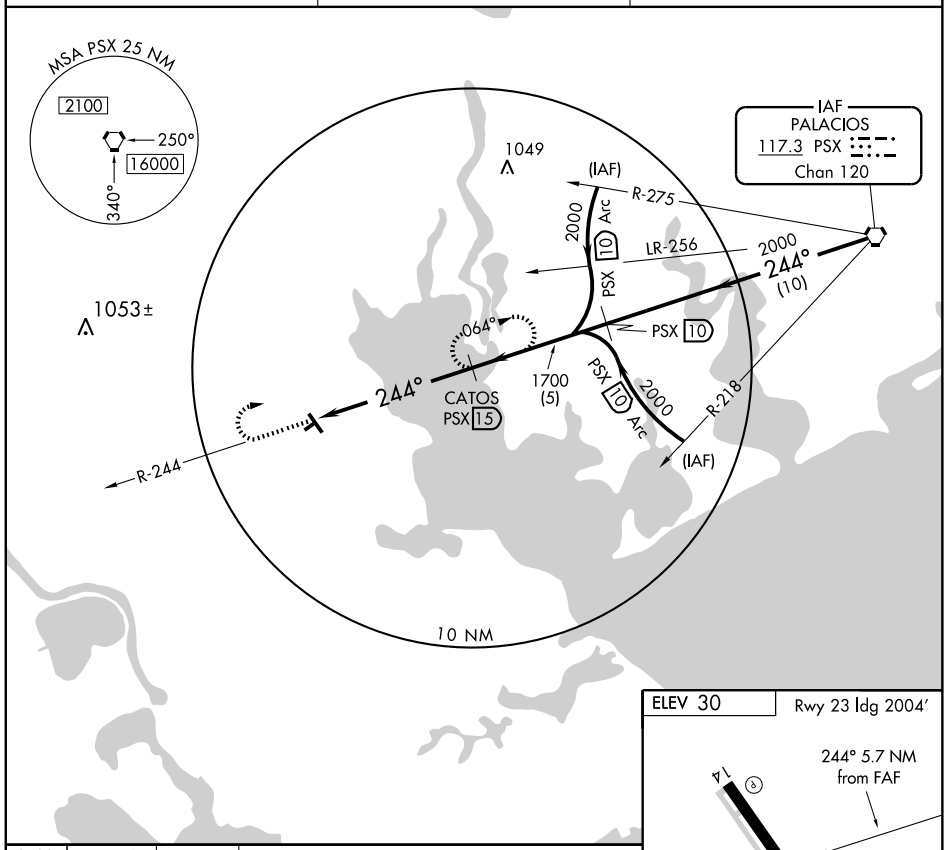
VOR/DME-A

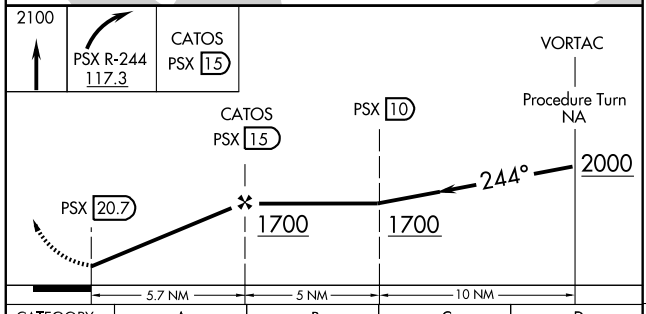
PORT LAVACA/CALHOUN COUNTY (PKV)

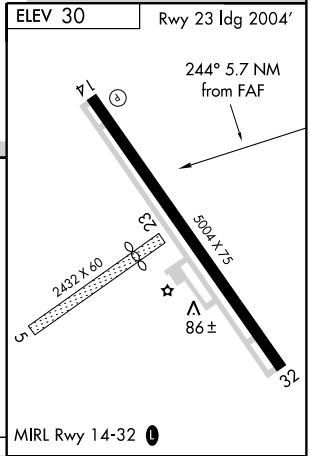
NA Use Victoria Rgnl altimeter setting.

MISSED APPROACH: Climb to 2100, then right turn via PSX VORTAC R-244 to CATOS/PSX 15 DME and hold.

AWOS-3	HOUSTON CENTER	UNICOM
118.275	128.15 350.3	122.8 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	760-1 730 (800-1)	760-1¼ 730 (800-1¼)	760-2 730 (800-2)	NA

Knots	60	90	120	150	180
Min:Sec					

SC-5, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	3700
129°	TDZE	79
	Apt Elev	79

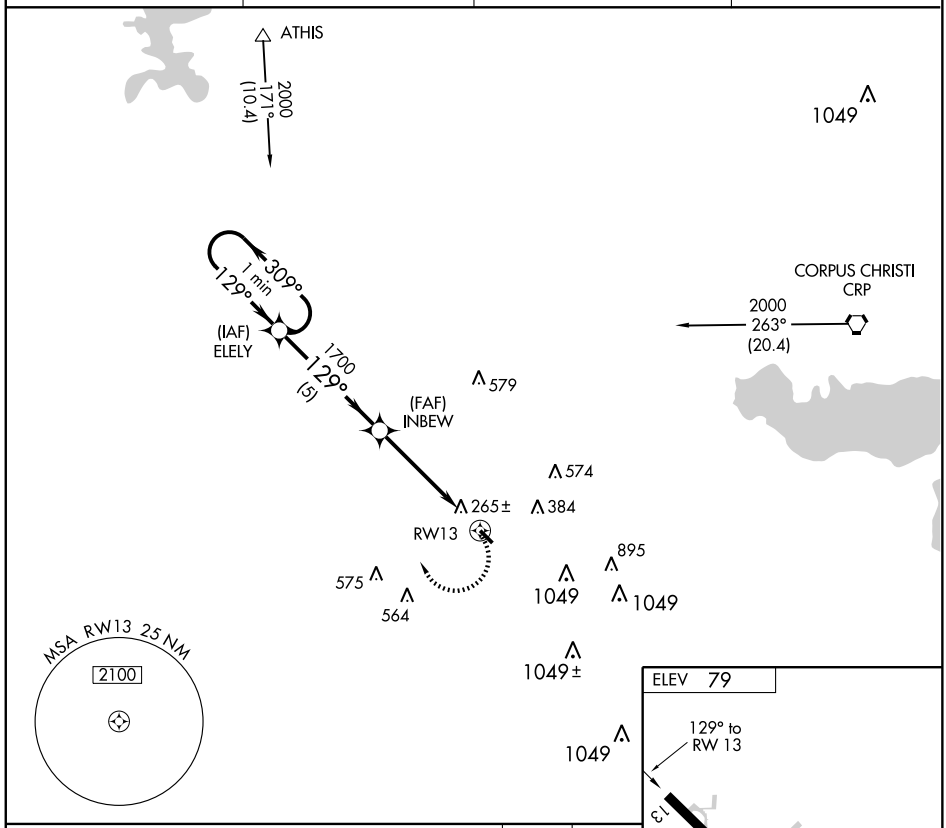
GPS RWY 13

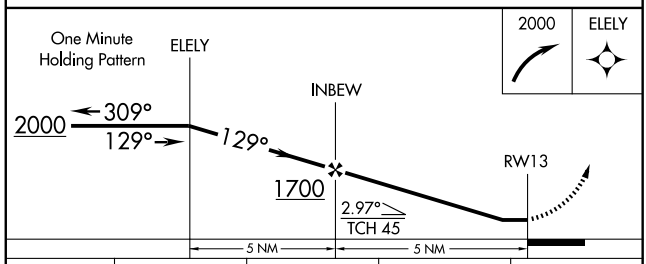
ROBSTOWN/NUECES COUNTY (RBO)

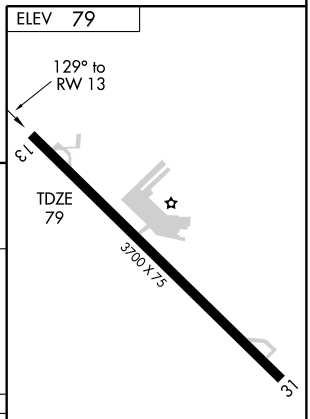
Use Corpus Christi altimeter setting.
Circling not authorized northeast of Rwy 13-31.

MISSED APPROACH: Climbing right turn to 2000 direct ELELY and hold.

AWOS-3	KINGSVILLE APP CON ★	CTAF	122.8 L
118.175	119.9 290.45	122.9	







CATEGORY	A	B	C	D
S-13	600-1	521 (600-1)	600-1½ 521 (600-1½)	NA
CIRCLING	660-1	581 (600-1)	660-1½ 581 (600-1½)	NA

MIRL Rwy 13-31 L

SC-3, 08 APR 2010 to 06 MAY 2010

VORTAC CRP	APP CRS	Rwy Idg	N/A
115.5	051°	TDZE	N/A
Chan 102		Apt Elev	79

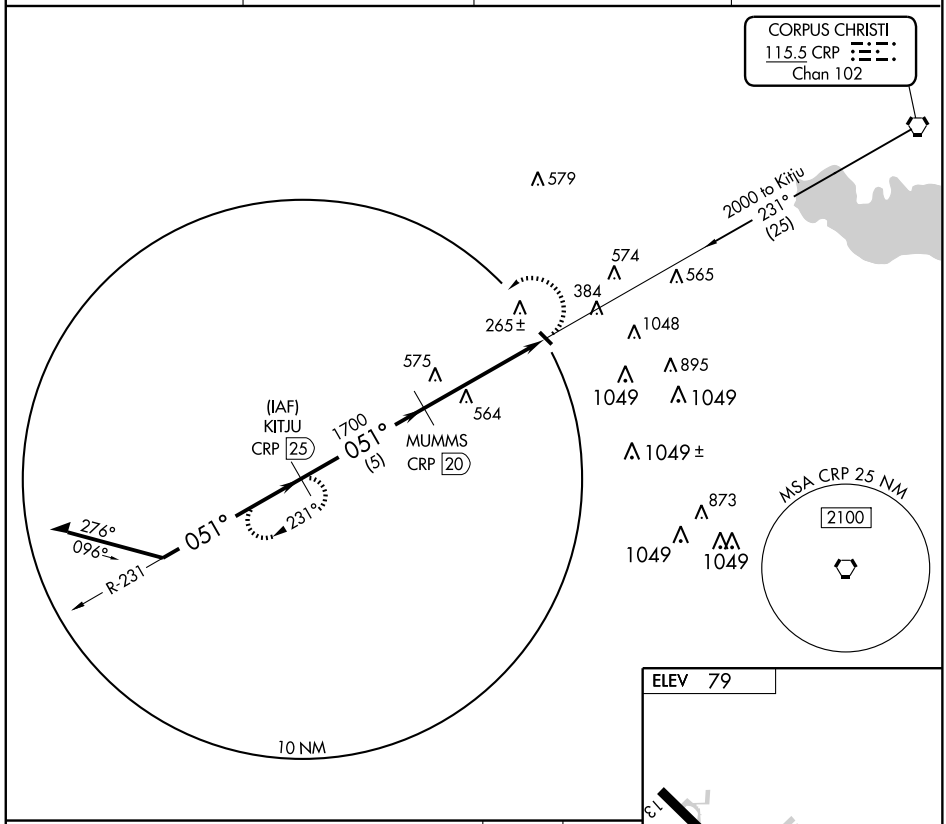
VOR/DME-A

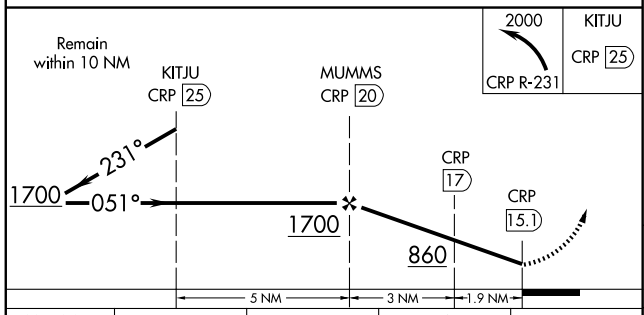
ROBSTOWN/NUECES COUNTY (RBO)

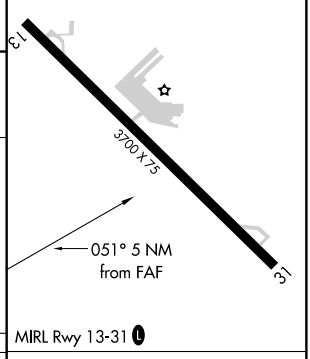
Use Corpus Christi altimeter setting.
NA Circling not authorized northeast of Rwy 13-31

MISSED APPROACH: Climbing left turn to 2000 via CRP R-231 to KITJU/CRP 25 DME and hold.

AWOS-3	KINGSVILLE APP CON ★	CTAF	122.8 L
118.175	119.9 290.45	122.9	







CATEGORY	A	B	C	D
CIRCLING	660-1	581 (600-1)	NA	NA

Knots	60	90	120	150	180
Min:Sec					

SC-3, 08 APR 2010 to 06 MAY 2010

NDB RKP	APP CRS	Rwy Idg	5608
391	128°	TDZE	21
		Apt Elev	24

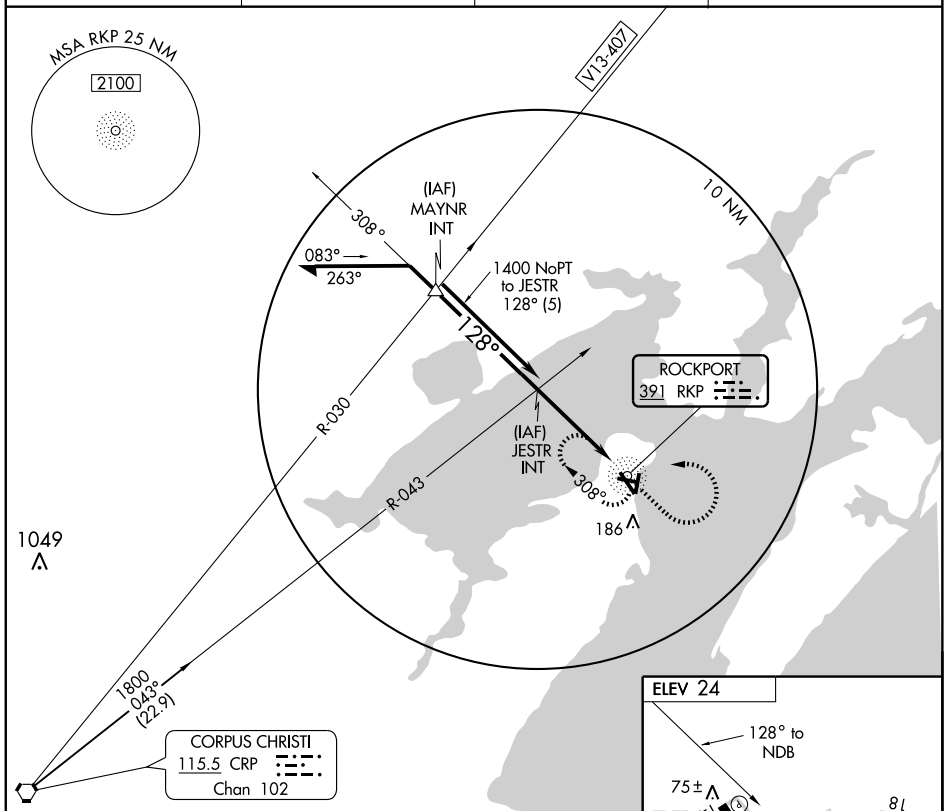
NDB RWY 14

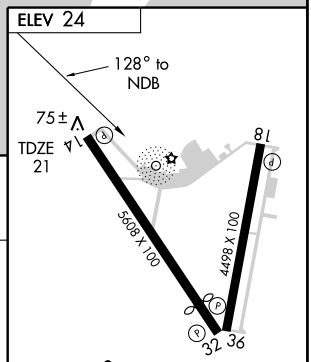
ROCKPORT/ARANSAS COUNTY (RKP)

NA

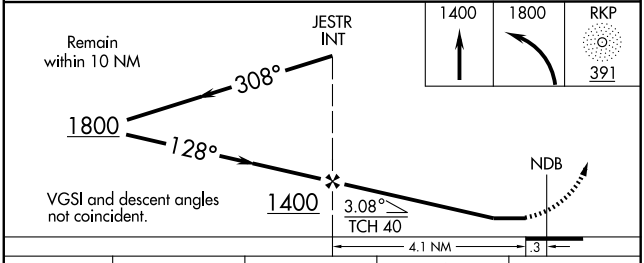
MISSED APPROACH: Climb to 1400 then left climbing turn to 1800 direct RKP NDB and hold.

ASOS	CORPUS APP CON	CLNC DEL	UNICOM
119.275	120.9 348.725	121.7	123.05 (CTAF) L





REIL Rwy 14 L
MIRL Rwy 14-32 L
MIRL Rwy 18-36



CATEGORY	A	B	C	D
S-14	420-1 399 (400-1)			NA
CIRCLING	520-1 496 (500-1)		520-1½ 496 (500-1½)	NA

FAF to MAP 4.1 NM

Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

SC-3. 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	5608
139°	TDZE	21
	Apt Elev	24

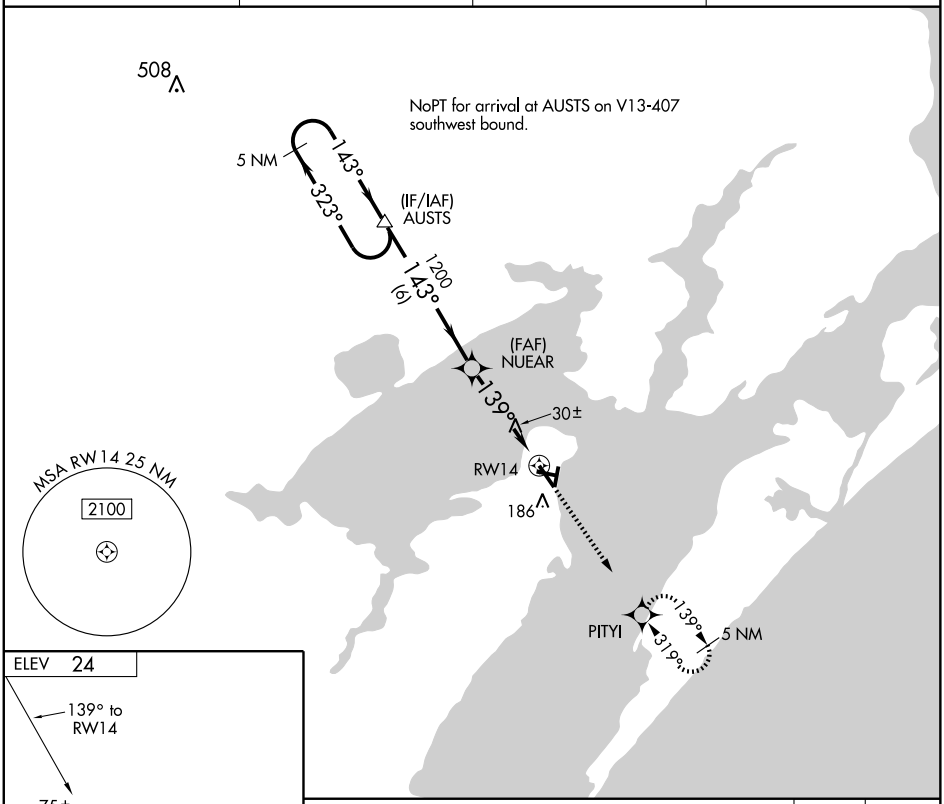
RNAV (GPS) RWY 14

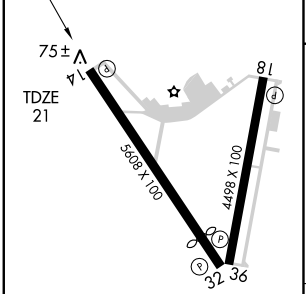
ROCKPORT/ARANSAS COUNTY (RKP)

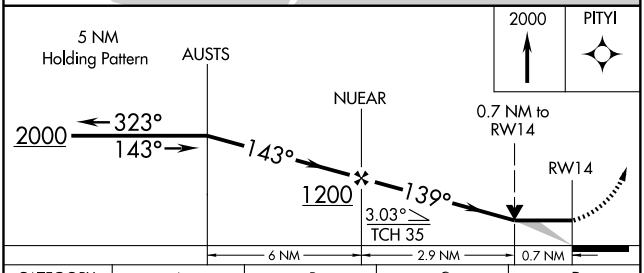
If local altimeter setting not received, use Corpus Christi Intl altimeter setting and increase all MDAs 80 feet. VDP NA when using Corpus Christi Intl altimeter setting. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2000 direct PITYI and hold.

ASOS	CORPUS APP CON	CLNC DEL	UNICOM
119.275	120.9 348.725	121.7	123.05 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	280-1 259 (300-1)			NA
CIRCLING	540-1 516 (600-1)		540-1½ 516 (600-1½)	NA

REIL Rwy 14 L
MIRL Rwy 14-32 L
MIRL Rwy 18-36

SC-3, 08 APR 2010 to 06 MAY 2010

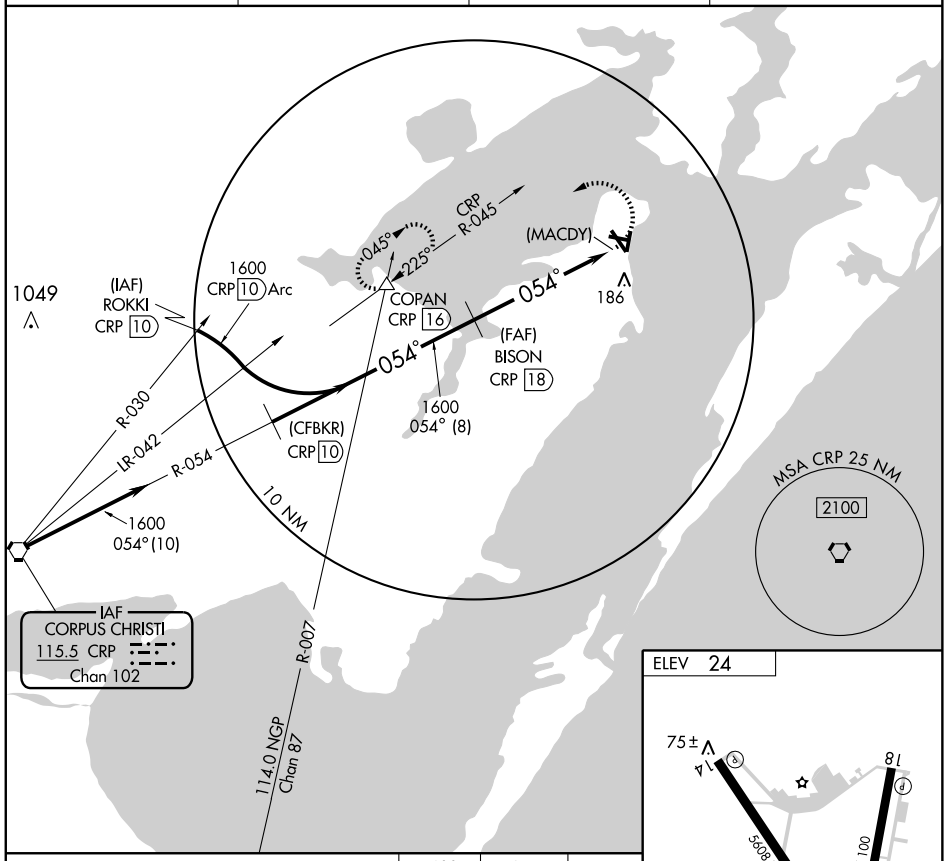
VORTAC CRP 115.5 Chan 102	APP CRS 054°	Rwy Idg N/A TDZE N/A Apt Elev 24

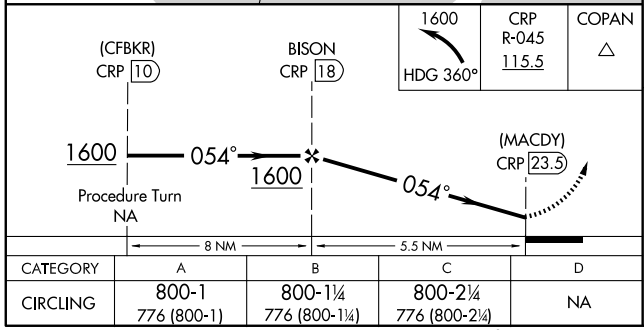
VOR/DME or TACAN-A

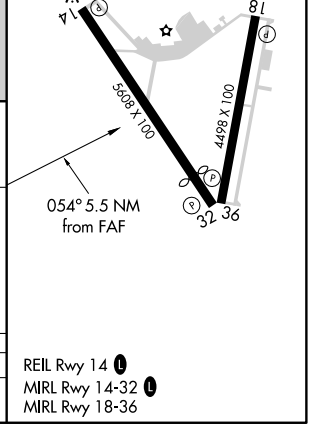
ROCKPORT/ ARANSAS COUNTY (RKP)

MISSED APPROACH: Climbing left turn to 1600 via heading 360° and CRP R-045 to COPAN Int/16 DME and hold.

ASOS	CORPUS APP CON	CLNC DEL	UNICOM
119.275	120.9 348.725	121.7	123.05 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	800-1 776 (800-1)	800-1¼ 776 (800-1¼)	800-2¼ 776 (800-2¼)	NA

REIL Rwy 14 L
MIRL Rwy 14-32 L
MIRL Rwy 18-36

SC-3, 08 APR 2010 to 06 MAY 2010

RNAV (GPS) RWY 14

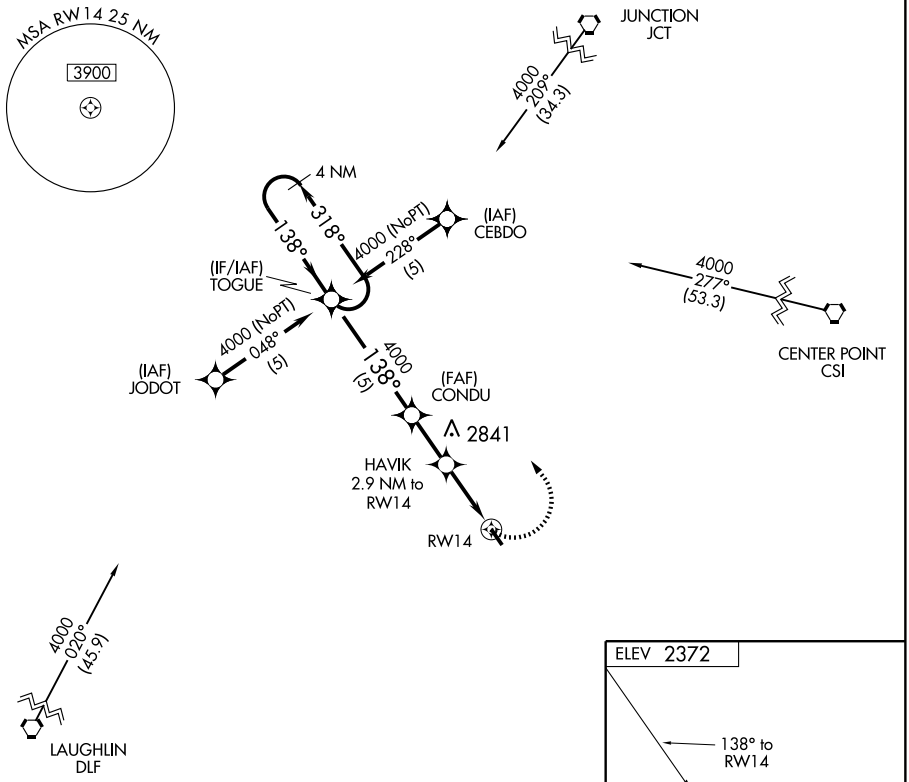
ROCKSPRINGS/ EDWARDS COUNTY (ECU)

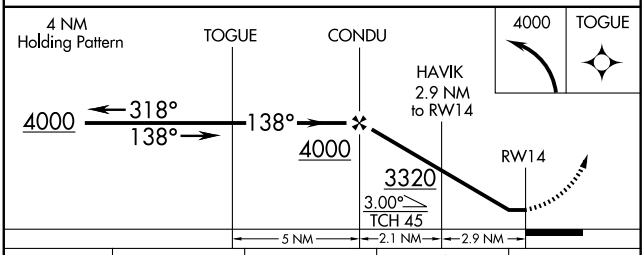
APP CRS	Rwy Idg	3772
138°	TDZE	2372
	Apt Elev	2372

Use Kimble Co. altimeter setting.
GPS or RNP -0.3 required. DME/DME RNP -0.3 NA.
Procedure NA at night.

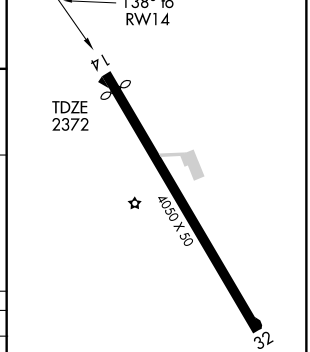
MISSED APPROACH: Climbing left turn to 4000 direct TOGUE and hold.

AWOS-3	DEL RIO APP CON ★	CTAF
118.175	119.6 259.1	122.9





CATEGORY	A	B	C	D
LNAV MDA	2960-1	588 (600-1)	2960-1½ 588 (600-1½)	NA
CIRCLING	3000-1	628 (700-1)	3000-1¾ 628 (700-1¾)	NA



MIRL Rwy 14-32

SC-3, 08 APR 2010 to 06 MAY 2010

VORTAC RSG 111.2 Chan 49	APP CRS 111°	Rwy Idg 3772 TDZE 2372 Apt Elev 2372

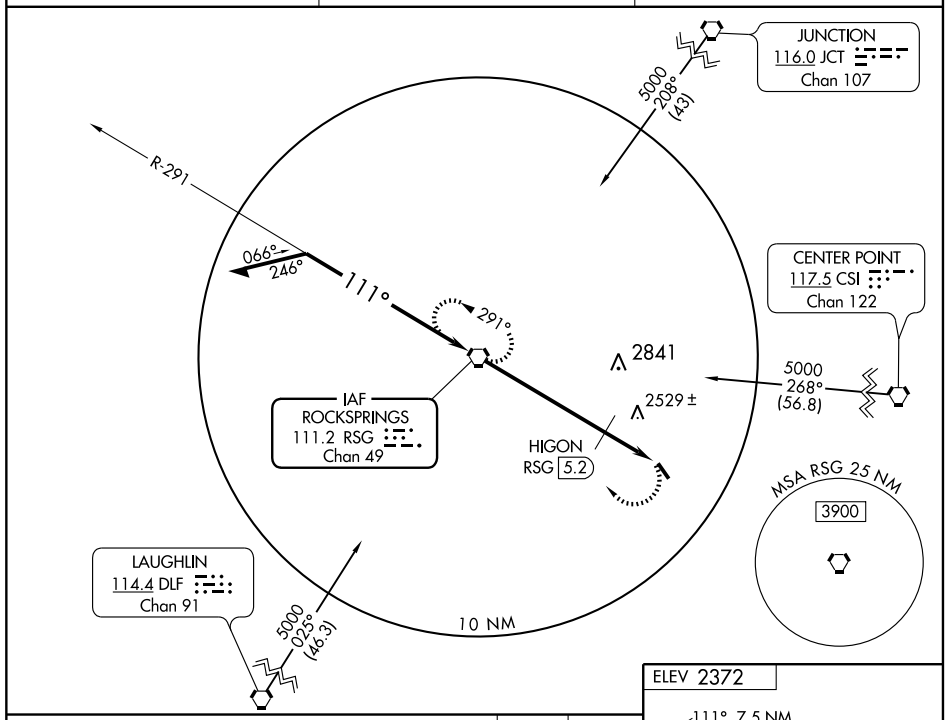
VOR RWY 14

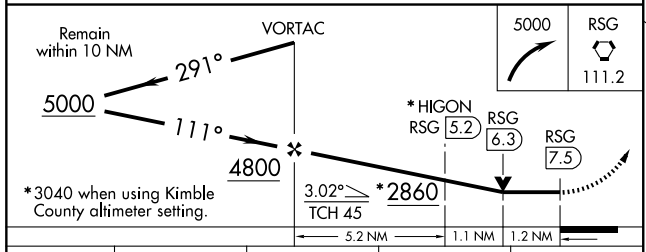
ROCKSPRINGS/ EDWARDS COUNTY (ECU)

If local altimeter setting not received, use Kimble County altimeter setting and increase all MDAs 180 feet. VDP NA when using Kimble County altimeter setting. Visibility reduction by helicopters NA.

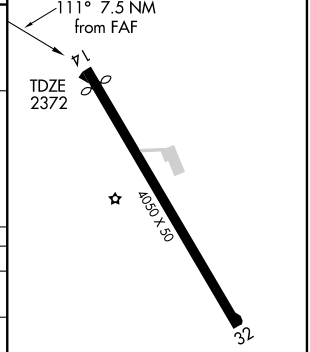
MISSED APPROACH: Climbing right turn to 5000 direct RSG VORTAC and hold, continue climb-in-hold to 5000.

AWOS-3	DEL RIO APP CON ★	CTAF
118.175	119.6 259.1	122.9





CATEGORY	A	B	C	D
S-14	2860-1 488 (500-1)		2860-1¼ 488 (500-1¼)	NA
CIRCLING	2860-1 488 (500-1)		2860-1½ 488 (500-1½)	NA
HIGON FIX MINIMUMS				
S-14	2780-1 408 (500-1)		2780-1¼ 408 (500-1¼)	NA
CIRCLING	2800-1 428 (500-1)	2840-1 468 (500-1)	2840-1½ 468 (500-1½)	NA



MIRL Rwy 14-32

FAF to MAP 7.5 NM

Knots	60	90	120	150	180
Min:Sec	7:30	5:00	3:45	3:00	2:30

SC-3. 08 APR 2010 to 06 MAY 2010

NDB PQF 248	APP CRS 027°	Rwy Idg N/A TDZE N/A Apt Elev 574

NDB-A

ROCKWALL MUNI (F46)

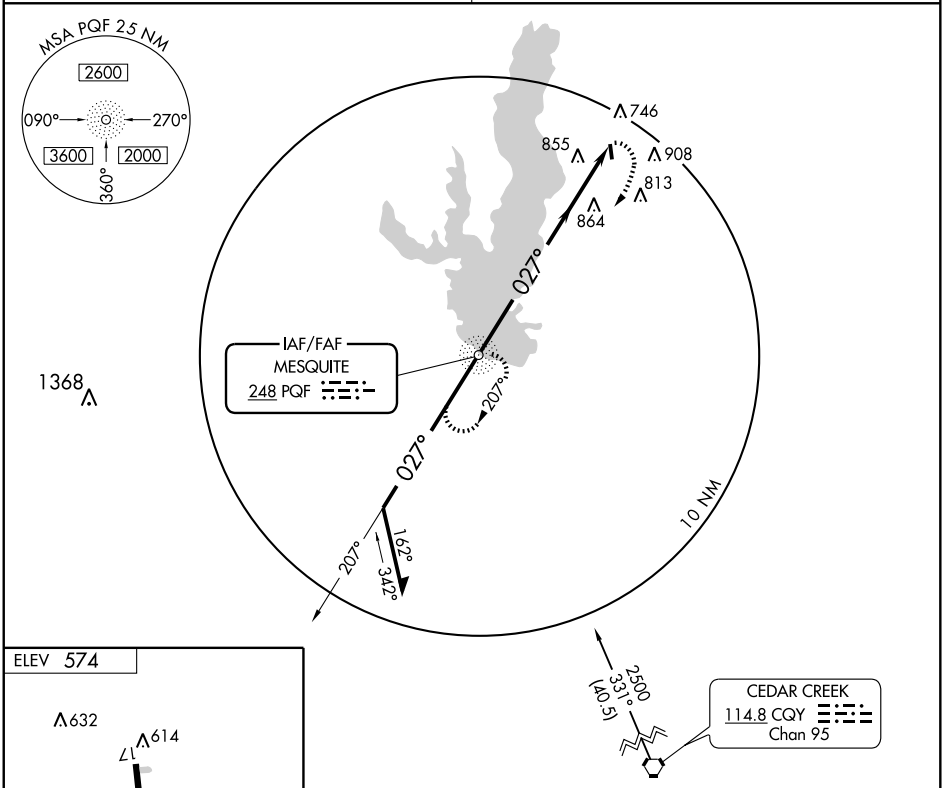
NA

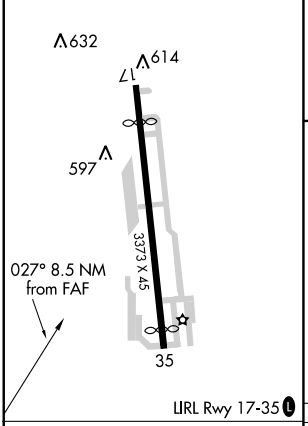
Use Dallas-Love Field altimeter setting.

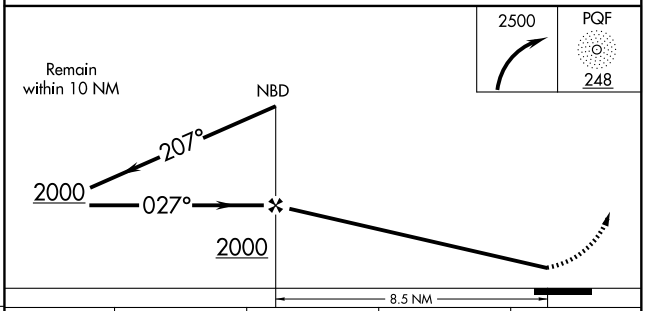
MISSED APPROACH: Climbing right turn to 2500 direct PQF NDB and hold.

REGIONAL APP CON
124.3 282.275

UNICOM
122.8 (CTAF) L







FAF to MAP 8.5 NM					
Knots	60	90	120	150	180
Min:Sec	8:30	5:40	4:15	3:24	2:50

CATEGORY	A	B	C	D
CIRCLING	1400-1 826 (900-1)	1400-1¼ 826 (900-1¼)	1400-2½ 826 (900-2½)	NA

SC-2, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	2901
167°	TDZE	574
	Apt Elev	574

RNAV (GPS) RWY 17

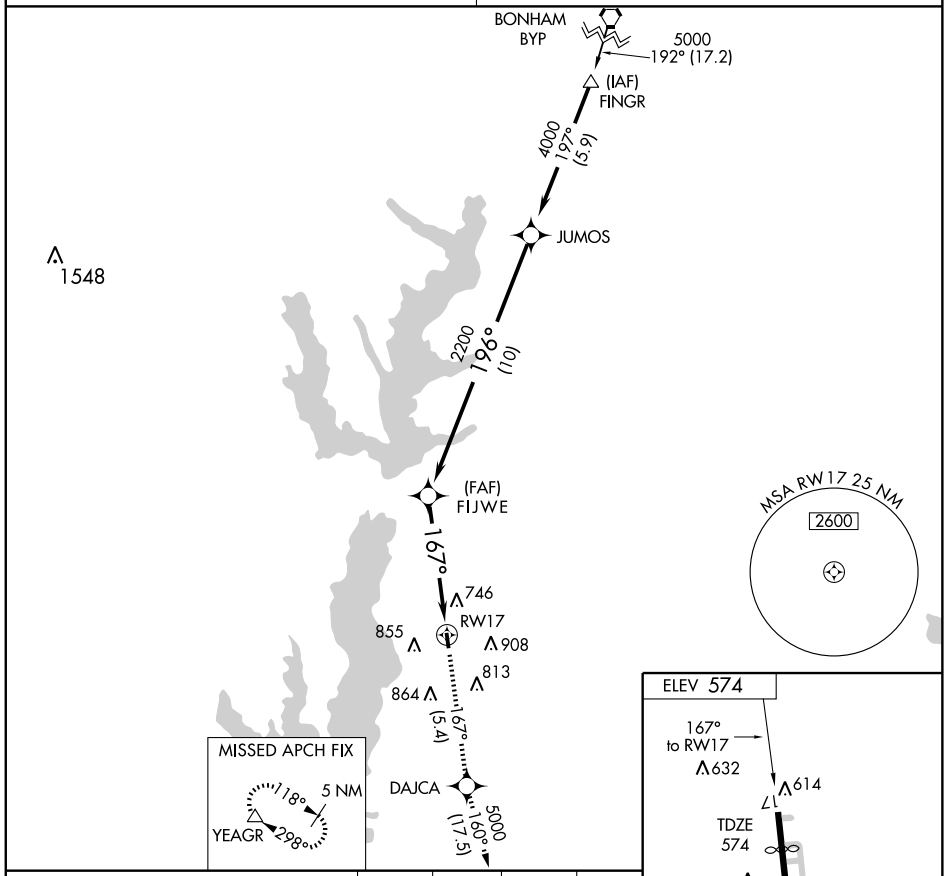
ROCKWALL MUNI (F46)

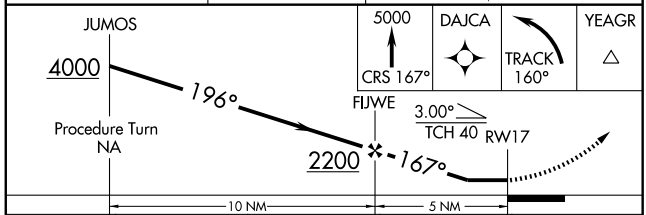
DME/DME RNP-0.3 NA.
Use Dallas-Love Field altimeter setting.

MISSED APPROACH: Climb to 5000 via 167° course to DAJCA and left turn via 160° track to YEAGR and hold.

REGIONAL APP CON
124.3 282.275

UNICOM
122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1140-1	566 (600-1)	1140-1½ 566 (600-1½)	NA
CIRCLING	1220-1	646 (700-1)	1320-2¼ 746 (800-2¼)	NA

LIRL Rwy 17-35 L

SC-2, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	3084
347°	TDZE	574
	Apt Elev	574

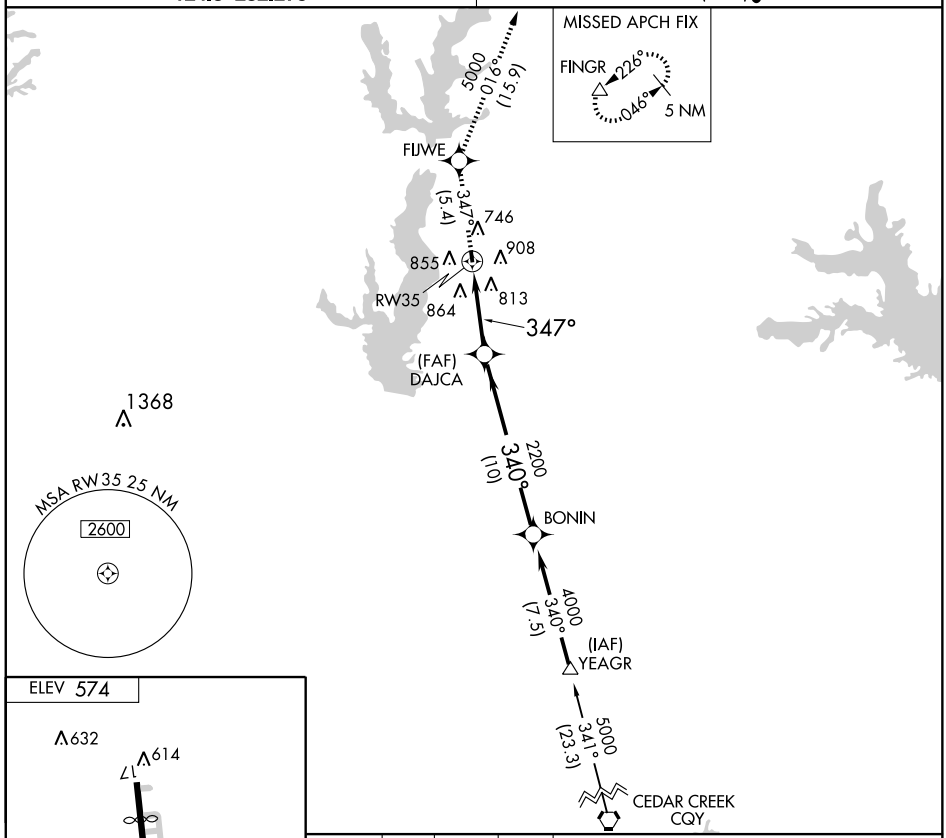
RNAV (GPS) RWY 35

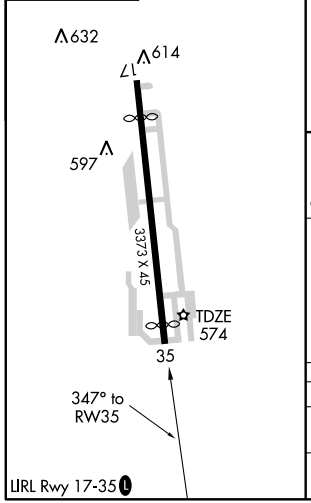
ROCKWALL MUNI (F46)

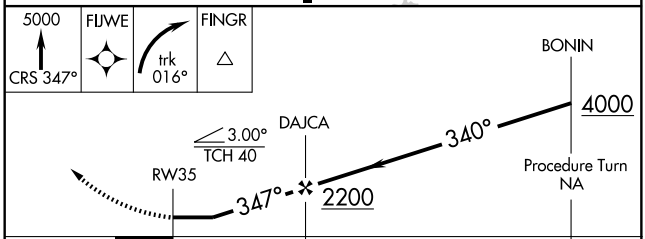
DME/DME RNP-0.3 NA.
Use Dallas-Love Field altimeter setting.

MISSED APPROACH: Climb to 5000 via 347° course to FIJWE and right turn via 016° track to FINGR and hold.

REGIONAL APP CON	UNICOM
124.3 282.275	122.8 (CTAF)







CATEGORY	A	B	C	D
LNAV MDA	1200-1 626 (700-1)		1200-1¾ 626 (700-1¾)	NA
CIRCLING	1220-1 646 (700-1)		1320-2¼ 746 (800-2¼)	NA

SC-2, 08 APR 2010 to 06 MAY 2010

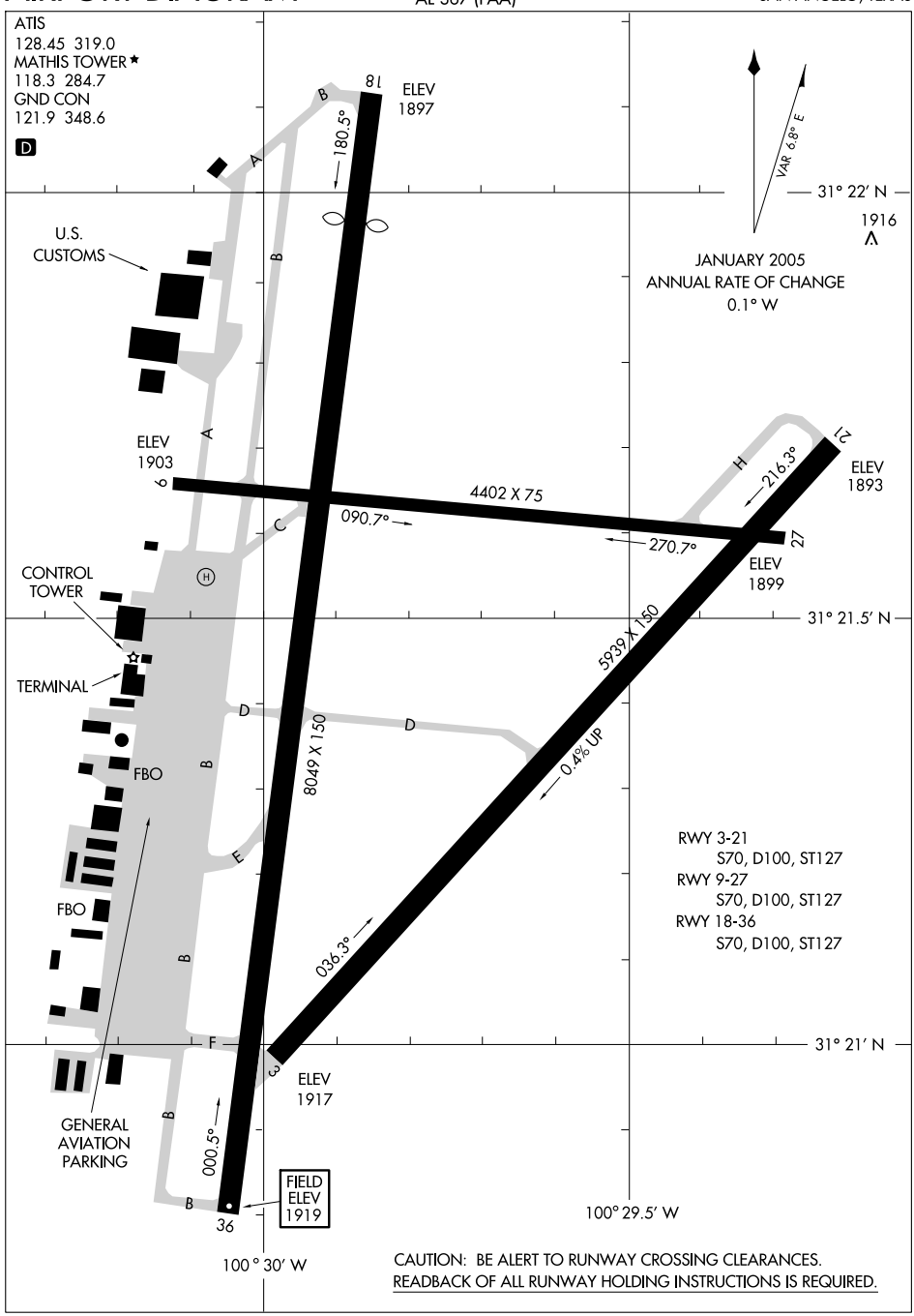
09015

AIRPORT DIAGRAM

SAN ANGELO RGNL/ MATHIS FIELD (SJT)
SAN ANGELO, TEXAS
AL-367 (FAA)

ATIS
128.45 319.0
MATHIS TOWER ★
118.3 284.7
GND CON
121.9 348.6

D



CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

SC-3, 08 APR 2010 to 06 MAY 2010

HI-ILS RWY 3

LOC I-SJT	APCH CRS	Rwy ldg	5939
109.7	034°	TDZE	1917
Chan 34		Arpt Elev	1919

JAL-367 [USAF] SAN ANGELO REGIONAL/MATHIS FIELD (KSJT)

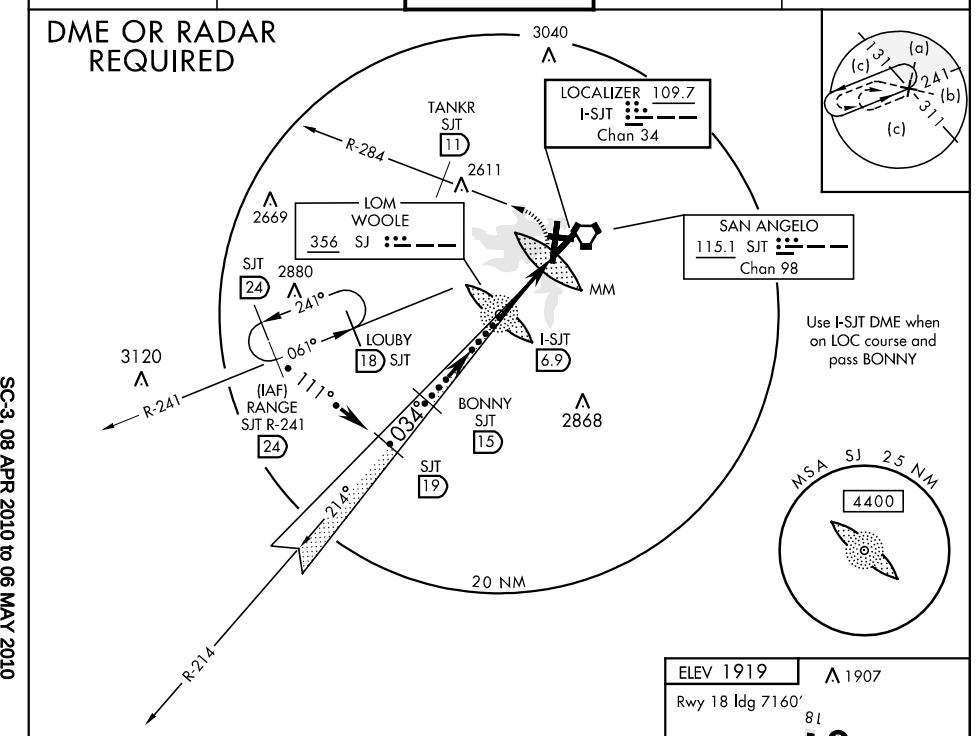
* When ALS inop, increase vis ¼ mile
** When ALS inop, increase vis ½ mile
*** CAT E Circling not authorised W of Rwy 18-36

MALSR

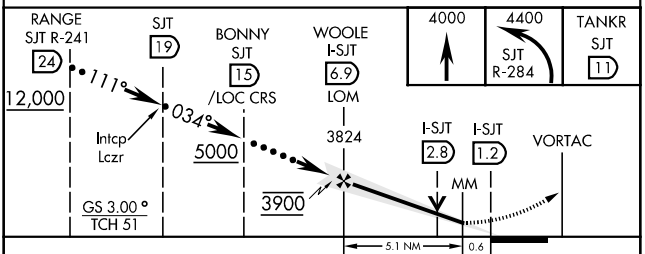
MISSED APPROACH: Climb to 4000 then climbing left turn to 4400 via SJT R-284 to TANKR 11 DME

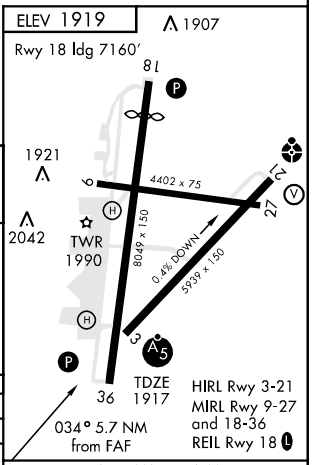
ATIS	SAN ANGELO APP CON	MATHIS TOWER ★	GND CON	ASR
128.45 319.0	125.35 354.1	118.3 (L) 284.7	121.9 348.6	

DME OR RADAR REQUIRED



EMERG SAFE ALT 100 NM 5100





CATEGORY	C	D	E
S-ILS 3 *	2117-½	200	(200-½)
S-LOC 3 **	2420-1 503 (600-1)		2420-1¼ 503 (600-1¼)
CIRCLING ***	2460-1½ 543 (600-1½)	2480-2 563 (600-2)	2520-2¼ 603 (700-2¼)

FAF to MAP 5.7 NM

Knots	120	140	160	180	200
Min:Sec	2:51	2:27	2:08	1:54	1:43

HI-VOR/DME or TACAN RWY 3

VORTAC SJT	APCH CRS	Rwy Idg	5939
115.1	045°	TDZE	1917
Chan 98		Arpt Elev	1919

JAL-367 [USAF] SAN ANGELO REGIONAL/MATHIS FIELD (KSJT)

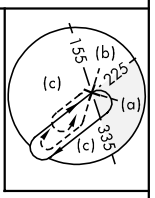
▼ * CAT E Circling not authorised W of Rwy 18-36

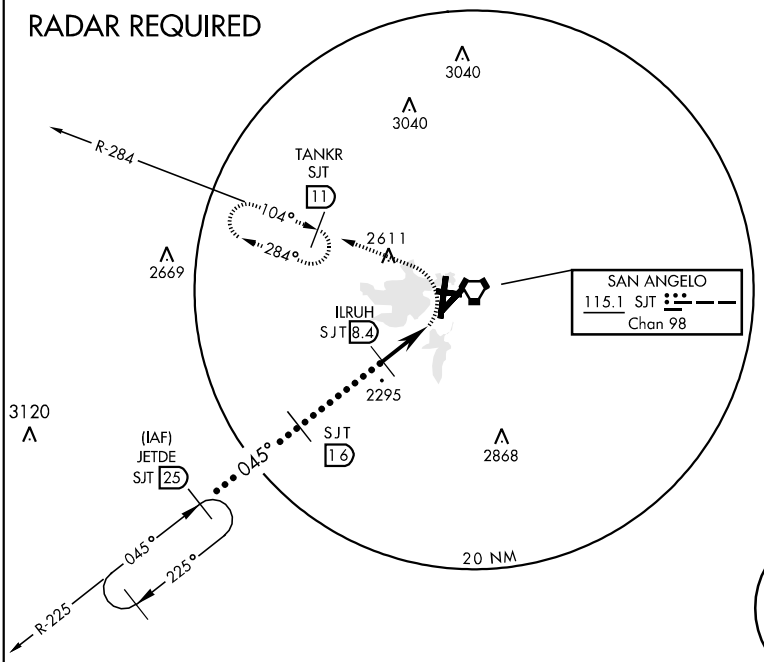
MALSR

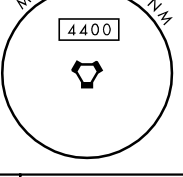
MISSED APPROACH: Climbing left turn to 4400 via SJT R-284 to TANKR INT/11 DME and hold.

ATIS	SAN ANGELO APP CON	MATHIS TOWER ★	GND CON	ASR
128.45 319.0	125.35 354.1	118.3 (L) 284.7	121.9 348.6	

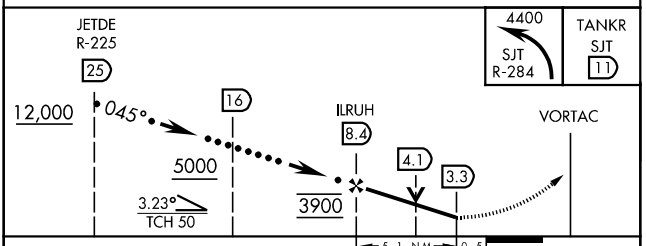
RADAR REQUIRED

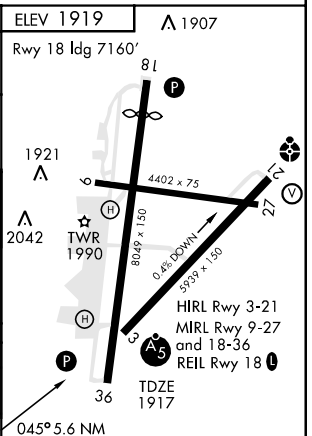






EMERG SAFE ALT 100 NM 5100





CATEGORY	C	D	E
S-3	2420-1 503 (600-1)		2420-1¼ 503 (600-1¼)
CIRCLING *	2460-1½ 543 (600-1½)	2480-2 563 (600-2)	2520-2¼ 603 (700-2¼)

SC-3, 08 APR 2010 to 06 MAY 2010

HI-VOR/DME or TACAN RWY 21

VORTAC SJT	APCH CRS	Rwy ldg 5939
115.1	235°	TDZE 1906
Chan 98		Arpt Elev 1919

JAL-367 [USAF]

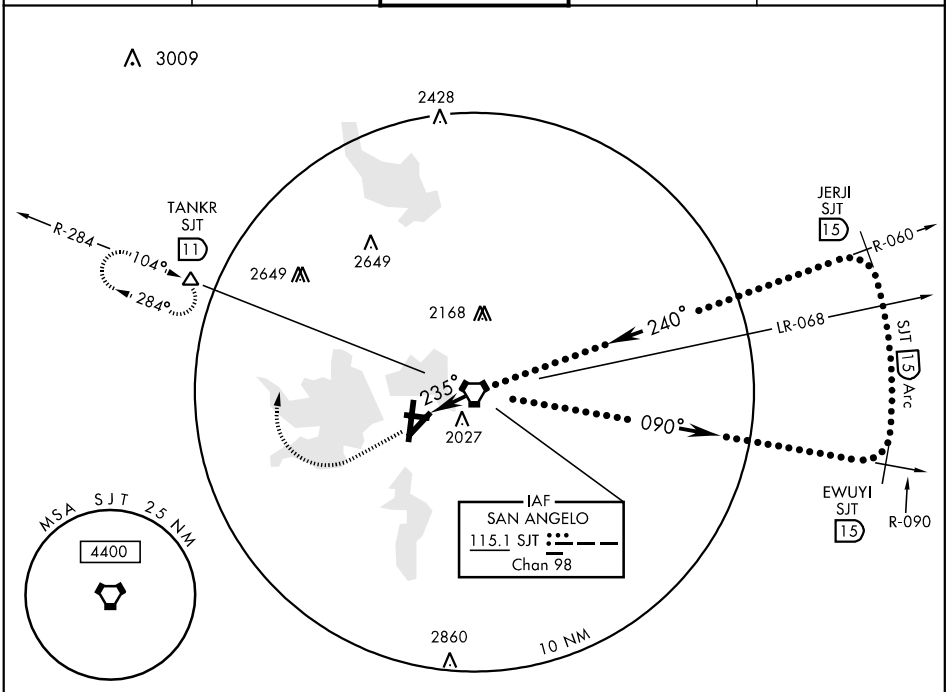
SAN ANGELO REGIONAL/MATHIS FIELD (KSJT)

▼ * CAT E circling NA W of Rwy 18-36

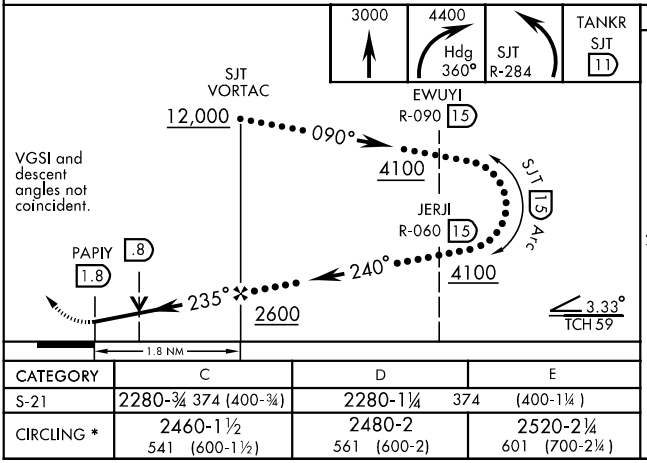
ODALS

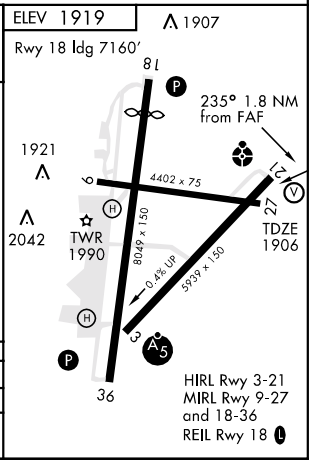
MISSED APPROACH: Climb to 3000, then climbing right turn to 4400 via hdg 360° to intercept SJT R-284 to TANKR INT/11 DME and hold.

ATIS	SAN ANGELO APP CON	MATHIS TOWER *	GND CON	ASR
128.45 319.0	125.35 354.1	118.3 (L) (CTAF) 284.7	121.9 348.6	



EMERG SAFE ALT 100 NM 5100





CATEGORY	C	D	E
S-21	2280-¾ 374 (400-¾)	2280-1¼ 374	(400-1¼)
CIRCLING *	2460-1½ 541 (600-1½)	2480-2 561 (600-2)	2520-2¼ 601 (700-2¼)

SC-3, 08 APR 2010 to 06 MAY 2010

LOC I-SJT	APP CRS	Rwy Idg	5939
109.7	034°	TDZE	1917
Chan 34		Apt Elev	1917

ILS RWY 3

SAN ANGELO RGNL/MATHIS FIELD (SJT)

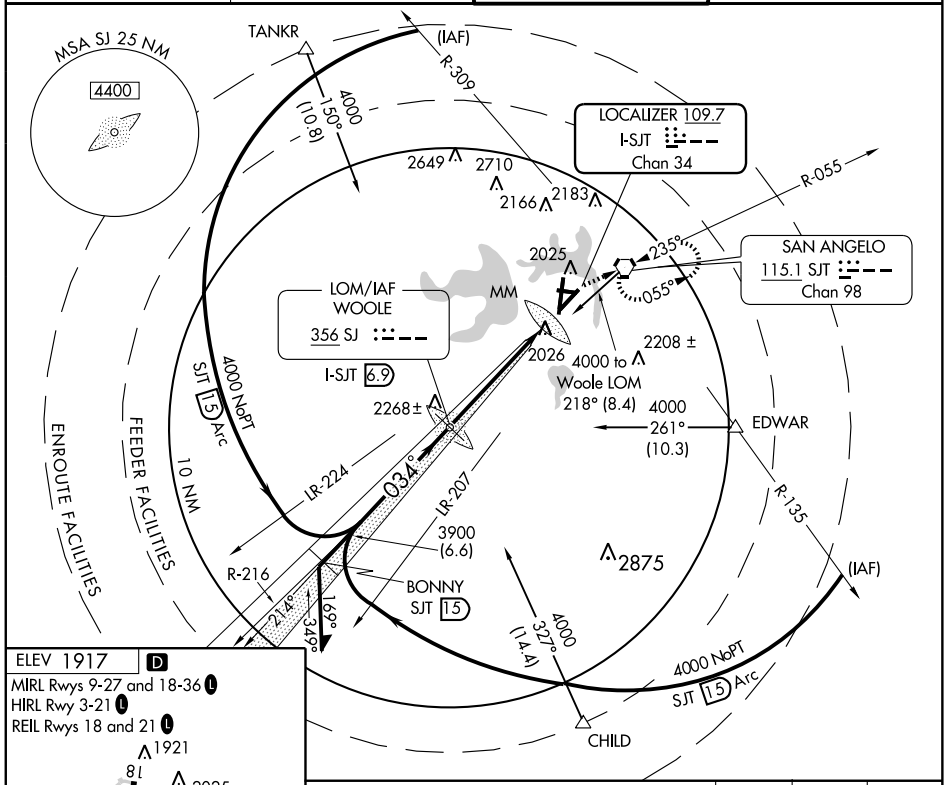
ASR

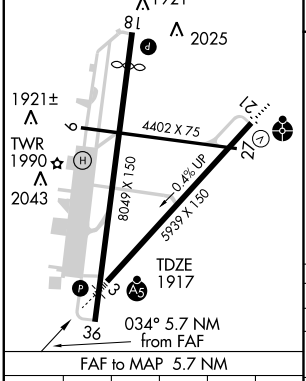
* Procedure Turn NA for Cat. E.
Cat. E circling NA west of Rwy 18-36.

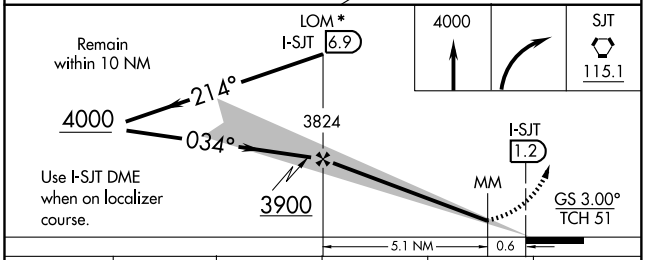
MALSR

MISSED APPROACH: Climb to 4000, then right turn direct SJT VORTAC and hold.

ATIS	SAN ANGELO APP CON ★	MATHIS TOWER ★	GND CON
128.45 319.0	125.35 354.1	118.3 (L) (CTAF) 284.7	121.9 348.6







CATEGORY	A	B	C	D	E
S-ILS 3	2117-½ 200 (200-½)				
S-LOC 3	2420-½ 503 (600-½)		2420-1 503 (600-1)		2420-1¼ 503 (600-1¼)
CIRCLING	2460-1 543 (600-1)		2460-1½ 543 (600-1½)	2480-2 563 (600-2)	2520-2¼ 603 (700-2¼)

FAF to MAP 5.7 NM

Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54

SC-3. 08 APR 2010 to 06 MAY 2010

LOC I-SJT	APP CRS	Rwy Idg	5939
109.7	214°	TDZE	1906
Chan 34		Apt Elev	1917

LOC BC RWY 21

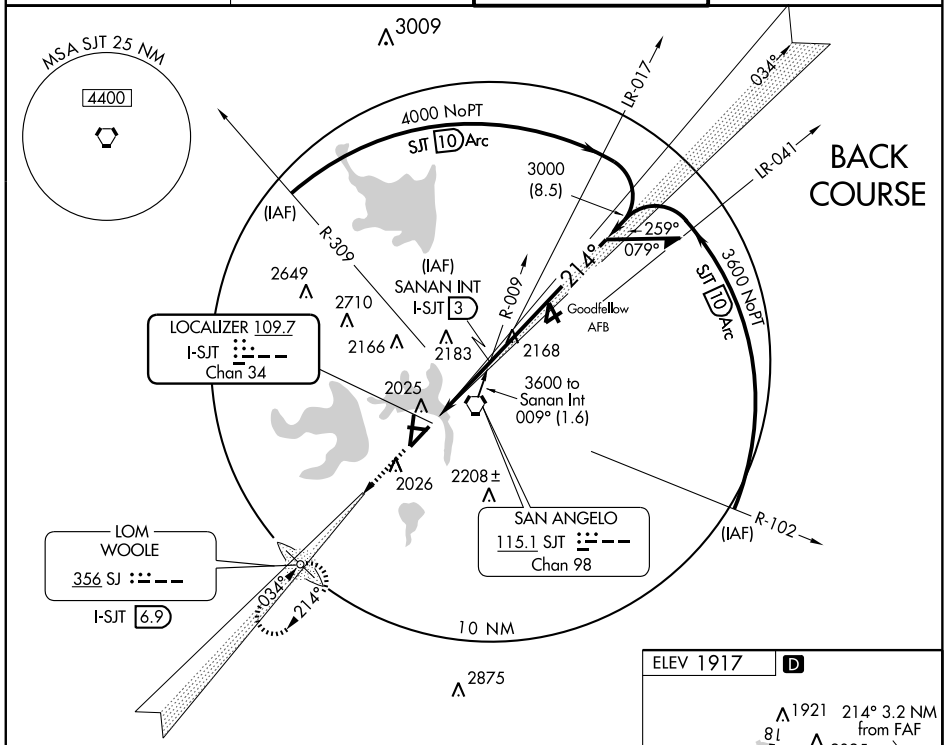
SAN ANGELO RGNL/MATHIS FIELD (SJT)

ASR

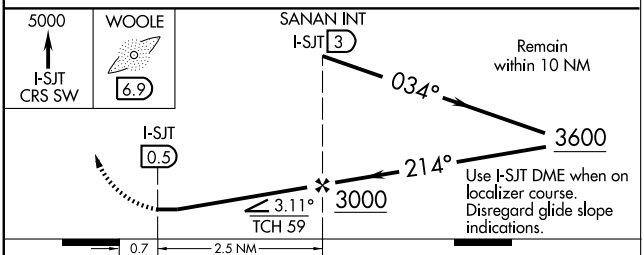
ODALS

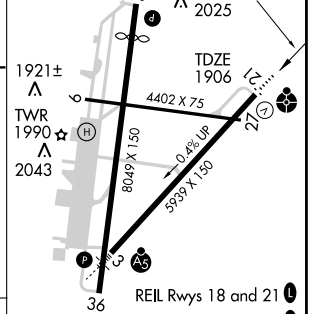
MISSED APPROACH: Climb to 5000 via I-SJT SW course to WOOLE LOM/I-SJT 6.9 DME and hold.

ATIS	SAN ANGELO APP CON ★	MATHIS TOWER ★	GND CON
128.45 319.0	125.35 354.1	118.3 L (CTAF) 284.7	121.9 348.6



ADF or DME REQUIRED





CATEGORY	A	B	C	D
S-21	2280-¾ 374 (400-¾)			2280-1¼ 374 (400-1¼)
CIRCLING	2460-1 543 (600-1)		2460-1½ 543 (600-1½)	2480-2 563 (600-2)

FAF to MAP 2.5 NM

Knots	60	90	120	150	180
Min:Sec	2:30	1:40	1:15	1:00	0:50

SC-3, 08 APR 2010 to 06 MAY 2010

LOM SJ	APP CRS	Rwy Idg	5939
356	034°	TDZE	1917
		Apt Elev	1917

NDB RWY 3

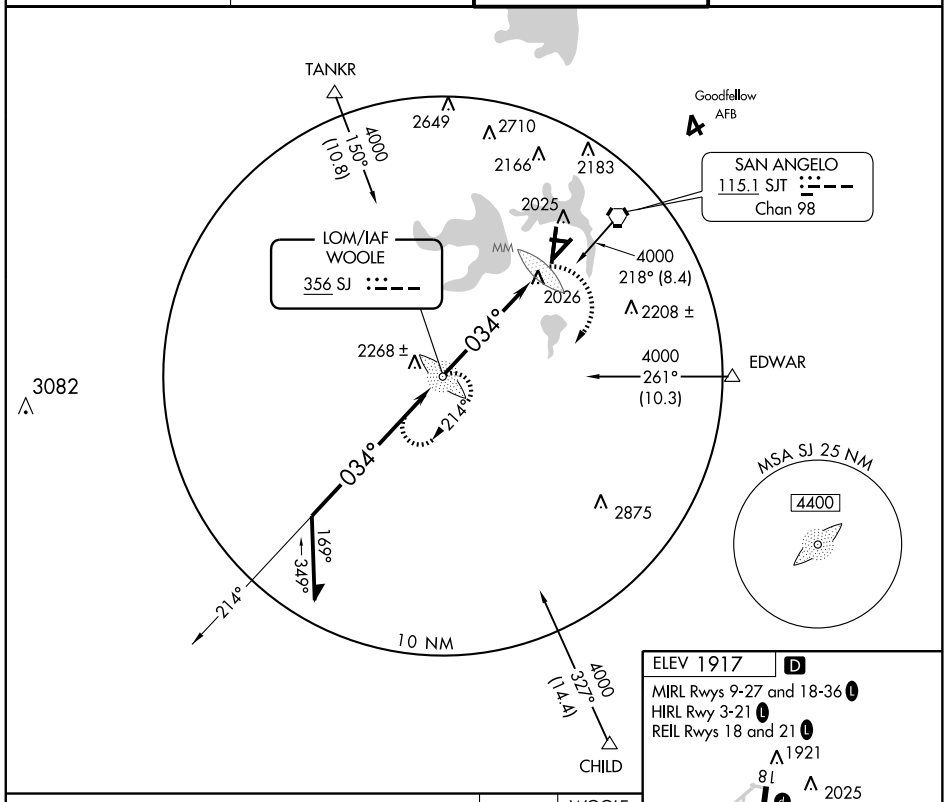
SAN ANGELO RGNL/MATHIS FIELD (SJT)

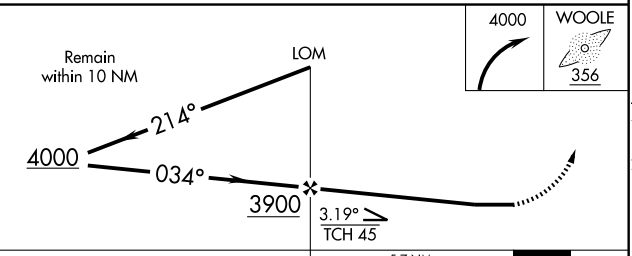
ASR

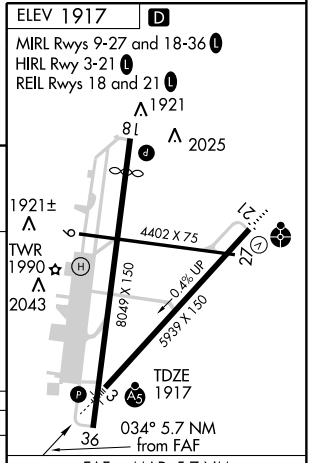
MALSR

MISSED APPROACH: Climbing right turn to 4000 direct WOOLE LOM and hold.

ATIS	SAN ANGELO APP CON ★	MATHIS TOWER ★	GND CON
128.45 319.0	125.35 354.1	118.3 L (CTAF) 284.7	121.9 348.6







CATEGORY	A	B	C	D
S-3	2460-¾ 543 (600-¾)		2460-1 543 (600-1)	2460-1½ 543 (600-1½)
CIRCLING	2460-1 543 (600-1)		2460-1½ 543 (600-1½)	2480-2 563 (600-2)

FAF to MAP 5.7 NM

Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54

SC-3. 08 APR 2010 to 06 MAY 2010

WAAS CH 77517 W03A	APP CRS 034°	Rwy Idg 5939 TDZE 1917 Apt Elev 1919

RNAV (GPS) RWY 3

SAN ANGELO RGNL/MATHIS FIELD (SJT)

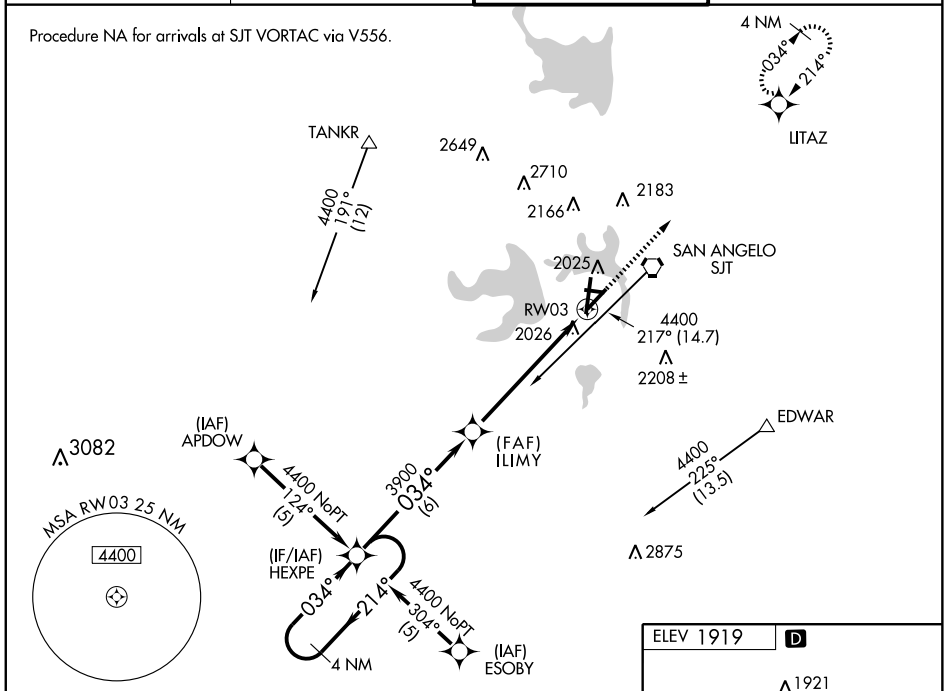
For inoperative MALSR, increase LPV visibility to ¾ mile all Cats and LNAV Cat D visibility to 1¼ mile.
Baro VNAV NA below -18°C (0°F).
Circling to Rwy 09 and 36 NA at night.
DME/DME RNP-0.3 NA.
ASR

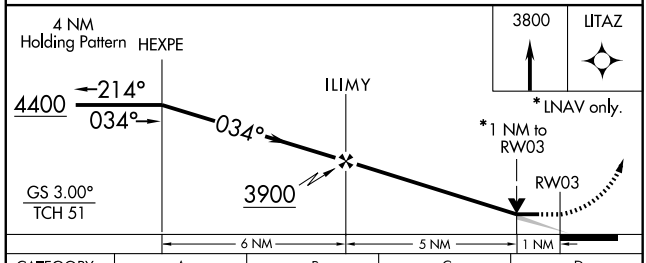
MALSR

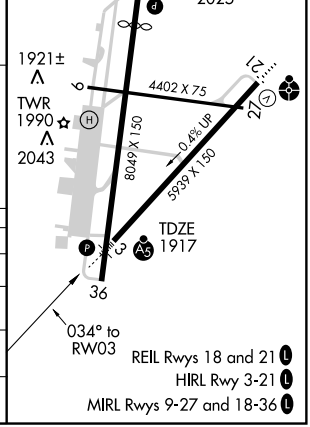
MISSED APPROACH: Climb to 3800 direct LITAZ and hold.

ATIS	SAN ANGELO APP CON ★	MATHIS TOWER ★	GND CON
128.45 319.0	125.35 354.1	118.3 L (CTAF) 284.7	121.9 348.6

Procedure NA for arrivals at SJT VORTAC via V556.







CATEGORY	A	B	C	D
LPV DA	2167-½ 250 (300-½)			
LNAV/VNAV DA	2301-¾ 384 (400-¾)			
LNAV MDA	2300-½ 383 (400-½)			2300-1 383 (400-1)
CIRCLING	2460-1¼ 541 (600-1¼)		2460-1½ 541 (600-1½)	2480-2 561 (600-2)

SC-3, 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	7160
CH 93801	178°	TDZE	1908
W18A		Apt Elev	1919

RNAV (GPS) RWY 18

SAN ANGELO RGNL/MATHIS FIELD (SJT)

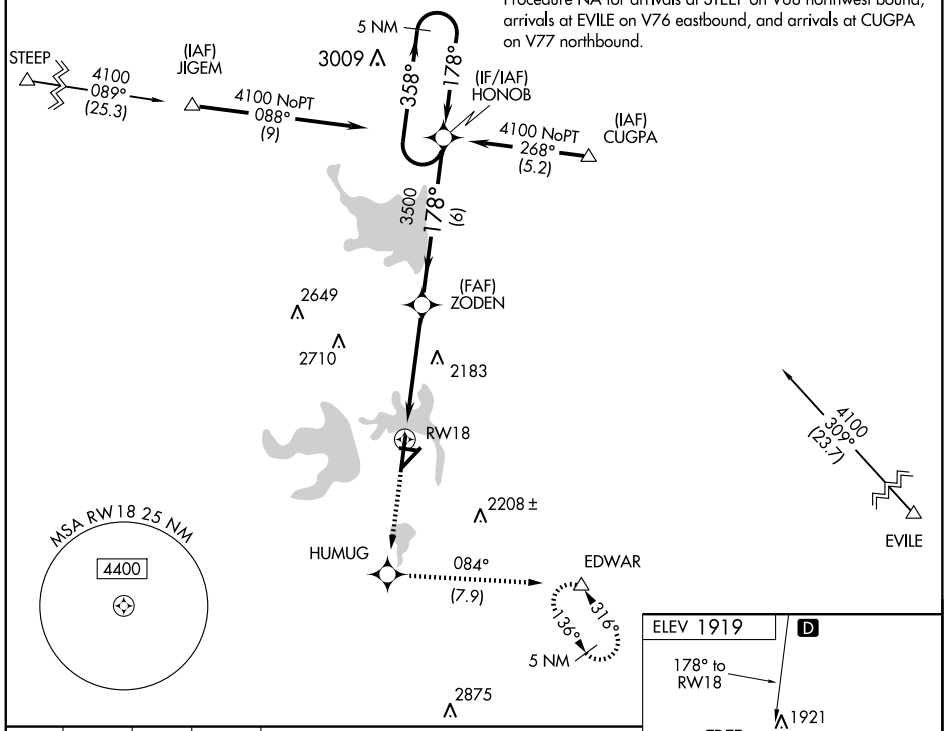
ASR

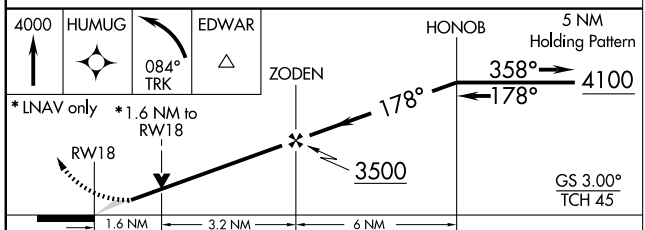
DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 45°C (113°F).

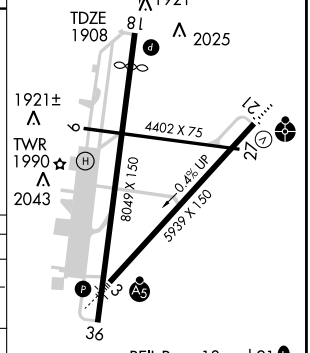
MISSED APPROACH: Climb to 4000 direct HUMUG and left turn via 084° track to EDWAR and hold.

ATIS	SAN ANGELO APP CON ★	MATHIS TOWER ★	GND CON
128.45 319.0	125.35 354.1	118.3 L (CTAF) 284.7	121.9 348.6

Procedure NA for arrivals at STEEP on V68 northwest bound, arrivals at EVILE on V76 eastbound, and arrivals at CUGPA on V77 northbound.







CATEGORY	A	B	C	D
LPV DA	2158-1 250 (300-1)			
LNAV/VNAV DA	2325-1½ 417 (500-1½)			
LNAV MDA	2440-1 532 (600-1)		2440-1½ 532 (600-1½)	2440-1¾ 532 (600-1¾)
CIRCLING	2460-1½ 541 (600-1½)			2480-2 561 (600-2)

SC-3. 08 APR 2010 to 06 MAY 2010

WAAS CH 81817 W21A	APP CRS 214°	Rwy Idg 5939 TDZE 1906 Apt Elev 1919

RNAV (GPS) RWY 21

SAN ANGELO RGNL/MATHIS FIELD (SJT)

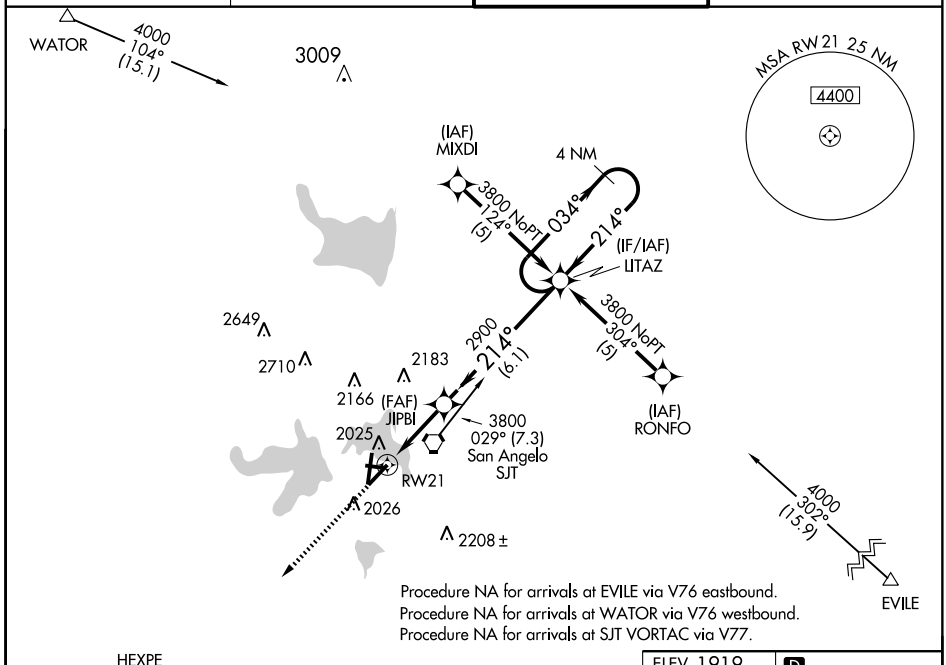
ASR

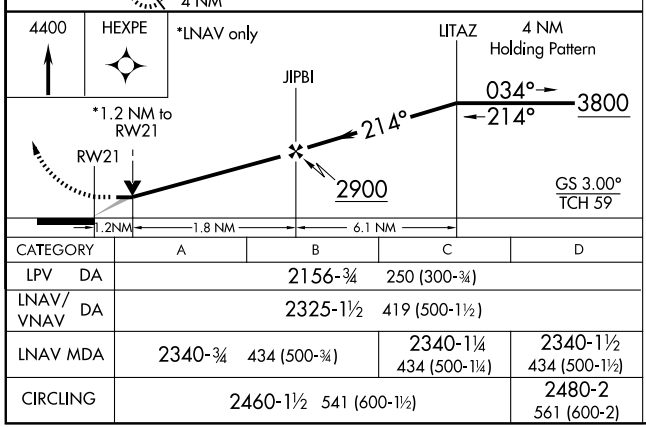
DME/DME RNP-0.3 NA. Baro VNAV NA below -18°C (0°F). Inoperative table does not apply to LPV, LNAV/VNAV all Cats and LNAV Cat C. Circling Rwy 9 and 36 NA at night.

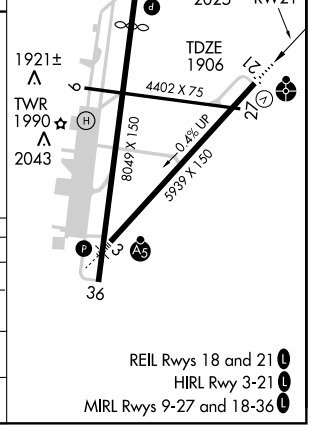
ODALS

MISSED APPROACH: Climb to 4400 direct HEXPE and hold.

ATIS	SAN ANGELO APP CON ★	MATHIS TOWER ★	GND CON
128.45 319.0	125.35 354.1	118.3 L (CTAF) 284.7	121.9 348.6







CATEGORY	A	B	C	D
LPV DA	2156-¾ 250 (300-¾)			
LNAV/VNAV DA	2325-1½ 419 (500-1½)			
LNAV MDA	2340-¾ 434 (500-¾)		2340-1¼ 434 (500-1¼)	2340-1½ 434 (500-1½)
CIRCLING	2460-1½ 541 (600-1½)			2480-2 561 (600-2)

SC-3. 08 APR 2010 to 06 MAY 2010

VORTAC SJT	APP CRS	Rwy Idg	5939
115.1	045°	TDZE	1917
Chan 98		Apt Elev	1919

VOR/DME or TACAN RWY 3

SAN ANGELO RGNL/MATHIS FIELD (SJT)

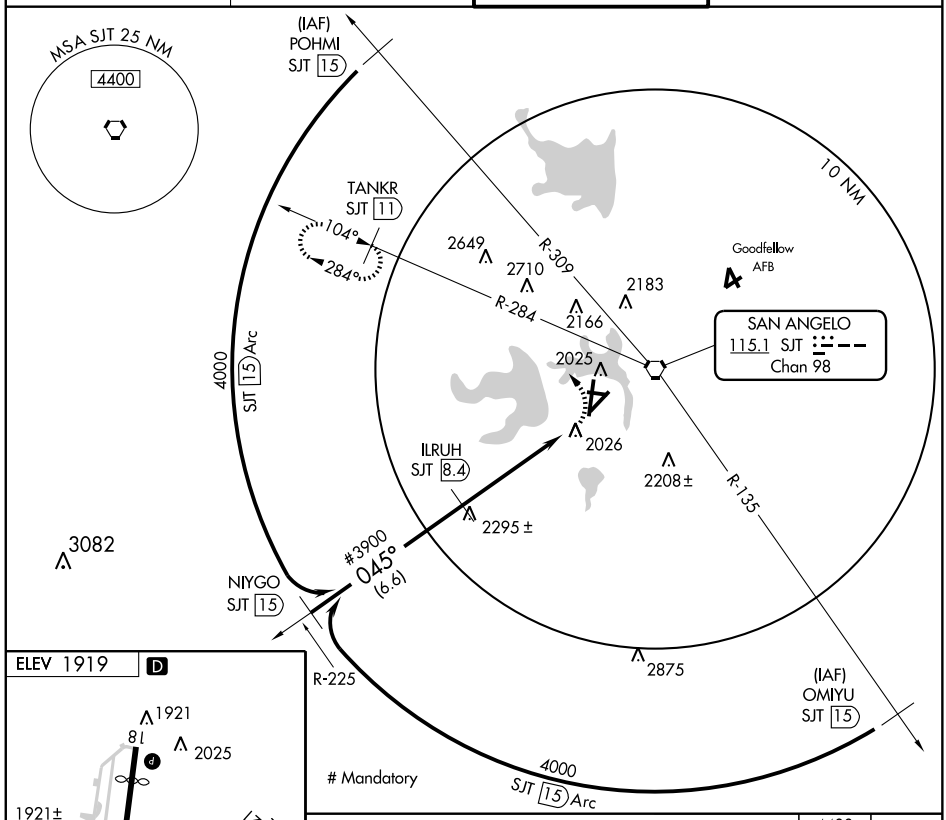
ASR

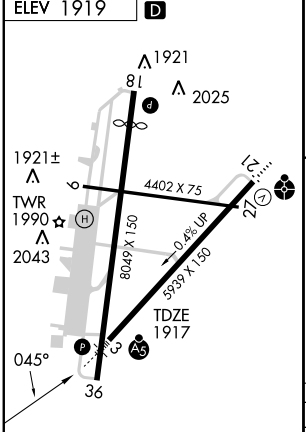
*Cat E circling NA west of Rwy 18-36.

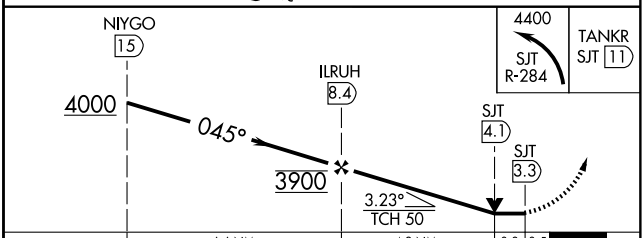
MALSR

MISSED APPROACH: Climbing left turn to 4400 via SJT R-284 to TANKR/11 DME and hold.

ATIS	SAN ANGELO APP CON ★	MATHIS TOWER ★	GND CON
128.45 319.0	125.35 354.1	118.3 L (CTAF) 284.7	121.9 348.6







CATEGORY	A	B	C	D	E
S-3	2420-½ 503 (600-½)		2420-1 503 (600-1)		2420-1¼ 503 (600-1¼)
CIRCLING*	2460-1 541 (600-1)		2460-1½ 541 (600-1½)	2480-2 561 (600-2)	2520-2¼ 601 (700-2¼)

REIL Rwys 18 and 21 L
HIRL Rwys 3-21 L
MIRL Rwys 9-27 and 18-36 L

SC-3. 08 APR 2010 to 06 MAY 2010

VORTAC SJT	APP CRS	Rwy Idg	5939
115.1	235°	TDZE	1906
Chan 98		Apt Elev	1919

VOR RWY 21

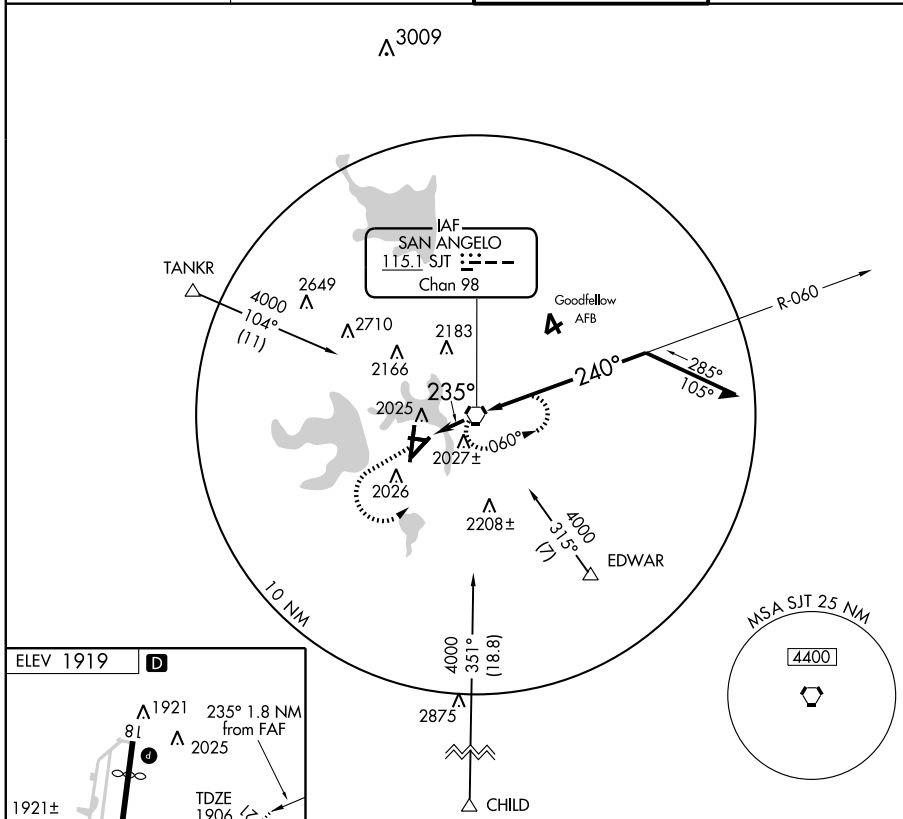
SAN ANGELO RGNL/MATHIS FIELD (SJT)

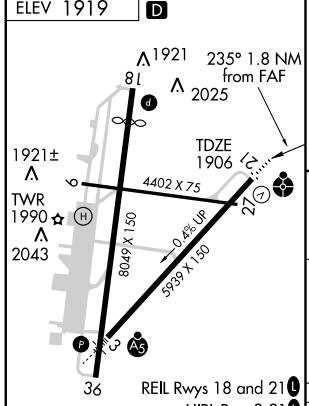
ASR

ODALS

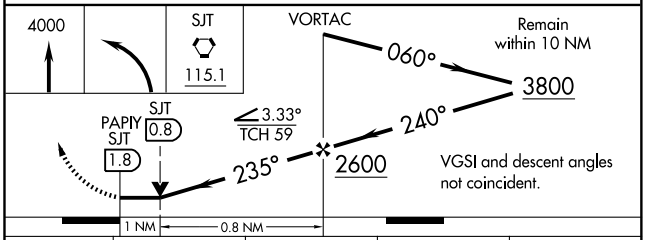
MISSED APPROACH: Climb to 4000 then left turn direct SJT VORTAC and hold.

ATIS	SAN ANGELO APP CON ★	MATHIS TOWER ★	GND CON
128.45 319.0	125.35 354.1	118.3 L (CTAF) 284.7	121.9 348.6





FAF to MAP 1.8 NM					
Knots	60	90	120	150	180
Min:Sec	1:48	1:12	0:54	0:43	0:36



CATEGORY	A	B	C	D
S-21	2280-¾ 374 (400-¾)			2280-1¼ 374 (400-1¼)
CIRCLING	2460-1 541 (600-1)		2460-1½ 541 (600-1½)	2480-2 561 (600-2)

SC-3. 08 APR 2010 to 06 MAY 2010

SAN ANTONIO, TEXAS AL-10309 (FAA)

APP CRS	Rwy Idg	3785
166°	TDZE	1385
	Apt Elev	1385

RNAV (GPS) RWY 17

SAN ANTONIO/ BOERNE STAGE FIELD (5C1)

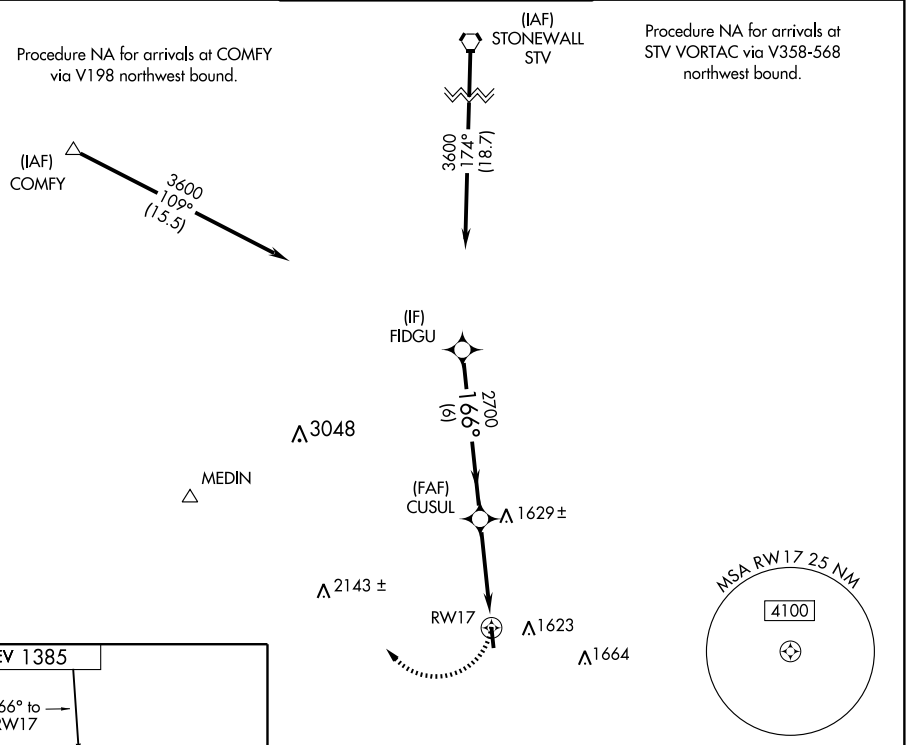
Circling NA east of Rwy 17-35. Procedure NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use San Antonio Intl altimeter setting; if not received, procedure NA.

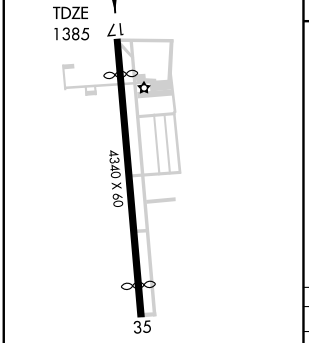
MISSED APPROACH: Climbing right turn to 4100 direct MEDIN.

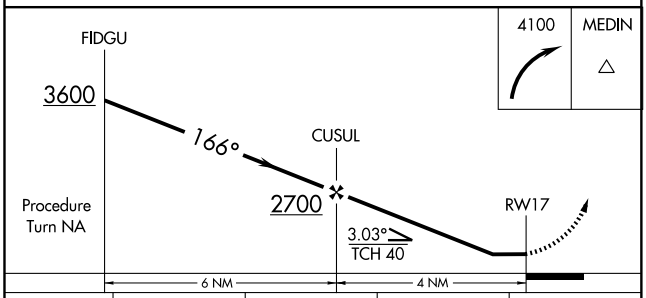
SAN ANTONIO INTL ATIS	SAN ANTONIO APP CON	UNICOM
118.9	125.1 307.0	123.0 (CTAF)

Procedure NA for arrivals at COMFY via V198 northwest bound.

Procedure NA for arrivals at STV VORTAC via V358-568 northwest bound.







CATEGORY	A	B	C	D
LNAV MDA	2000-1 615 (700-1)		NA	
CIRCLING	2080-1 695 (700-1)	2120-1 735 (800-1)	NA	

LIRL RWY 17-35

SC-3, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	3840
346°	TDZE	1385
	Apt Elev	1385

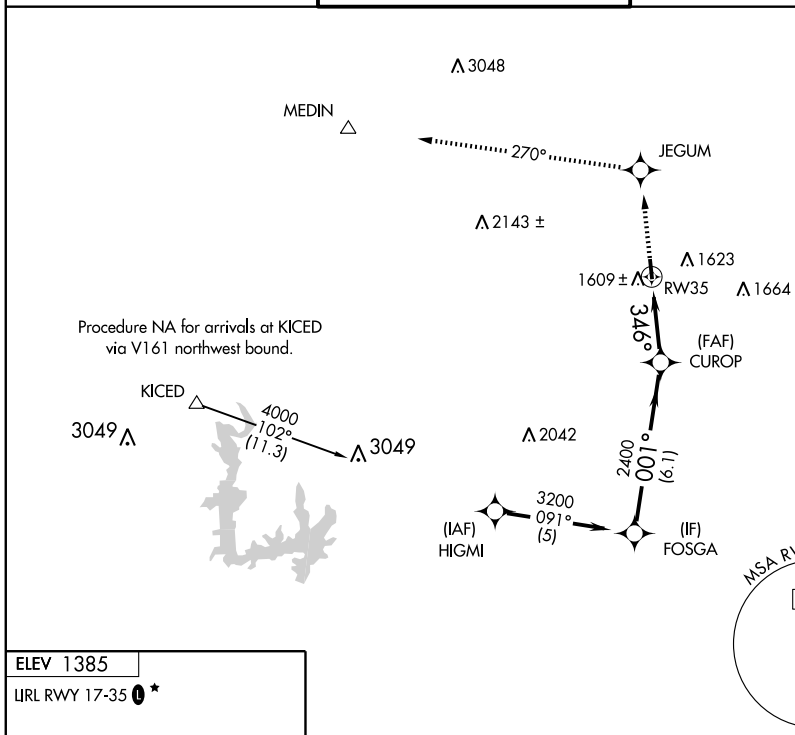
RNAV (GPS) RWY 35

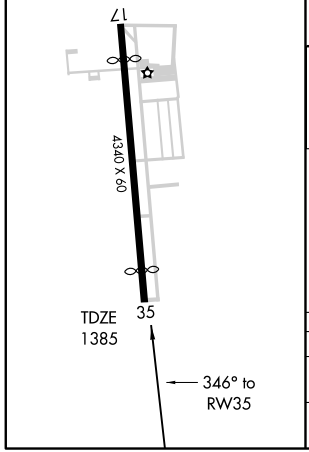
SAN ANTONIO/ BOERNE STAGE FIELD (5C1)

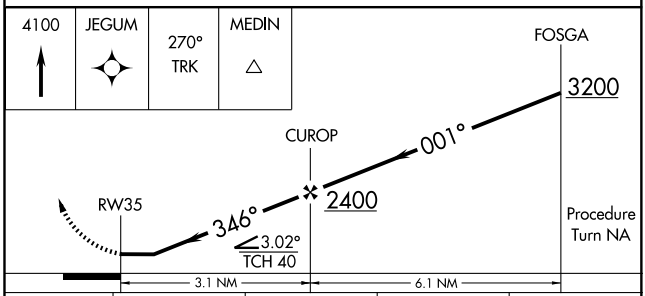
Circling to Rwy 17 NA at night. Circling NA east of Rwy 17-35. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA. Use San Antonio Intl altimeter setting; if not received, procedure NA.

MISSED APPROACH: Climb to 4100 direct JEGUM and via 270° track to MEDIN.

SAN ANTONIO INTL ATIS	SAN ANTONIO APP CON	UNICOM
118.9	125.1 307.0	123.0 (CTAF)

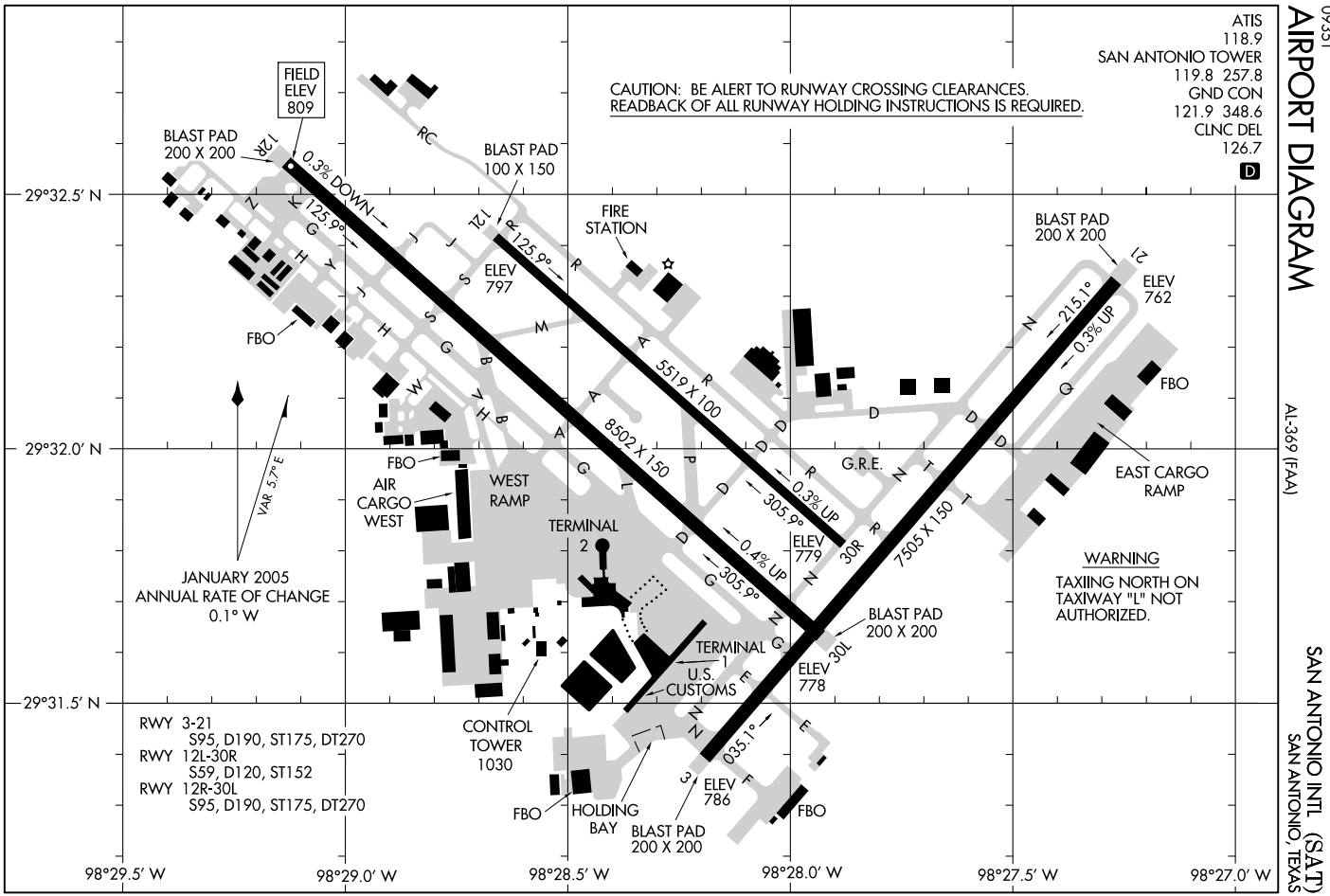






CATEGORY	A	B	C	D
LNAV MDA	1980-1 595 (600-1)		NA	
CIRCLING	2080-1 695 (700-1)	2120-1 735 (800-1)	NA	

SC-3, 08 APR 2010 to 06 MAY 2010



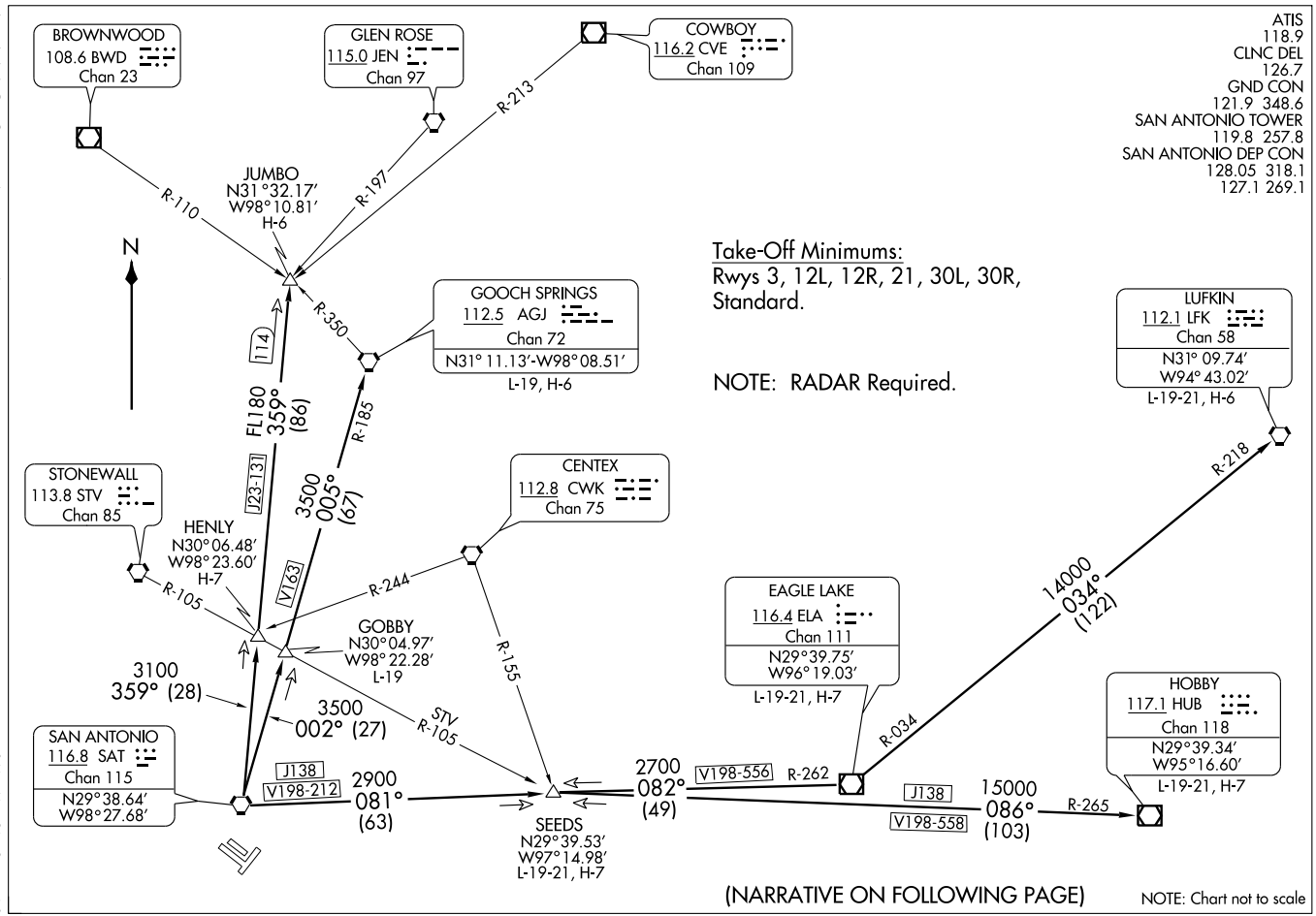
09331

AIRPORT DIAGRAM

AL-369 (FAA)

SAN ANTONIO INTL (SAT)

SAN ANTONIO, TEXAS



ALAMO SEVEN DEPARTURE

(ALAMO) .SAI1 09351

SL-369 (FAA)

SAN ANTONIO INTL (SAT)

SAN ANTONIO, TEXAS

DEPARTURE ROUTE DESCRIPTION

Climb on assigned heading for radar vectors to SAT VORTAC maintain 5000 feet, Thence . . . .

. . . . via (Transition). Expect filed altitude 10 minutes after departure.

EAGLE LAKE TRANSITION (ALAMO7.ELA): From over SAT VORTAC via SAT R-081 to SEEDS INT, then via ELA R-262 to ELA VOR/DME.
GOBBY TRANSITION (ALAMO7.GOBBY): From over SAT VORTAC via SAT R-002 to GOBBY INT.
HENLY TRANSITION (ALAMO7.HENLY): From over SAT VORTAC via SAT R-359 to HENLY INT.
HOBBY TRANSITION (ALAMO7.HUB): From over SAT VORTAC via SAT R-081 to SEEDS INT, then via HUB R-265 to HUB VOR/DME.
JUMBO TRANSITION (ALAMO7.JUMBO): From over SAT VORTAC via SAT R-359 to JUMBO INT.
GOOCH SPRINGS TRANSITION (ALAMO7.AGJ): From over SAT VORTAC via SAT R-002 to GOBBY INT, then via AGJ R-185 to AGJ VORTAC.
LUFKIN TRANSITION (ALAMO7.LFK): From over SAT VORTAC via SAT R-081 to SEEDS INT, then via ELA R-262 to ELA VOR/DME, then via ELA R-034 and LFK R-218 to LFK VORTAC.
SEEDS TRANSITION (ALAMO7.SEEDS): From over SAT VORTAC via SAT R-081 to SEEDS INT.

TAKE-OFF OBSTACLES:

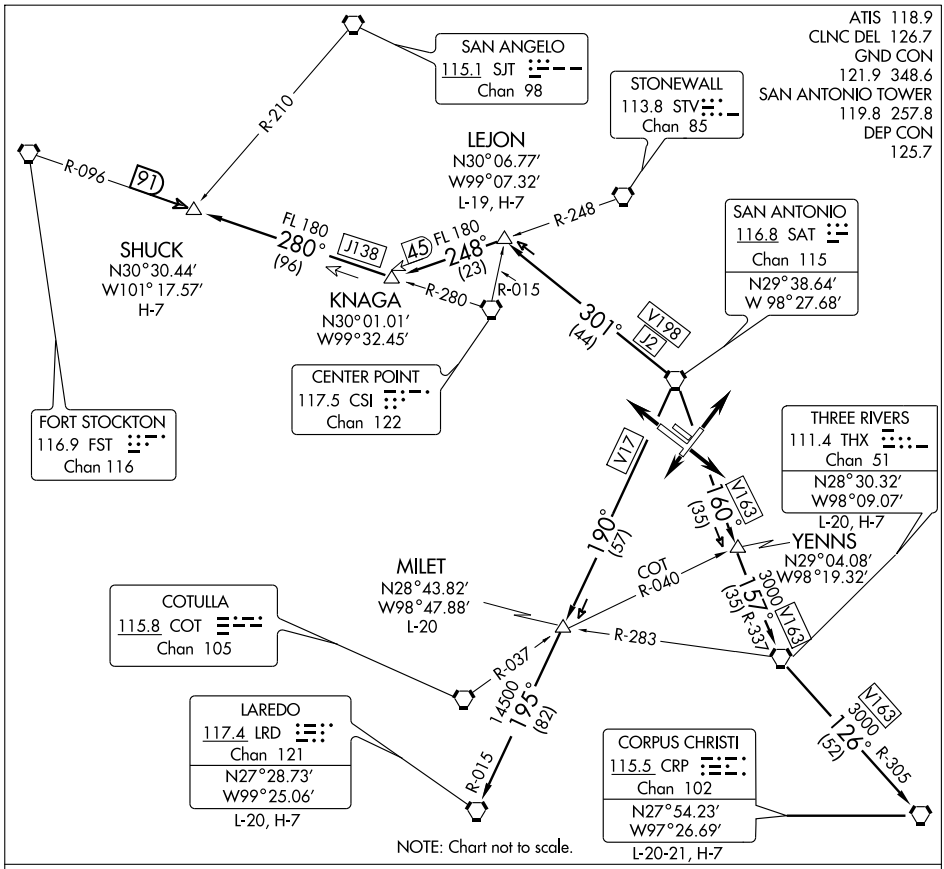
RWY 3: Tree 734' from DER, 695' left of centerline, 31' AGL/793'MSL.
RWY 12R: Antenna on Tower 1034' from DER, 723' right of centerline, 42' AGL/820'MSL. Building and Vent on Building beginning 3801' from DER, 1488' right of centerline, 117' AGL/881'MSL.
RWY 21: Antenna on Hangar and Flagpole beginning 1198' from DER, 700' right of centerline, up to 39' AGL/825'MSL. Sign 2713' from DER, 1034' right of centerline, 71' AGL/857'MSL.
RWY 30L: Tower and Poles beginning 1931' from DER, 834' left of centerline, up to 42' AGL/892'MSL. Sign 2435' from DER, 1042' right of centerline, 54' AGL/873'MSL.
RWY 30R: Rod on Obstruction Light 1261' from DER, 591' left of centerline, 57' AGL/854'MSL.

SC-3, 08 APR 2010 to 06 MAY 2010

BOWIE THREE DEPARTURE

SL-369 (FAA)

SAN ANTONIO INTL (SAT)
SAN ANTONIO, TEXAS



SC-3, 08 APR 2010 to 06 MAY 2010

DEPARTURE ROUTE DESCRIPTION

Fly runway heading for vector to assigned route. All aircraft maintain 5000 feet, expect further clearance to filed altitude/flight level 10 minutes after departure.

CORPUS CHRISTI TRANSITION (BOWIE3.CRP): From over SAT VORTAC via SAT R-160 to YENNS INT, then via THX R-337 to THX VORTAC, then via THX-R 126 and CRP R-305 to CRP VORTAC.

LAREDO TRANSITION (BOWIE3.LRD): From over SAT VORTAC via SAT R-190 to MILET INT, then via LRD R-015 to LRD VORTAC.

LEJON TRANSITION (BOWIE3.LEJON): From over SAT VORTAC via SAT R-301 to LEJON INT.

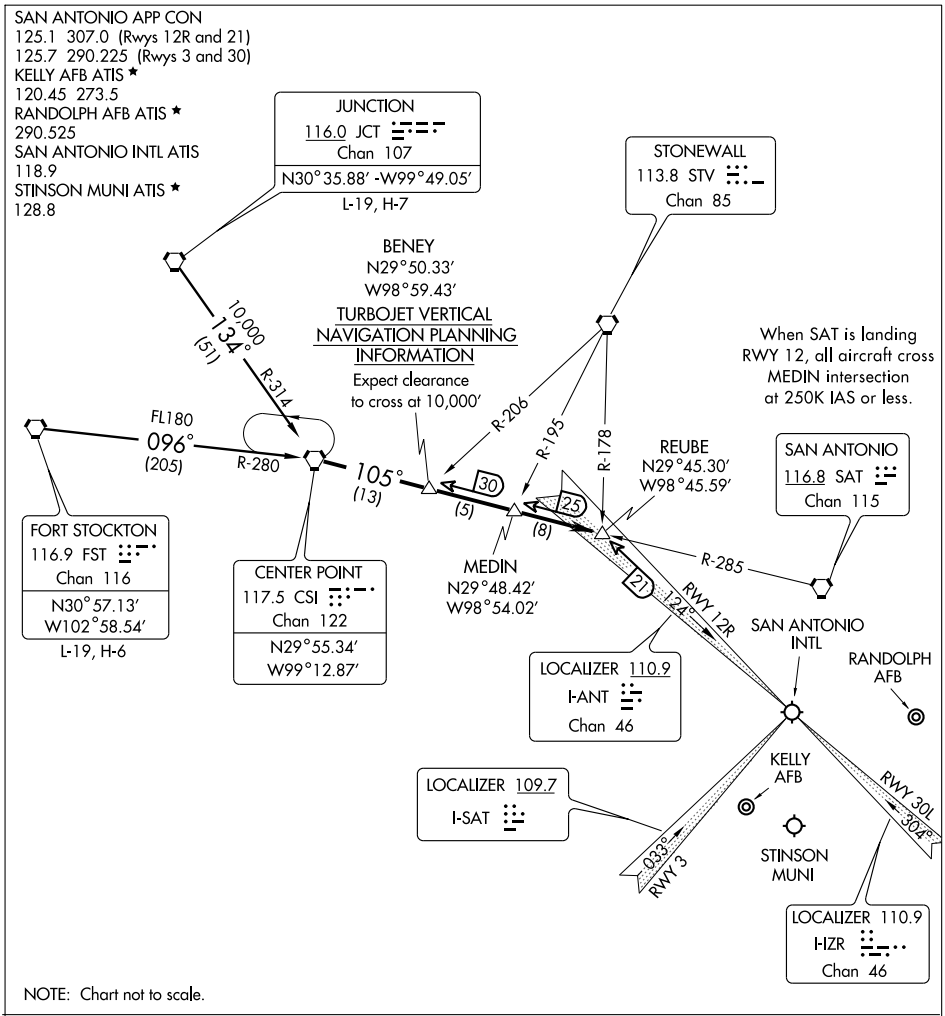
MILET TRANSITION (BOWIE3.MILET): From over SAT VORTAC via SAT R-190 to MILET INT.

SHUCK TRANSITION (BOWIE3.SHUCK): From over SAT VORTAC via SAT R-301 to LEJON INT, then via STV R-248 and CSI R-280 to SHUCK INT.

THREE RIVERS TRANSITION (BOWIE3.THX): From over SAT VORTAC via SAT R-160 to YENNS INT, then via THX R-337 to THX VORTAC.

CENTERPOINT ONE ARRIVAL (CSI.CSI1)

SAN ANTONIO, TEXAS



NOTE: Chart not to scale.

FORT STOCKTON TRANSITION (FST.CSI1): From over FST VORTAC via FST R-096 and CSI R-280 to CSI VORTAC. Thence . . . .

JUNCTION TRANSITION (JCT.CSI1): From over JCT VORTAC via JCT R-134 and CSI R-314 to CSI VORTAC. Thence . . . .

. . . . From over CSI VORTAC via CSI R-105 to REUBE INT. Expect vector to final approach course.

SATELLITE AIRPORTS: Conform to SAT routing and frequency assignment.

SC-3, 08 APR 2010 to 06 MAY 2010

LOC I-SAT	APP CRS	Rwy Idg	7505
109.7	033°	TDZE	786
		Apt Elev	809

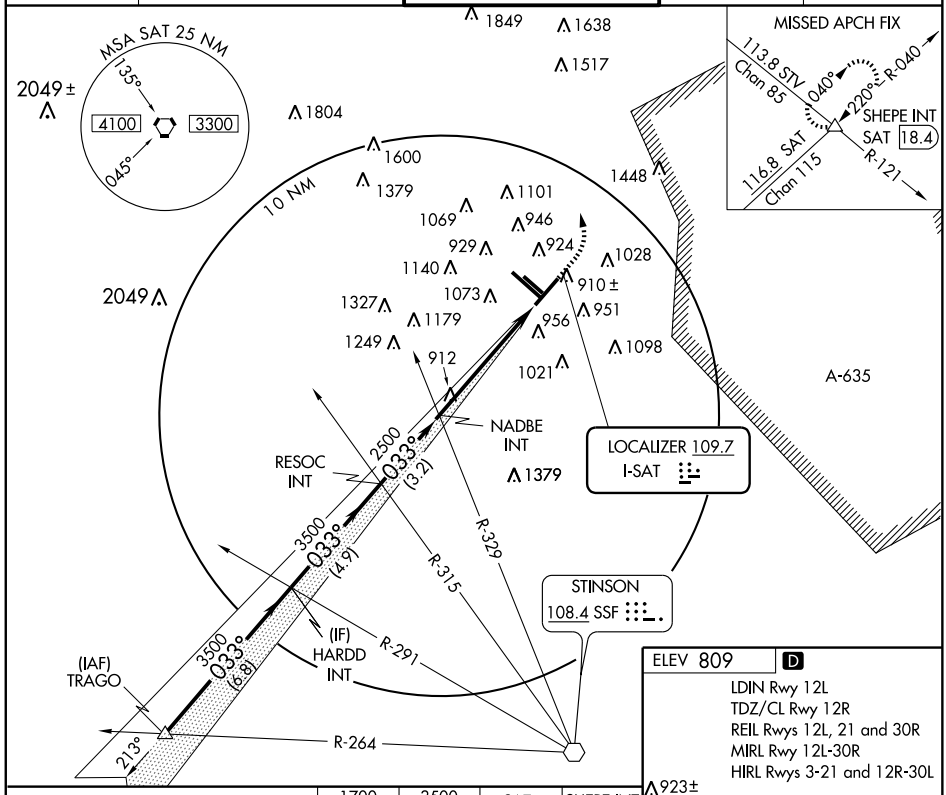
ILS or LOC RWY 3
SAN ANTONIO INTL (SAT)

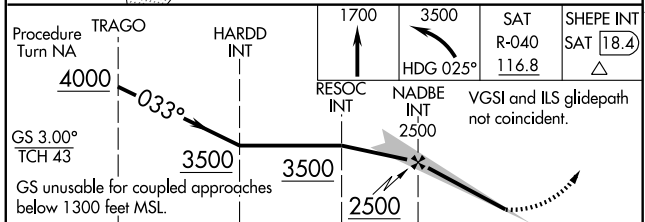
Circling NA southwest of Rwy 12R-30L.

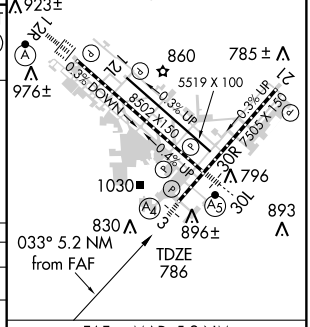
MALS

MISSED APPROACH: Climb to 1700 then climbing left turn to 3500 via heading 025° and SAT R-040 to SHEPE INT/SAT 18.4 DME and hold.

ATIS	SAN ANTONIO APP CON	SAN ANTONIO TOWER	GND CON	CLNC DEL
118.9	125.1 307.0	119.8 257.8	121.9 348.6	126.7







FAF to MAP 5.2 NM

Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

CATEGORY	A	B	C	D
S-ILS 3	986/40 200 (200-¾)			
S-LOC 3	1180/40 394 (400-¾)			1180/60 394 (400-1¼)
CIRCLING	1300-1 491 (500-1)		1320-1½ 511 (600-1½)	1380-2 571 (600-2)

SC-3, 08 APR 2010 to 06 MAY 2010

SAN ANTONIO, TEXAS — AL-369 (FAA)

LOC/DME I-ANT	APP CRS	Rwy 12R ldg	8502	Rwy 12L ldg	5519
110.9	124°	TDZE	809	TDZE	797
Chan 46		Apt Elev	809	Apt Elev	809

ILS or LOC RWY 12R

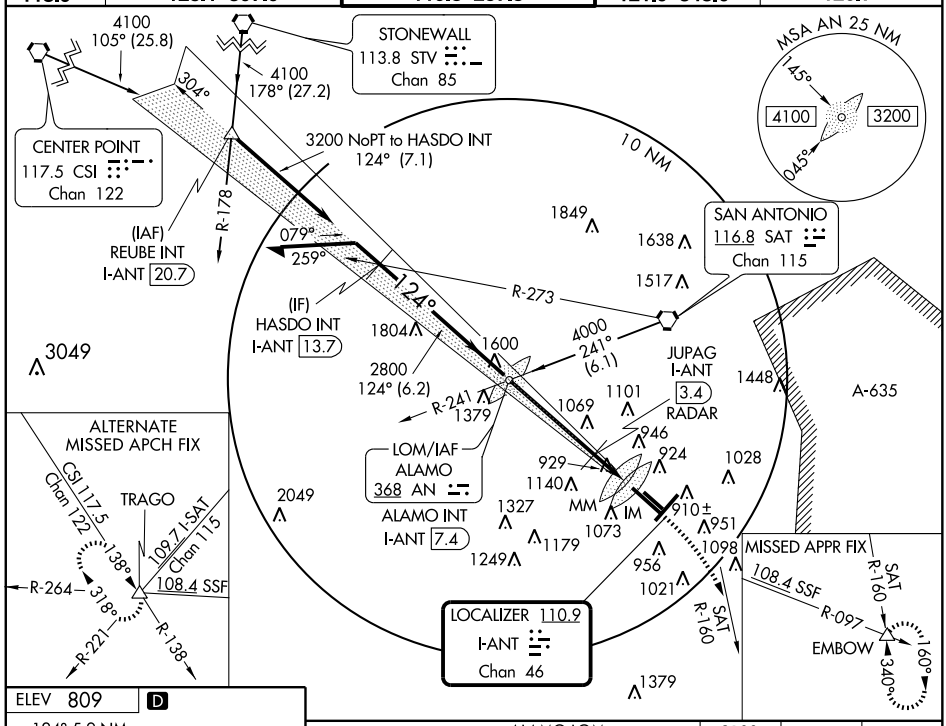
SAN ANTONIO INTL (SAT)

Circling NA southwest of Rwy 12R-30L.

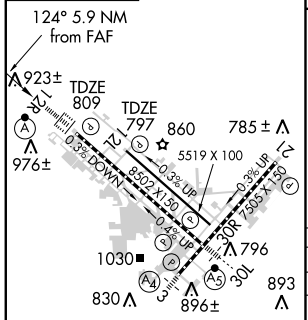
ALSF-2

MISSED APPROACH: Climb to 3100 via heading 124° and SAT R-160 to EMBOW INT and hold.

ATIS	SAN ANTONIO APP CON	SAN ANTONIO TOWER	GND CON	CLNC DEL
118.9	125.1 307.0	119.8 257.8	121.9 348.6	126.7



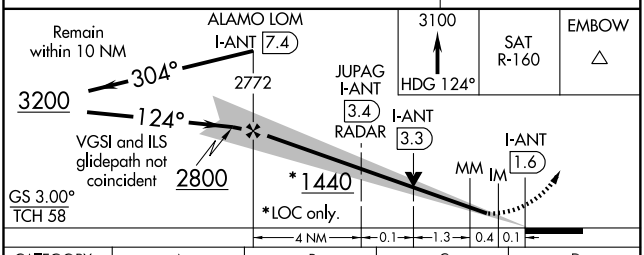
ELEV 809 D



LDIN Rwy 12L
TDZ/CL Rwy 12R
REIL Rwys 12L, 21 and 30R
HIRL Rwys 3-21 and 12R-30L
MIRL Rwy 12L-30R

FAF to MAP 5.9 NM

Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58



CATEGORY	A	B	C	D
S-ILS 12R	1009/18 200 (200-½)			
S-LOC 12R	1440/24 631 (700-½)		1440/60 631 (700-1¼)	1440-1½ 631 (700-1½)
SIDESTEP 12L	1600-1 803 (800-1)	1600-1¼ 803 (800-1¼)	1600-2¼ 803 (800-2¼)	1600-2½ 803 (800-2½)
CIRCLING	1440-1 631 (700-1)		1440-1¾ 631 (700-1¾)	1440-2 631 (700-2)
JUPAG FIX MINIMUMS				
S-LOC 12R	1240/24 431 (500-½)		1240/40 431 (500-¾)	1240/50 431 (500-1)

SC-3, 08 APR 2010 to 06 MAY 2010

SAN ANTONIO, TEXAS — AL-369 (FAA)

LOC/DME I-IZR	APP CRS				
110.9 Chan 46	304°	Rwy 30L ldg 8502 TDZE 790 Apt Elev 809		Rwy 30R ldg 5519 TDZE 788 Apt Elev 809	

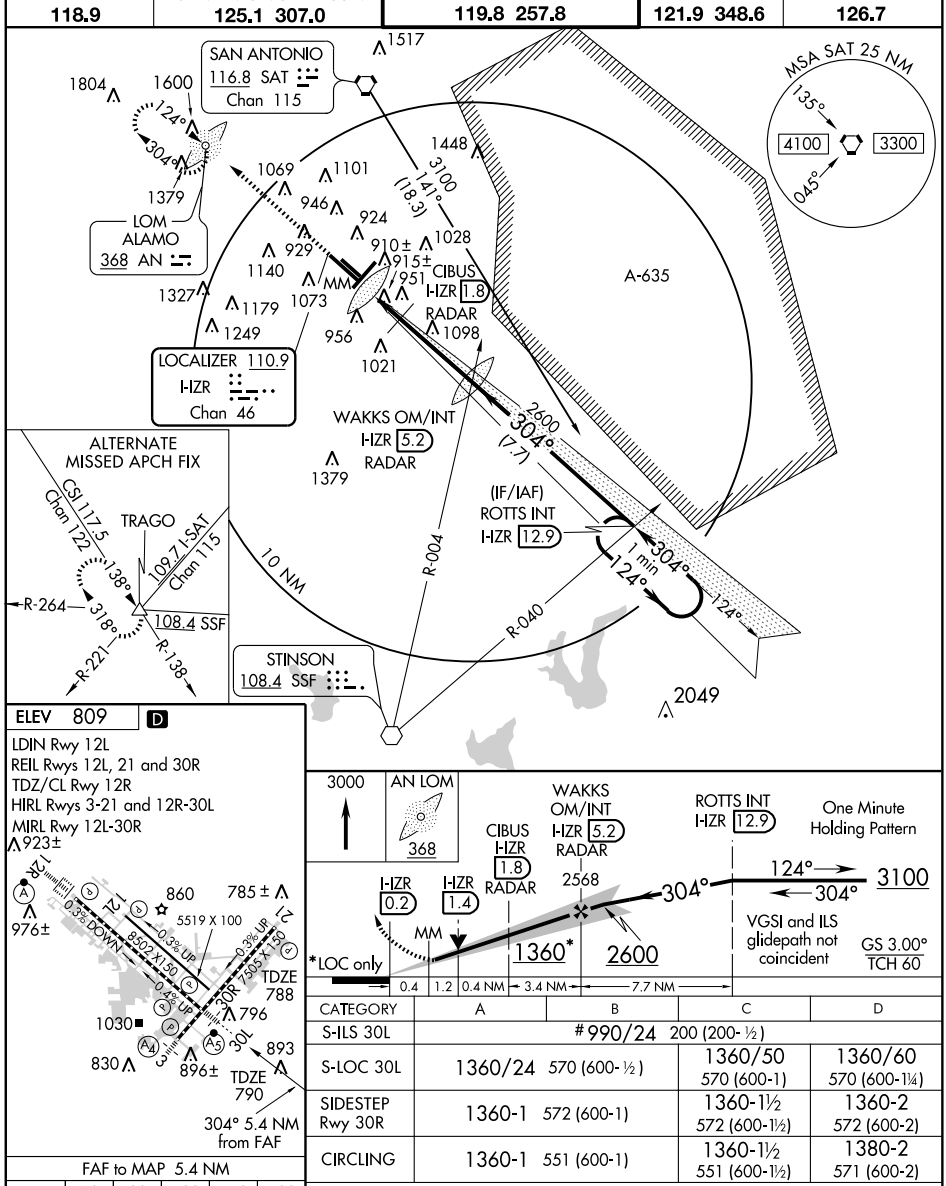
ILS or LOC RWY 30L
SAN ANTONIO INTL (SAT)

Circling NA southwest of Rwy 12R-30L. ADF required.
RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 3000 direct ALAMO LOM and hold.

ATIS	SAN ANTONIO APP CON	SAN ANTONIO TOWER	GND CON	CLNC DEL
118.9	125.1 307.0	119.8 257.8	121.9 348.6	126.7



ELEV 809 D

LDIN Rwy 12L
REIL Rwys 12L, 21 and 30R
TDZ/CL Rwy 12R
HIRL Rwys 3-21 and 12R-30L
MIRL Rwy 12L-30R

FAF to MAP 5.4 NM

Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

CATEGORY	A	B	C	D
S-ILS 30L	#990/24 200 (200-½)			
S-LOC 30L	1360/24 570 (600-½)		1360/50 570 (600-1)	1360/60 570 (600-1¼)
SIDESTEP Rwy 30R	1360-1 572 (600-1)		1360-1½ 572 (600-1½)	1360-2 572 (600-2)
CIRCLING	1360-1 551 (600-1)		1360-1½ 551 (600-1½)	1380-2 571 (600-2)
CIBUS FIX MINIMUMS				
S-LOC 30L	1200/24 410 (400-½)		1200/40 410 (400-¾)	

SC-3, 08 APR 2010 to 06 MAY 2010

SAN ANTONIO, TEXAS AL-369 (FAA)

LOC/DME I-ANT	APP CRS	Rwy 12R ldg	8502
110.9	124°	TDZE	809
Chan 46		Apt Elev	809

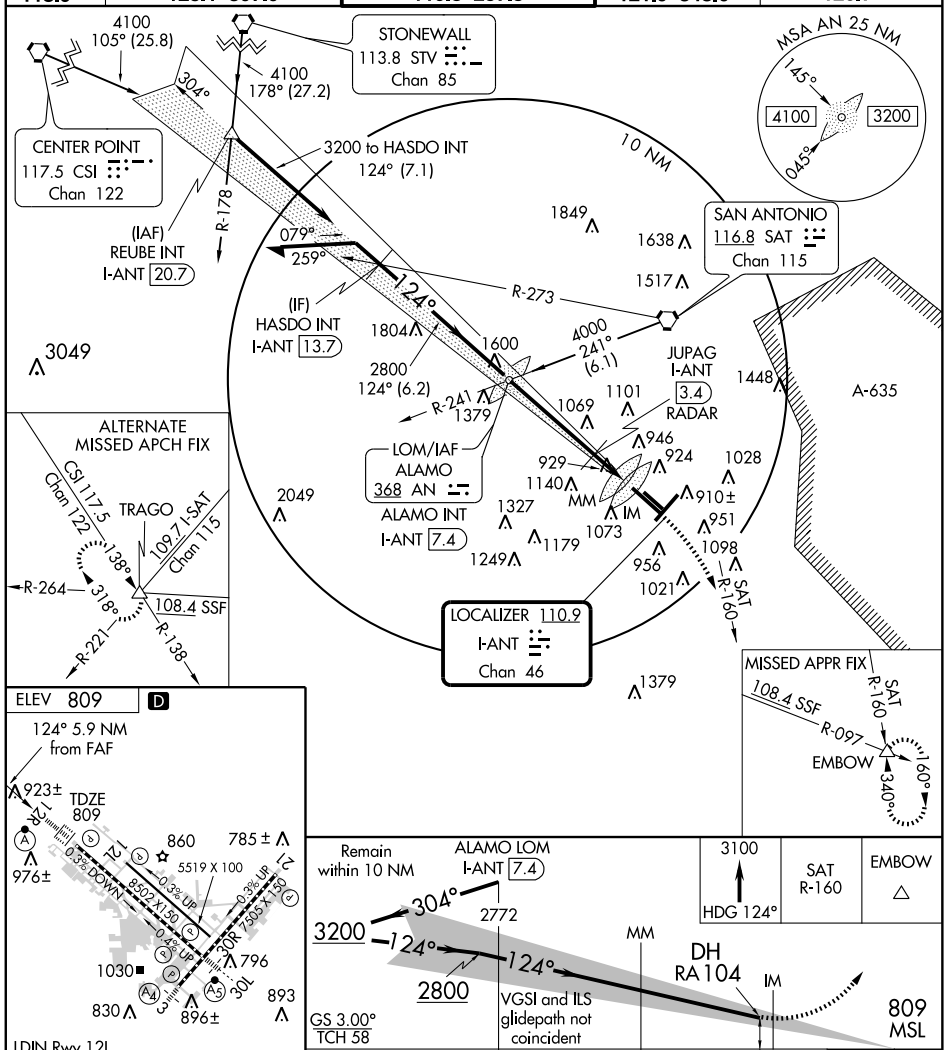
ILS RWY 12R (CAT II)

SAN ANTONIO INTL (SAT)

ALSF-2

MISSED APPROACH: Climb to 3100 via heading 124° and SAT R-160 to EMBOW INT and hold.

ATIS	SAN ANTONIO APP CON	SAN ANTONIO TOWER	GND CON	CLNC DEL
118.9	125.1 307.0	119.8 257.8	121.9 348.6	126.7



LDIN Rwy 12L
TDZ/CL Rwy 12R
REIL Rwys 12L, 21 and 30R
HIRL Rwys 3-21 and 12R-30L
MIRL Rwy 12L-30R

FAF to MAP 5.9 NM

Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58

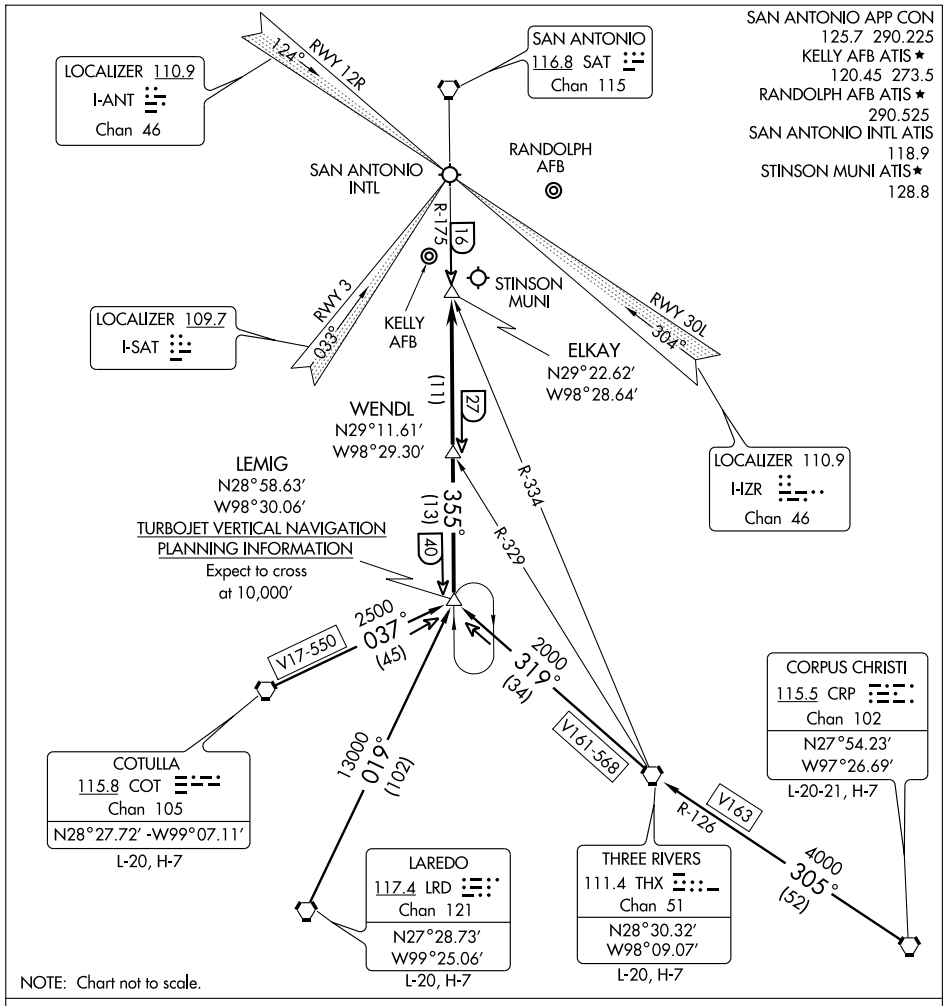
CATEGORY	A	B	C	D
S-ILS 12R	RA 104/12 100 DA 909			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SC-3. 08 APR 2010 to 06 MAY 2010

LEMIG ONE ARRIVAL (LEMIG.LEMIG1)

SAN ANTONIO, TEXAS



CORPUS CHRISTI TRANSITION (CRP.LEMIG1): From over CRP VORTAC via CRP R-305 and THX R-126 to THX VORTAC, then via THX R-319 to LEMIG INT. Thence . . . .

COTULLA TRANSITION (COT.LEMIG1): From over COT VORTAC via COT R-037 to LEMIG INT. Thence . . . .

LAREDO TRANSITION (LRD.LEMIG1): From over LRD VORTAC via LRD R-019 to LEMIG INT. Thence . . . .

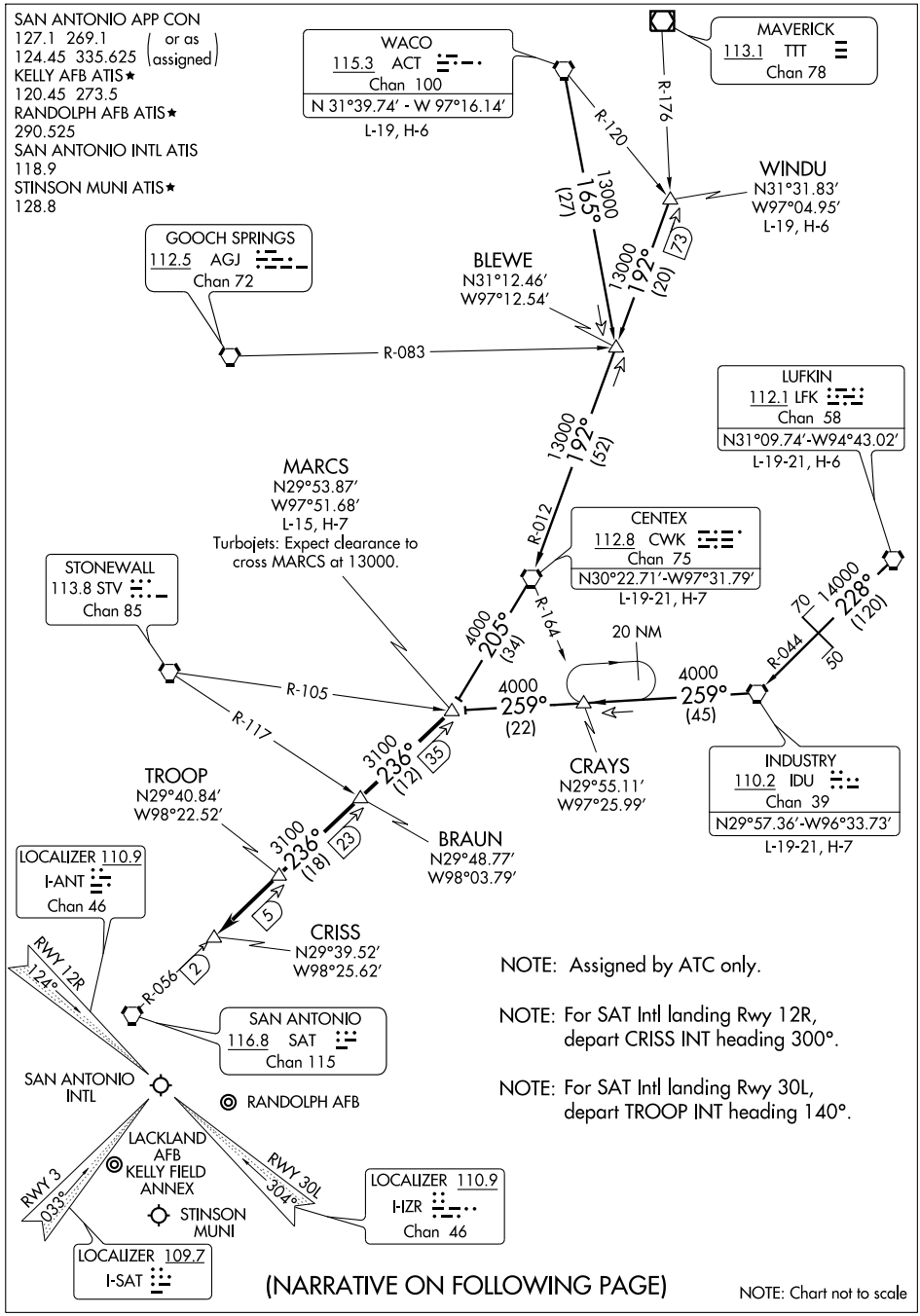
THREE RIVERS TRANSITION (THX.LEMIG1): From over THX VORTAC via THX R-319 to LEMIG INT. Thence . . . .

. . . . ALL AIRPORTS: From over LEMIG INT via SAT R-175 to ELKAY INT. Expect radar vectors to final approach course.

SC-3, 08 APR 2010 to 06 MAY 2010

MARCS NINE ARRIVAL

SAN ANTONIO, TEXAS



(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale

MARCS NINE ARRIVAL

ARRIVAL ROUTE DESCRIPTION

CENTEX TRANSITION (CWK.MARCS9): From over CWK VORTAC via CWK R-205 to MARCS INT. Thence. . . .

INDUSTRY TRANSITION (IDU.MARCS9): From over IDU VORTAC via IDU R-259 to MARCS INT. Thence. . . .

LUFKIN TRANSITION (LFK.MARCS9): From over LFK VORTAC via LFK R-228 and IDU R-044 to IDU VORTAC, then via IDU R-259 to MARCS INT. Thence. . . .

WACO TRANSITION (ACT.MARCS9): From over ACT VORTAC via ACT R-165 to BLEWE INT, then via CWK R-012 to CWK VORTAC, then via CWK R-205 to MARCS INT. Thence. . . .

WINDU TRANSITION (WINDU.MARCS9): From over WINDU INT via CWK R-012 to CWK VORTAC, then via CWK R-205 to MARCS INT. Thence. . . .

. . . . From over MARCS INT via SAT R-056 to CRISS INT. Expect radar vectors to final approach course. Landing other than SAT Rwy 12R/30L expect radar vectors to final approach course after CRISS INT.

SC-3, 08 APR 2010 to 06 MAY 2010

SAN ANTONIO, TEXAS

WAAS	APP CRS	Rwy Idg	7505
CH 77613	033°	TDZE	786
W03A		Apt Elev	809

AL-369 (FAA)

RNAV (GPS) RWY 3

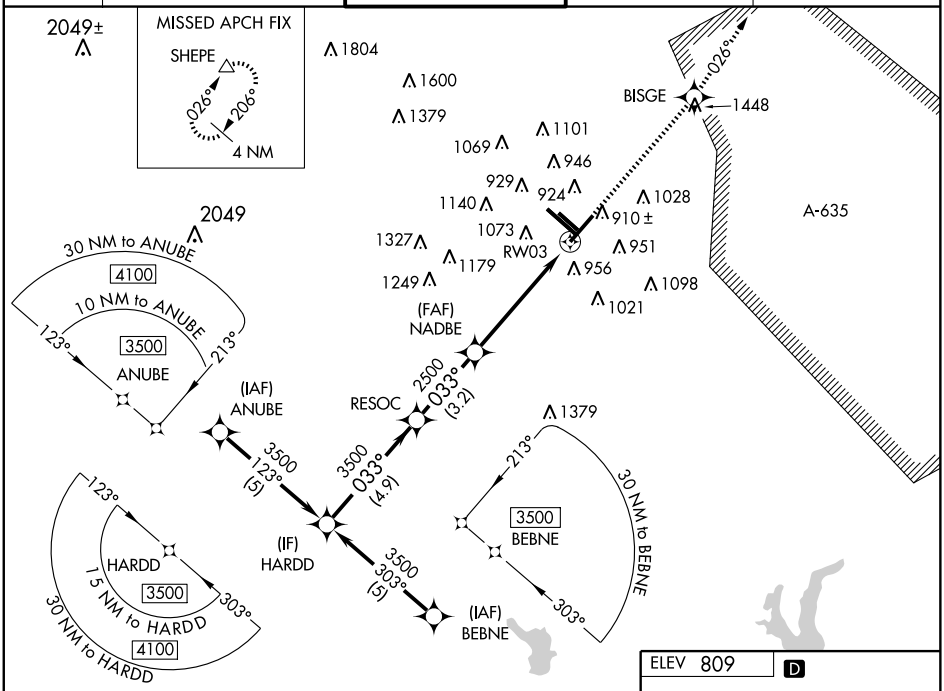
SAN ANTONIO INTL (SAT)

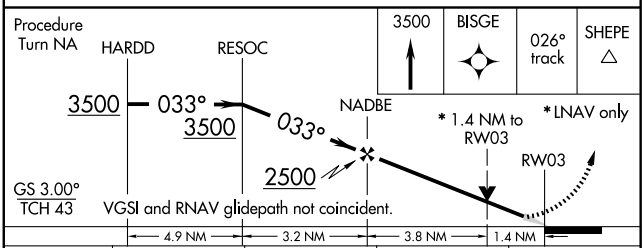
T Inoperative table does not apply to LNAV/VNAV, and LNAV Cat C. Circling NA southwest of Rwy 12R-30L. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

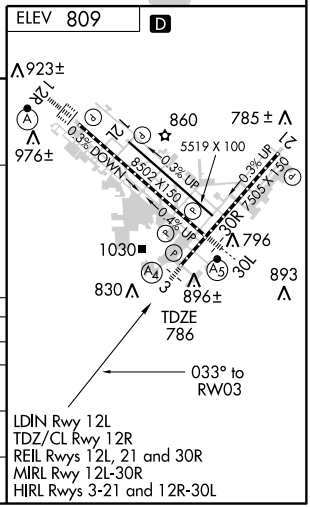
MALS A4

MISSED APPROACH: Climb to 3500 direct BISGE and via track 026° to SHEPE and hold.

ATIS	SAN ANTONIO APP CON	SAN ANTONIO TOWER	GND CON	CLNC DEL
118.9	125.1 307.0	119.8 257.8	121.9 348.6	126.7







CATEGORY	A	B	C	D
LPV DA	986/40 200 (200-¾)			
LNAV/VNAV DA	1360-2 574 (600-2)			
LNAV MDA	1280/40 494 (500-¾)		1280/60 494 (500-1¼)	1280-1½ 494 (500-1½)
CIRCLING	1300-1 491 (500-1)		1320-1½ 511 (600-1½)	1380-2 571 (600-2)

SC-3, 08 APR 2010 to 06 MAY 2010

WAAS CH 82409 W12A	APP CRS 124°	Rwy Idg 8502 TDZE 809 Apt Elev 809

RNAV (GPS) RWY 12R

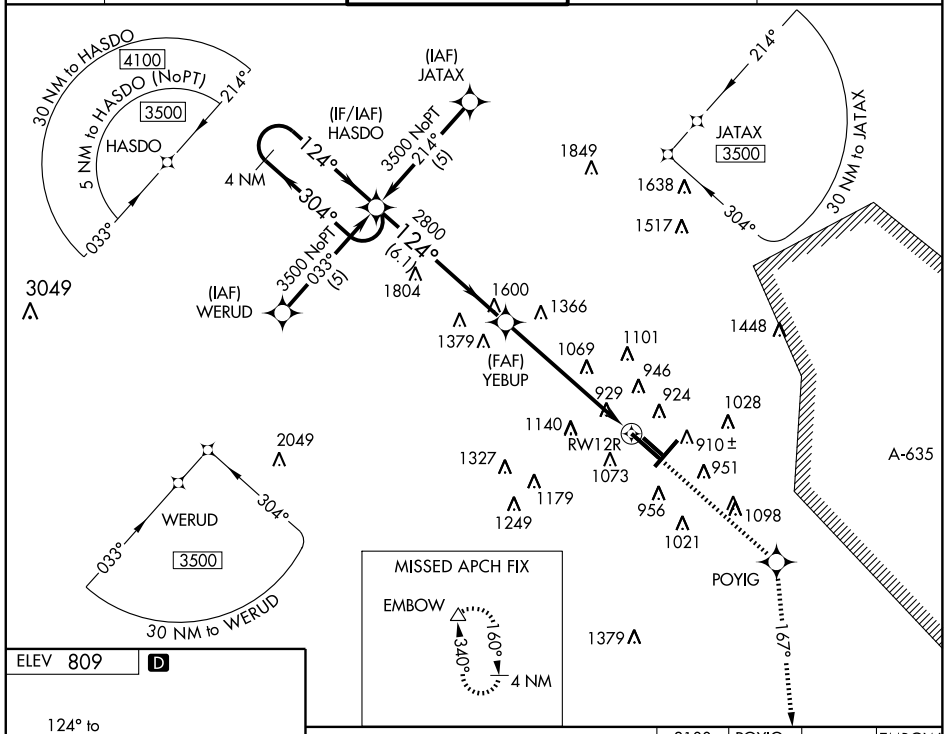
SAN ANTONIO INTL (SAT)

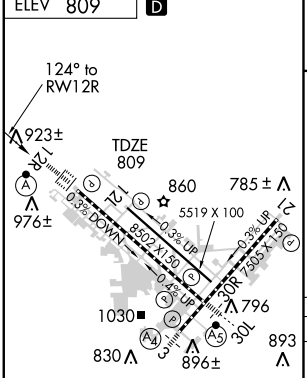
For inoperative ALSF-2, increase LPV all Cats visibility to 1 mile. Circling NA southwest of Rwy 12R-30L. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

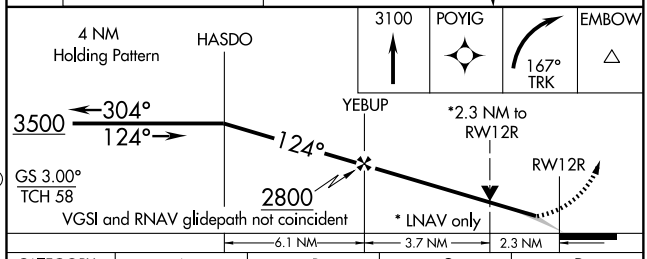
ALSF-2

MISSED APPROACH: Climb to 3100 direct POYIG and right turn via 167° track to EMBOW and hold.

ATIS	SAN ANTONIO APP CON	SAN ANTONIO TOWER	GND CON	CLNC DEL
118.9	125.1 307.0	119.8 257.8	121.9 348.6	126.7







CATEGORY	A	B	C	D
LPV DA	1107/24 298 (300-½)			
LNAV/VNAV DA	1340/60 531 (600-1¼)			
LNAV MDA	1620/24 811 (900-½)	1620/40 811 (900-¾)	1620-2 811 (900-2)	1620-2¼ 811 (900-2¼)
CIRCLING	1620-1 811 (900-1)	1620-1¼ 811 (900-1¼)	1620-2½ 811 (900-2½)	1620-2¾ 811 (900-2¾)

LDIN Rwy 12L
TDZ/CL Rwy 12R
REIL Rwys 12L, 21 and 30R
MIRL Rwy 12L-30R
HIRL Rwys 3-21 and 12R-30L

SC-3, 08 APR 2010 to 06 MAY 2010

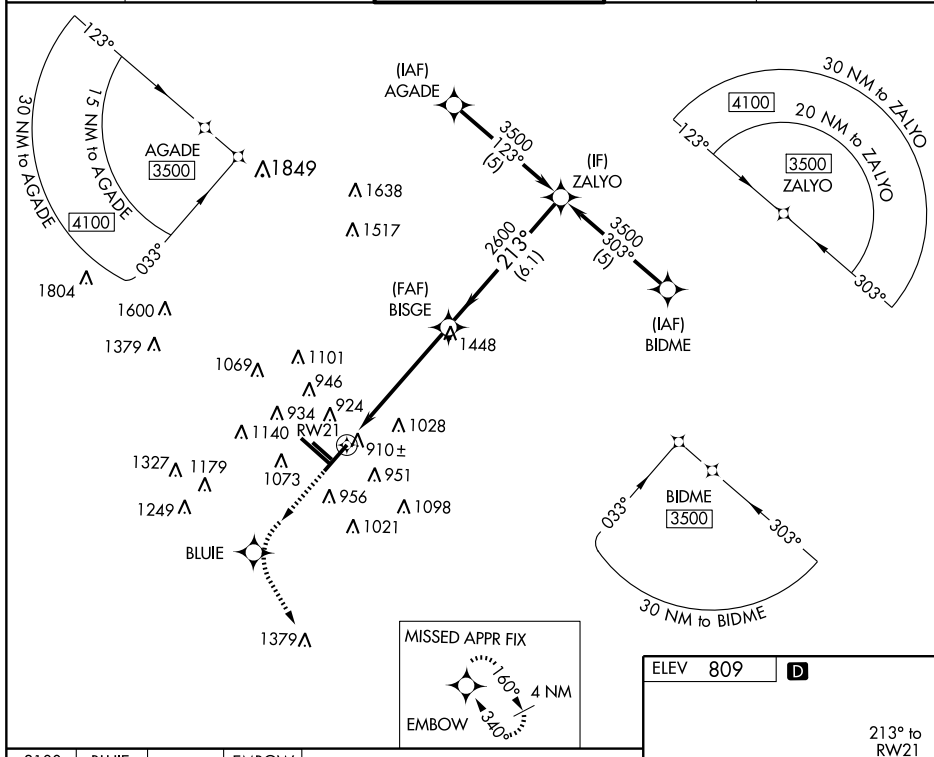
WAAS	APP CRS	Rwy Idg	7505
CH 50121	213°	TDZE	773
W21A		Apt Elev	809

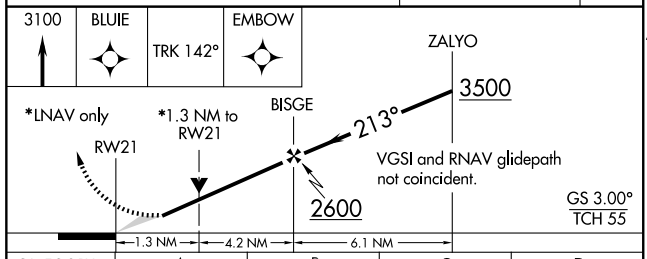
RNAV (GPS) RWY 21
SAN ANTONIO INTL (SAT)

Circling NA southwest of Rwys 12R and 30L.
DME/DME RNP-0.3 NA. Baro-VNAV NA below -16°C (4°F)

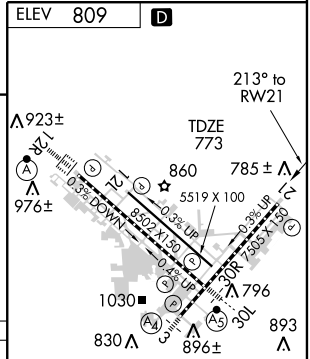
MISSED APPROACH: Climb to 3100 direct BLUIE and via 142° track to EMBOW and hold.

ATIS	SAN ANTONIO APP CON	SAN ANTONIO TOWER	GND CON	CLNC DEL
118.9	125.1 307.0	119.8 257.8	121.9 348.6	126.7





CATEGORY	A	B	C	D
LPV DA	1030-1 257 (300-1)			
LNAV/VNAV DA	1200-1½ 427 (500-1½)			
LNAV MDA	1240-1 467 (500-1)		1240-1¼ 467 (500-1¼)	1240-1½ 467 (500-1½)
CIRCLING	1380-1½ 571 (600-1½)		1380-1½ 571 (600-1½)	1440-2 631 (700-2)



SC-3, 08 APR 2010 to 06 MAY 2010

WAAS CH 61209 W30A	APP CRS 304°	Rwy Idg 8502 TDZE 790 Apt Elev 809

RNAV (GPS) RWY 30L

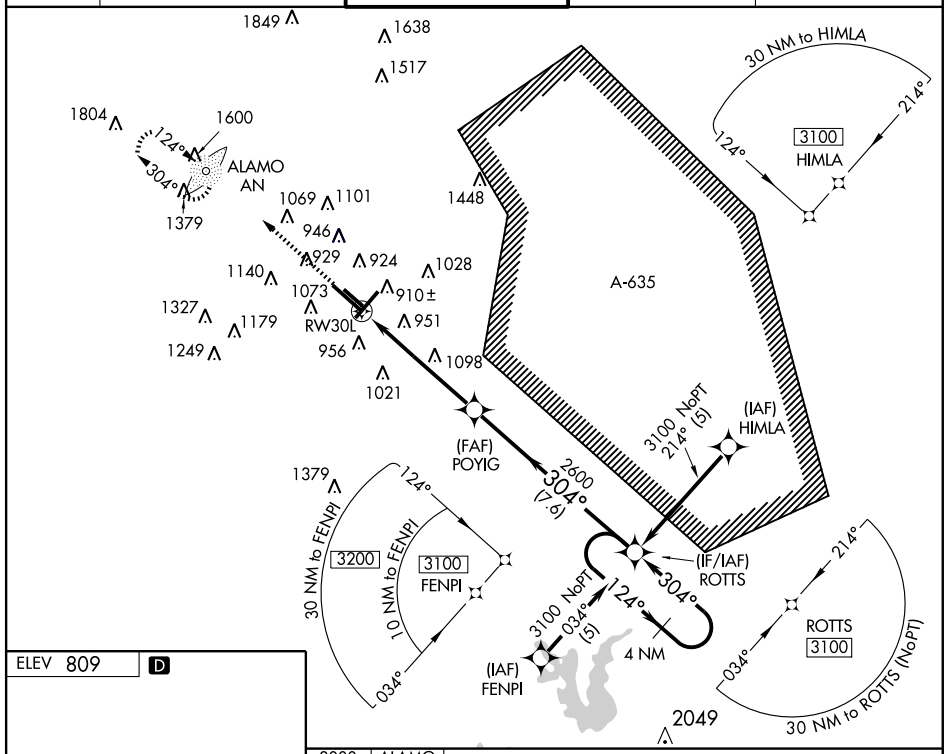
SAN ANTONIO INTL (SAT)

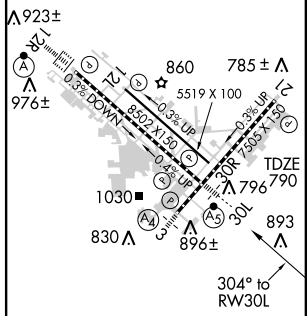
For inoperative MALSR, increase LPV all Cats visibility to 1½ miles. Circling NA sourthwest of Rwy 12R-30L. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

MALSR

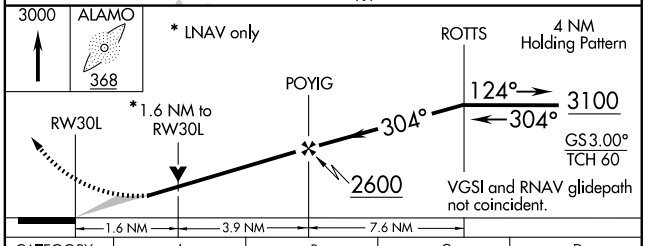
MISSED APPROACH: Climb to 3000 direct ALAMO LOM and hold.

ATIS	SAN ANTONIO APP CON	SAN ANTONIO TOWER	GND CON	CLNC DEL
118.9	125.1 307.0	119.8 257.8	121.9 348.6	126.7





LDIN Rwy 12L
TDZ/CL Rwy 12R
REIL Rwys 12L, 21 and 30R
MIRL Rwy 12L-30R
HIRL Rwys 3-21 and 12R-30L

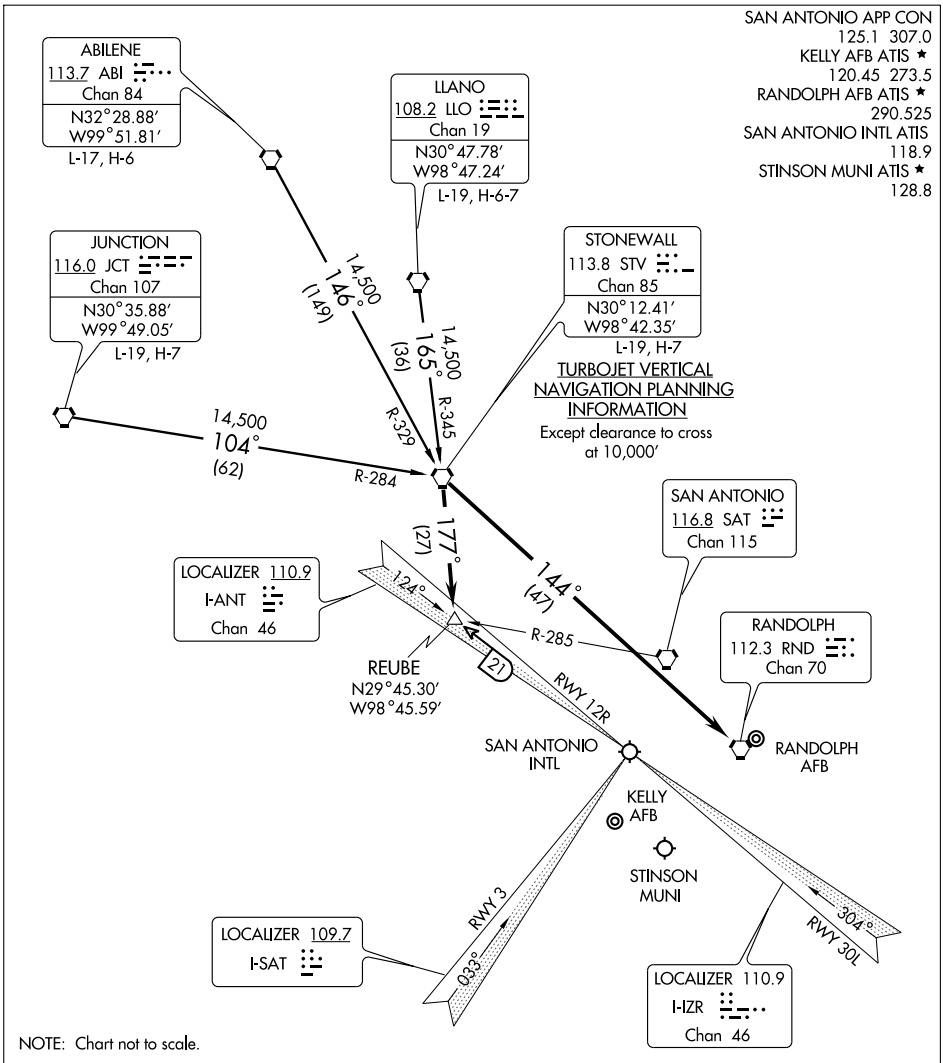


CATEGORY	A	B	C	D
LPV DA	1207/50 417 (400-1)			
LNAV/VNAV DA	1246/50 456 (500-1)			
LNAV MDA	1360/24 570 (600-½)		1360/50 570 (600-1)	1360/60 570 (600-1¼)
CIRCLING	1360-1 551 (600-1)		1360-1½ 551 (600-1½)	1380-2 571 (600-2)

SC-3. 08 APR 2010 to 06 MAY 2010

STONEWALL ONE ARRIVAL (STV. STV1)

SAN ANTONIO, TEXAS



SC-3, 08 APR 2010 to 06 MAY 2010

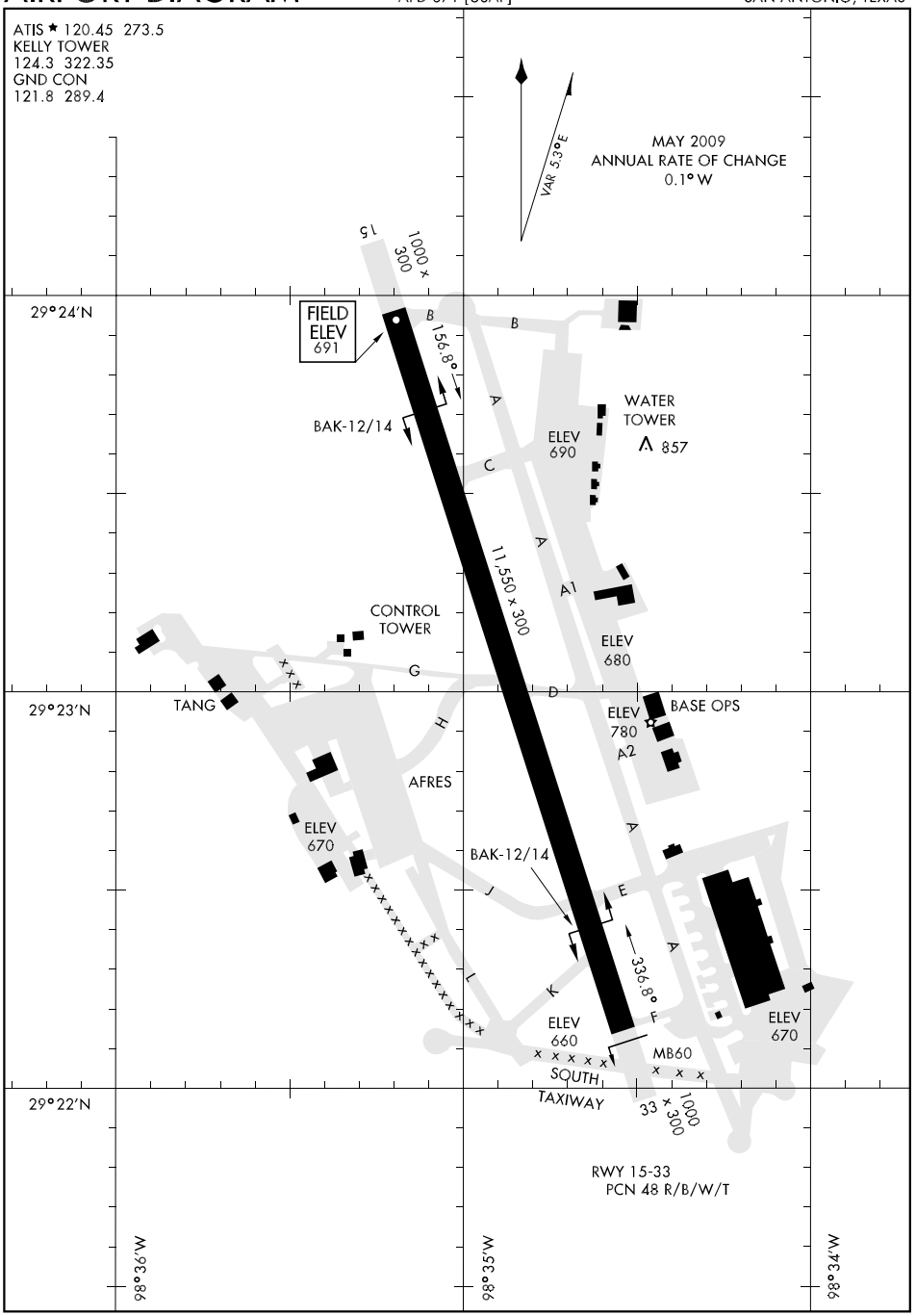
ABILENE TRANSITION (ABI.STV1): From over ABI VORTAC via ABI R-146 and STV R-329 to STV VORTAC. Thence . . . .

JUNCTION TRANSITION (JCT.STV1): From over JCT VORTAC via JCT R-104 and STV R-284 to STV VORTAC. Thence . . . .

LLANO TRANSITION (LLO.STV1): From over LLO VORTAC via LLO R-165 and STV R-345 to STV VORTAC. Thence . . . .

ALL AIRPORTS EXCEPT RANDOLPH AIR FORCE BASE: . . . . From over STV VORTAC via STV R-177 to REUBE INT. Expect radar vectors to final approach course.

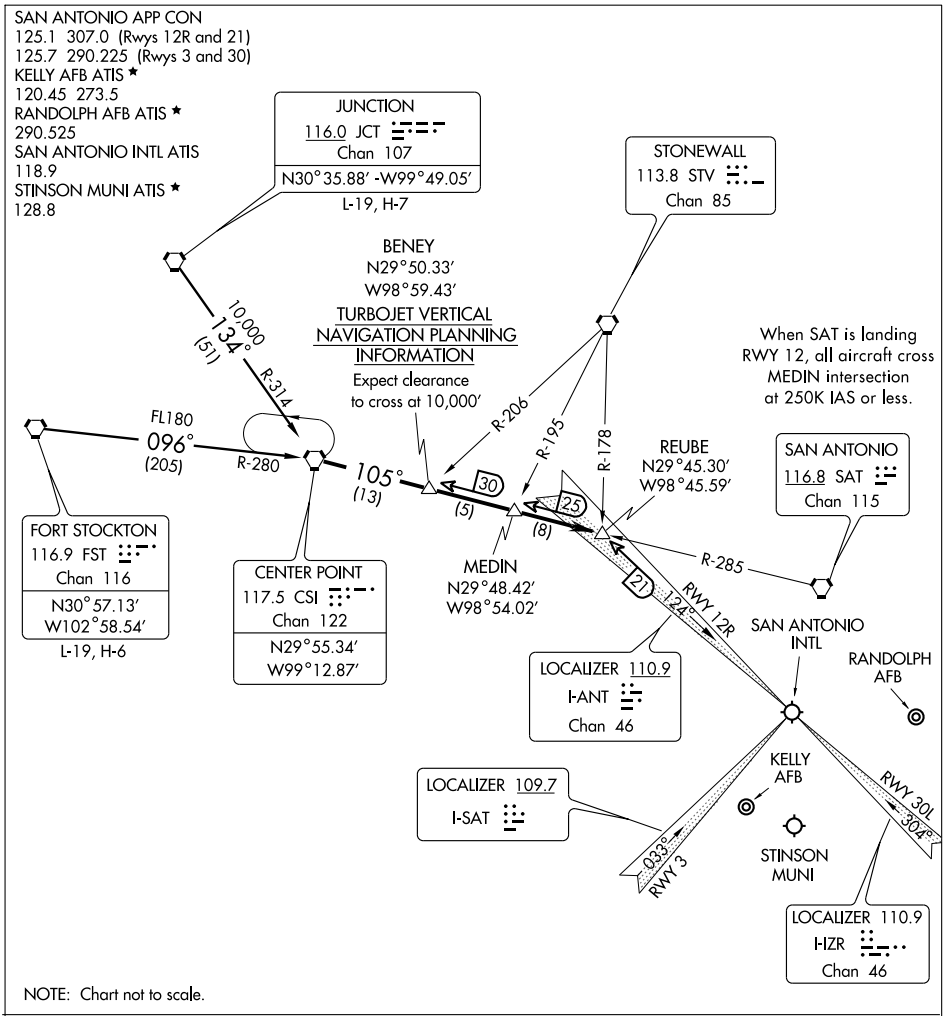
RANDOLPH AIR FORCE BASE: . . . . From over STV VORTAC via direct RND VORTAC.



SC-3, 08 APR 2010 to 06 MAY 2010

CENTERPOINT ONE ARRIVAL (CSI.CSI1)

SAN ANTONIO, TEXAS



NOTE: Chart not to scale.

FORT STOCKTON TRANSITION (FST.CSI1): From over FST VORTAC via FST R-096 and CSI R-280 to CSI VORTAC. Thence . . . .

JUNCTION TRANSITION (JCT.CSI1): From over JCT VORTAC via JCT R-134 and CSI R-314 to CSI VORTAC. Thence . . . .

. . . . From over CSI VORTAC via CSI R-105 to REUBE INT. Expect vector to final approach course.

SATELLITE AIRPORTS: Conform to SAT routing and frequency assignment.

SC-3, 08 APR 2010 to 06 MAY 2010

HI-ILS or LOC/DME RWY 15

LOC I-SKF	APCH CRS	Rwy ldg 11,550
110.1	155°	TDZE 691
		Arpt Elev 691

JAL-371 [USAF] LACKLAND AFB (KELLY FLD ANNEX) (KSKF)

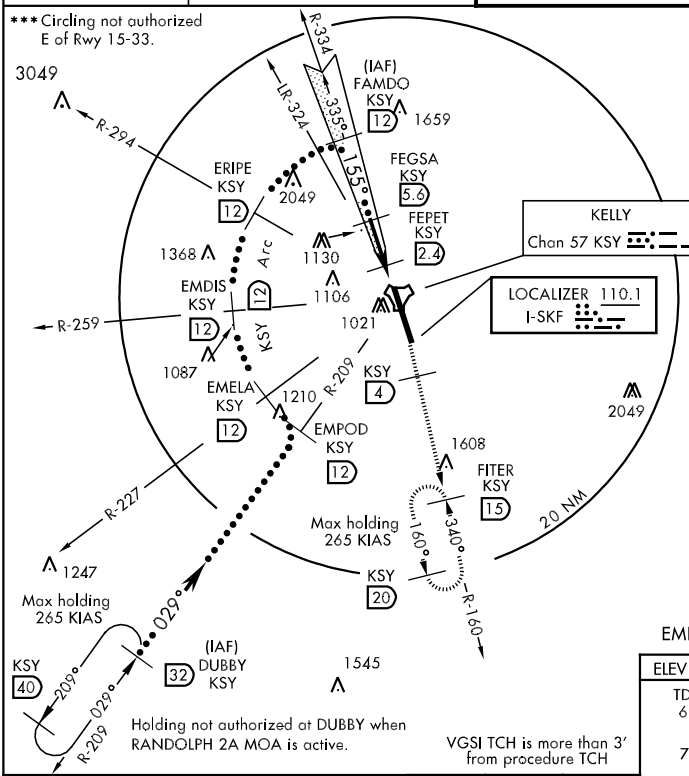
* When ALS inop, increase CAT CDE RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT CD RVR vis to 60 and vis to 1¼ miles, CAT E vis to 1½ miles.

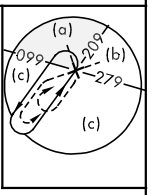
ALSF-1 (A1)

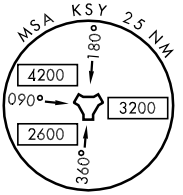
MISSED APPROACH: Climb on track 155° until intercepting KSY R-160, cross 4 DME at or below 2500, then climb to 3000 direct FITER and hold.

ATIS ★	SAN ANTONIO APP CON	KELLY TOWER	GND CON
120.45 273.5	118.05 353.5	124.3 322.35	121.8 289.4

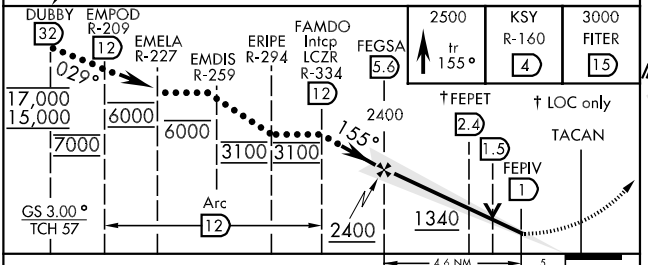
*** Circling not authorized E of Rwy 15-33.

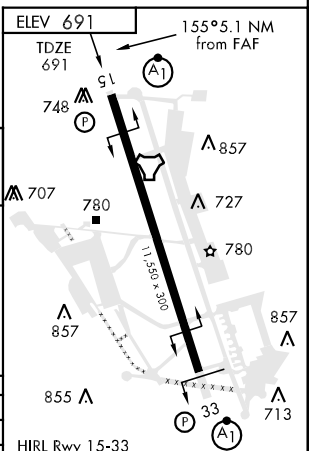






EMERG SAFE ALT 100 NM 4200





CATEGORY	C	D	E
S-ILS 15 *	891/24	200	(200-½)
S-LOC/ ** DME 15	1100/40 409	(500-¾)	1100/50 409 (500-1)
CIRCLING ***	1340-1¾ 649 (700-1¾)	1340-2 649 (700-2)	1900-3 1209 (1300-3)

LOC FAF to MAP 4.6 NM

Knots	120	140	160	180	200
Min:Sec	2:18	1:58	1:43	1:32	1:23

HI-ILS or LOC/DME RWY 33

LOC I-OSQ	APCH CRS	Rwy ldg 11,550 TDZE 667 Arpt Elev 691
110.7	335°	

JAL-371 [USAF] LACKLAND AFB (KELLY FLD ANNEX) (KSKF)

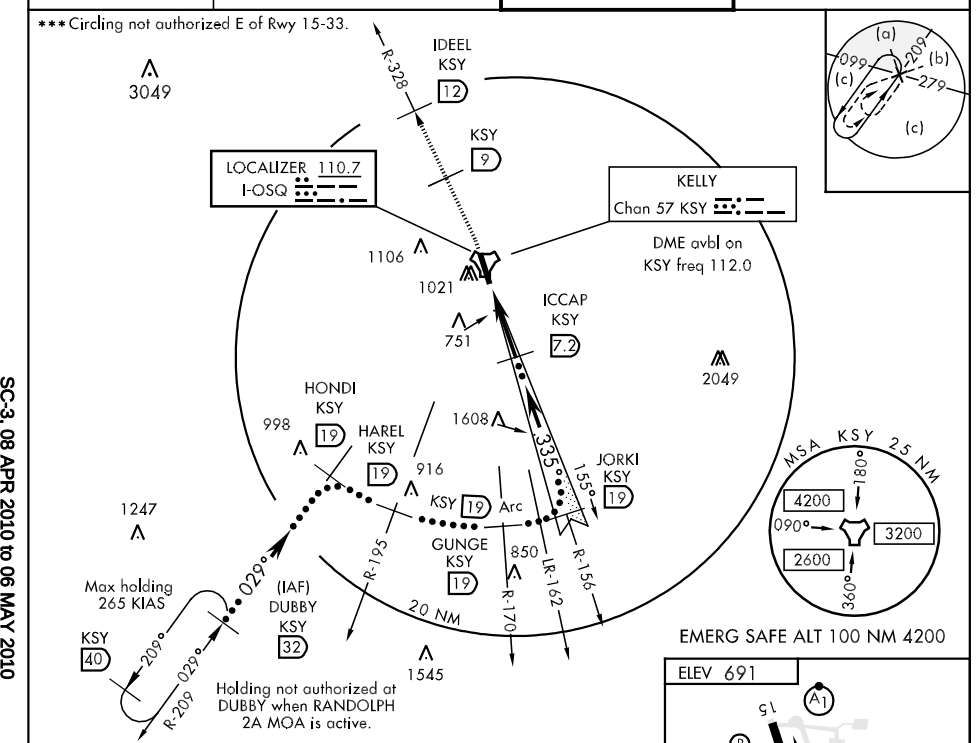
* When ALS inop, increase CAT CDE RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT C RVR to 50 and vis to 1 mile, CAT DE RVR to 60 and vis to 1¼ miles.

ALSF-1

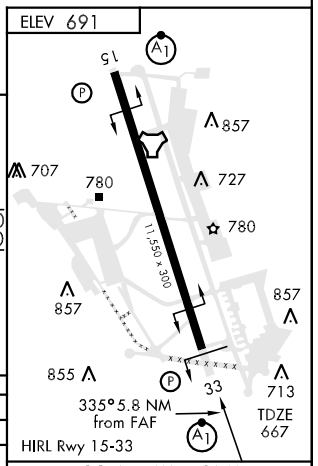
MISSED APPROACH: Track 330° climbing to 2500, intercept the KSY TACAN R-328 to 9 DME, then climb to 3100 direct IDEEL. Expect ATC instructions.

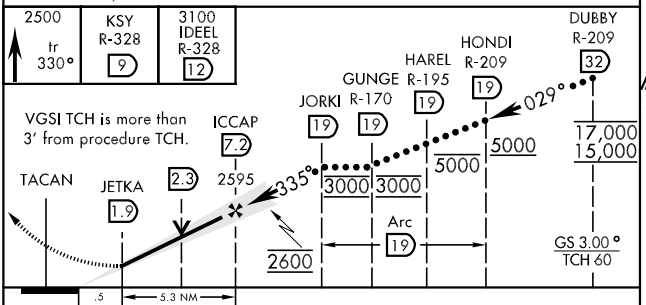
ATIS ★	SAN ANTONIO APP CON	KELLY TOWER	GND CON
120.45 273.5	118.05 353.5	124.3 322.35	121.8 289.4

*** Circling not authorized E of Rwy 15-33.



EMERG SAFE ALT 100 NM 4200





CATEGORY	C	D	E
S-ILS 33 *	867/24 200 (200-½)		
S-LOC/DME 33 **	1040/40 373 (400-¾)		
CIRCLING ***	1340-1¾ 649 (700-1¾)	1340-2 649 (700-2)	1900-3 1209 (1300-3)

LOC FAF to MAP 5.3 NM					
Knots	120	140	160	180	200
Min:Sec	2:39	2:16	1:59	1:46	1:35

HI-TACAN RWY 15

TACAN KSY Chan 57	APCH CRS 148°	Rwy ldg 11,550 TDZE 691 Arpt Elev 691

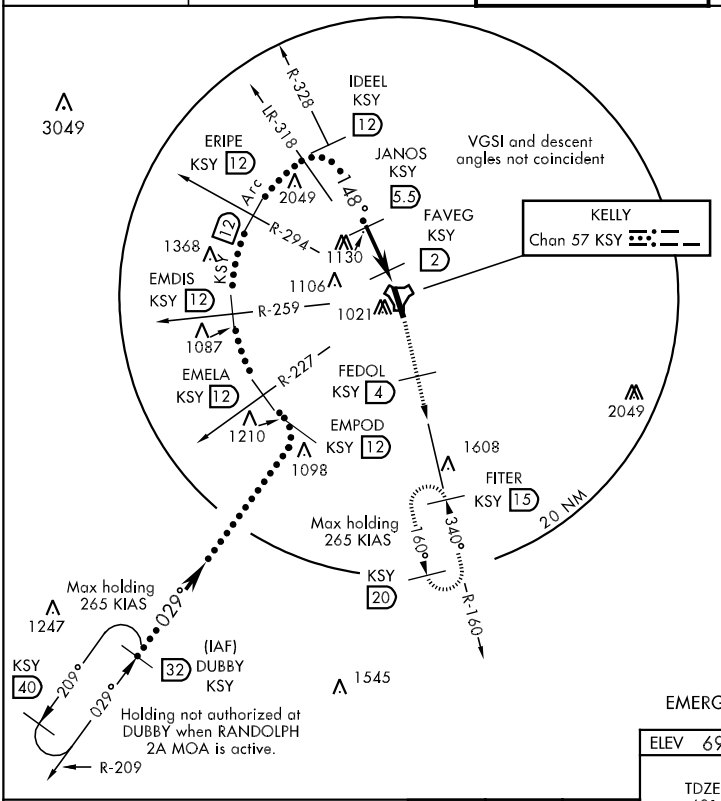
JAL-371 [USAF] LACKLAND AFB (KELLY FLD ANNEX) (KSKF)

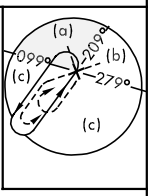
* When ALS inop, increase vis CAT CD RVR to 60 and vis to 1¼ mile, CAT E to 1½ miles.
** Circling not authorized E of Rwy 15-33.

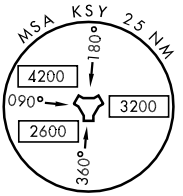
ALSF-1

MISSED APPROACH: Climb on track 155° until intercepting KSY TACAN R-160, cross 4 DME at or below 2500 then climb to 3000 direct FITER and hold.

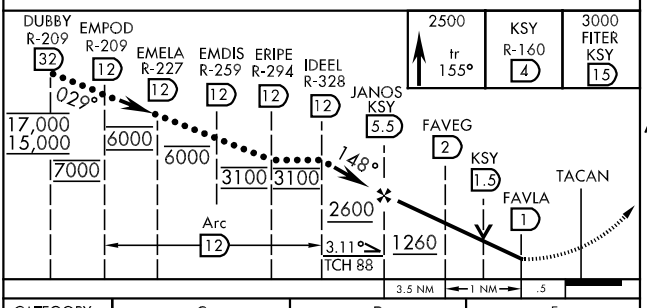
ATIS ★	SAN ANTONIO APP CON	KELLY TOWER	GND CON
120.45 273.5	118.05 353.5	124.3 322.35	121.8 289.4



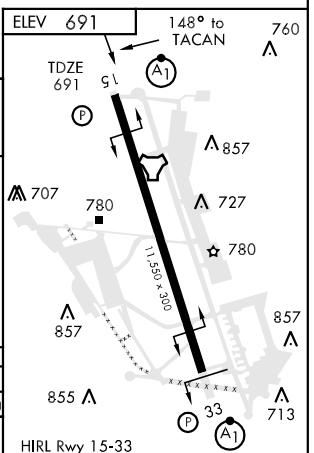




EMERG SAFE ALT 100 NM 4200



CATEGORY	C	D	E
S-15 *	1100/40 409 (500-¾)		1100/50 409 (500-1)
CIRCLING * *	1340-1¾ 649 (700-1¾)	1340-2 649 (700-2)	1900-3 1209(1300-3)



SC-3, 08 APR 2010 to 06 MAY 2010

HI-TACAN RWY 33

TACAN KSY Chan 57	APCH CRS 340°	Rwy ldg 11,550 TDZE 667 Arpt Elev 691

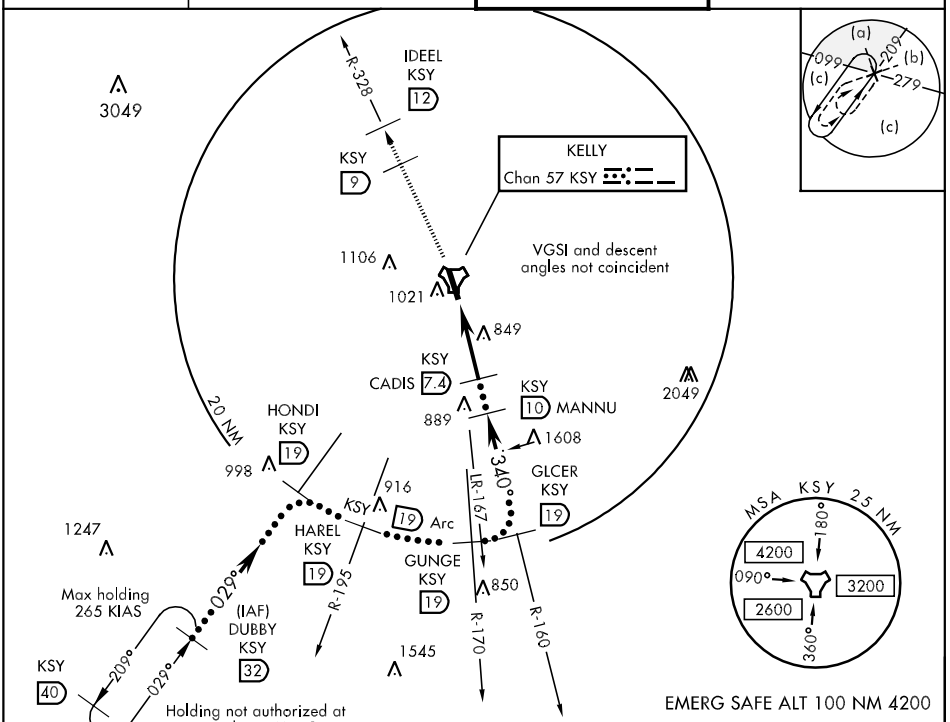
JAL-371 [USAF] LACKLAND AFB (KELLY FLD ANNEX) (KSKF)

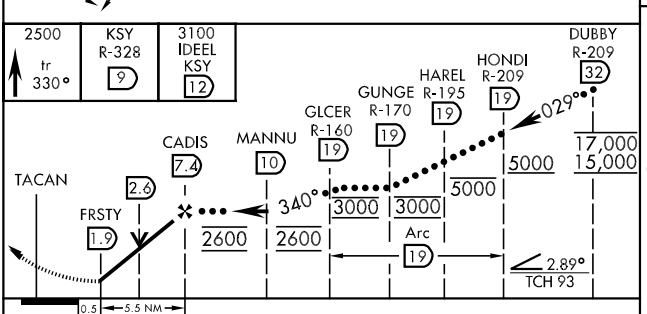
* When ALS inop, increase CAT C RVR to 60 and vis to 1¼ miles, CAT D vis to 1½ miles, CAT E vis to 1¾ miles.
** Circling not authorized E of Rwy 15-33.

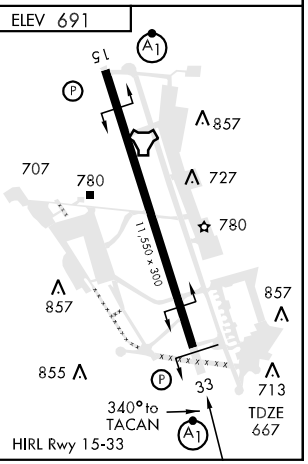
ALSF-1

MISSED APPROACH: Track 330° climbing to 2500, intercept the KSY TACAN R-328 to 9 DME, then climb to 3100 direct IDEEL. Expect ATC instructions.

ATIS ★	SAN ANTONIO APP CON	KELLY TOWER	GND CON
120.45 273.5	118.05 353.5	124.3 322.35	121.8 289.4







CATEGORY	C	D	E
S-33 *	1140/40 473 (500-¾)	1140/50 473 (500-1)	1140/60 473 (500-1¼)
CIRCLING **	1340-1¾ 649 (700-1¾)	1340-2 649 (700-2)	1900-3 1209 (1300-3)

ILS or LOC/DME RWY 15

LOC I-SKF	APCH CRS	Rwy ldg 11,550
110.1	155°	TDZE 691
		Arpt Elev 691

AL-371 [USAF] LACKLAND AFB (KELLY FLD ANNEX) (KSKF)

* When ALS inop, increase ALL CAT RVR to 40 and vis to ¾ mile.
** When ALS inop, increase vis CAT AB RVR to 50 and vis to 1 mile, CAT CD RVR to 60 and vis to 1¼ miles, CAT E vis to 1½ miles.

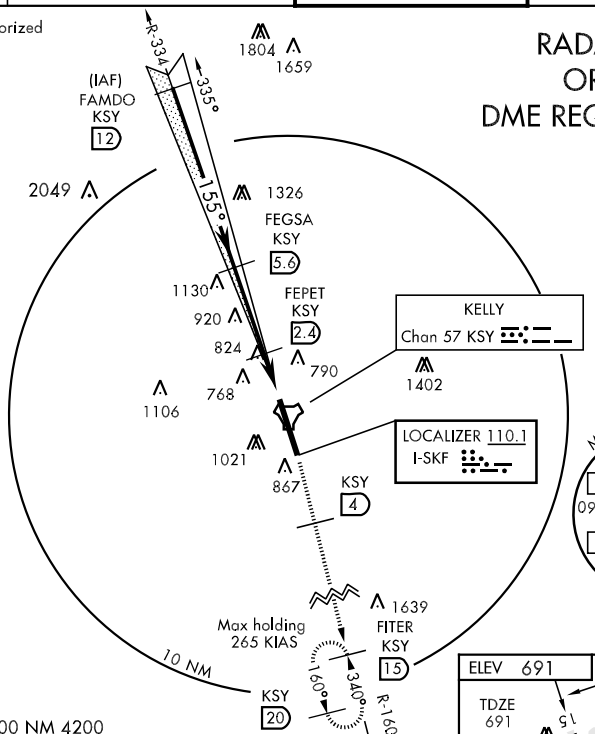
ALSF-1 (A1)

MISSED APPROACH: Climb on track 155° until intercepting KSY R-160, cross 4 DME at or below 2500, then climb to 3000 direct FITER and hold.

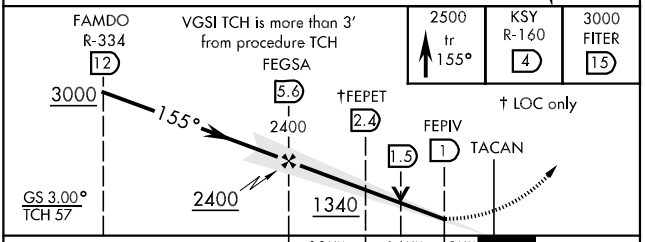
ATIS ★	SAN ANTONIO APP CON	KELLY TOWER	GND CON
120.45 273.5	118.05 353.5	124.3 322.35	121.8 289.4

*** Circling not authorized E of Rwy 15-33.

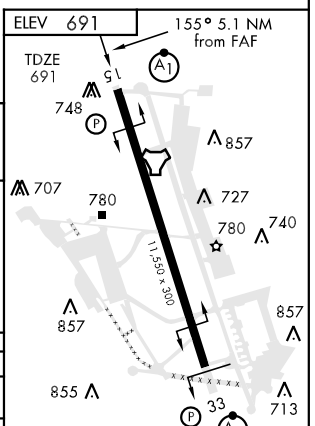
RADAR OR DME REQUIRED



EMERG SAFE ALT 100 NM 4200



2500 tr 155°	KSY R-160 4	3000 FITER 15



CATEGORY	A	B	C	D	E
S-ILS 15 *	891/24		200		(200-½)
S-LOC/DME 15 **	1100/24 409 (500-½)		1100/40 409 (500-¾)		1100/50 409 (500-1)
CIRCLING ***	1220-1 529 (600-1)	1340-1 649 (700-1)	1340-1¾ 649 (700-1¾)	1340-2 649 (700-2)	1900-3 1209(1300-3)

LOC FAF to MAP 4.6 NM

Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32

SC-3, 08 APR 2010 to 06 MAY 2010

SAN ANTONIO, TEXAS

ILS or LOC/DME RWY 33

LOC I-OSQ	APCH CRS	Rwy ldg / TDZE / Arpt Elev
110.7	335°	11,550 / 667 / 691

AL-371 [USAF] LACKLAND AFB (KELLY FLD ANNEX) (KSKF)

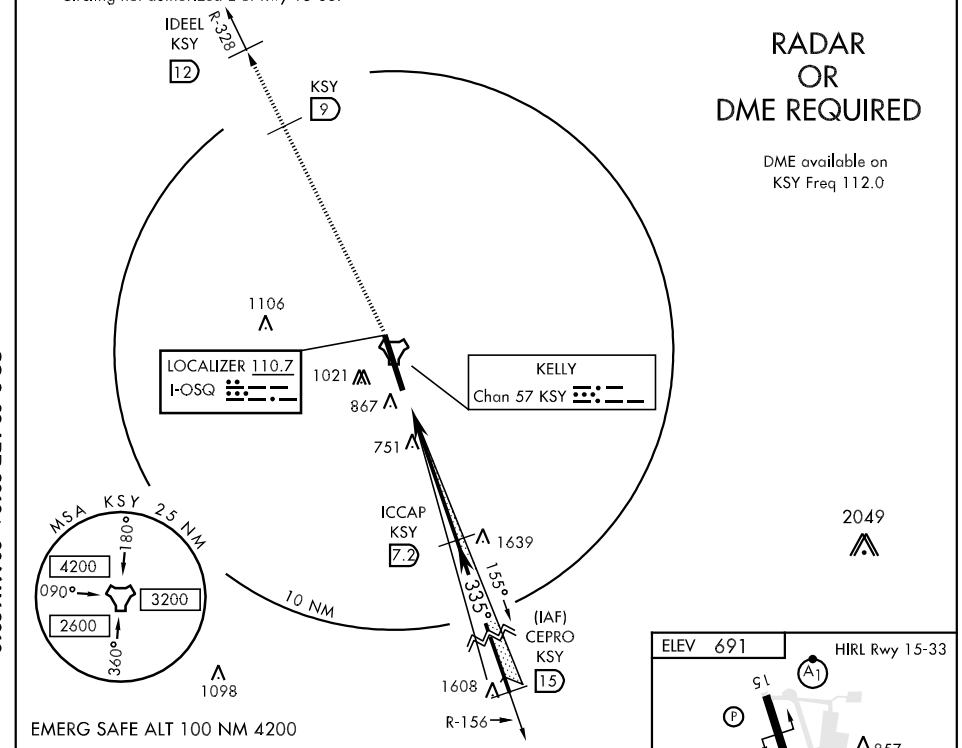
* When ALS inop, increase CAT ABCDE RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT ABC RVR to 50 and vis to 1 mile, CAT DE RVR to 60 and vis to 1¼ miles.

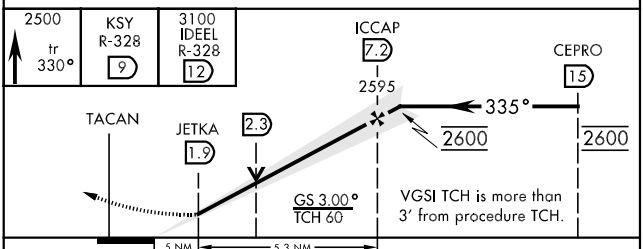
ALSF-1

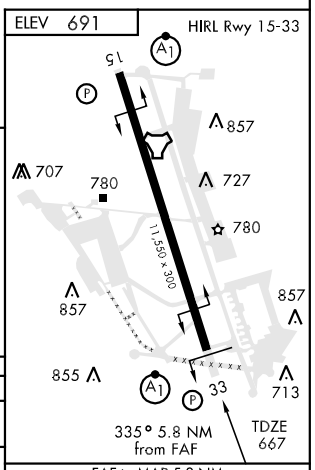
MISSED APPROACH: Track 330° climbing to 2500, intercept the KSY TACAN R-328 to 9 DME, then climb to 3100 direct (IDEEL). Expect ATC instuctions.

ATIS ★	SAN ANTONIO APP CON	KELLY TOWER	GND CON
120.45 273.5	118.05 353.5	124.3 322.35	121.8 289.4

*** Circling not authorized E of Rwy 15-33.







CATEGORY	A	B	C	D	E
S-ILS 33 *	867/24		200	(200-½)	
S-LOC/DME 33 **	1040/24 373 (400-½)		1040/40	373 (400-¾)	
CIRCLING ***	1220-1 529 (600-1)	1340-1 649 (700-1)	1340-1¾ 649 (700-1¾)	1340-2 649 (700-2)	1900-3 1209(1300-3)

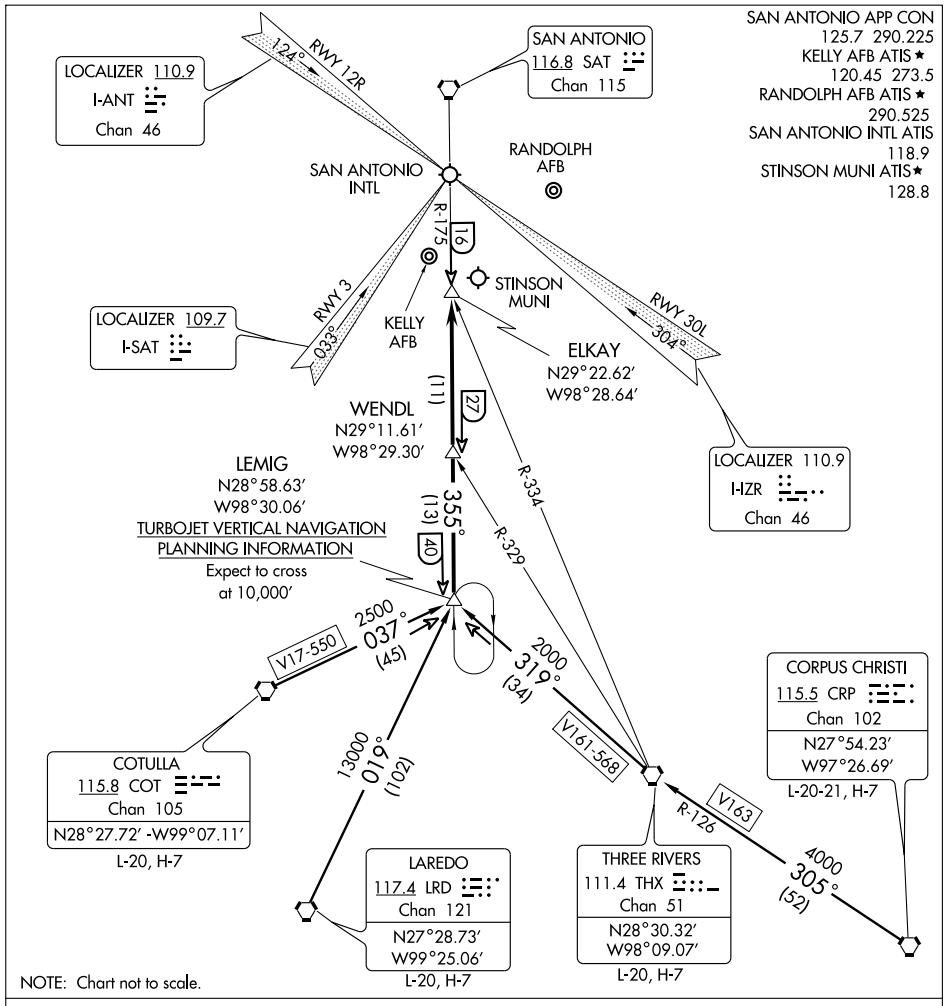
FAF to MAP 5.3 NM

Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

SC-3, 08 APR 2010 to 06 MAY 2010

LEMIG ONE ARRIVAL (LEMIG.LEMIG1)

SAN ANTONIO, TEXAS



CORPUS CHRISTI TRANSITION (CRP.LEMIG1): From over CRP VORTAC via CRP R-305 and THX R-126 to THX VORTAC, then via THX R-319 to LEMIG INT. Thence . . . .

COTULLA TRANSITION (COT.LEMIG1): From over COT VORTAC via COT R-037 to LEMIG INT. Thence . . . .

LAREDO TRANSITION (LRD.LEMIG1): From over LRD VORTAC via LRD R-019 to LEMIG INT. Thence . . . .

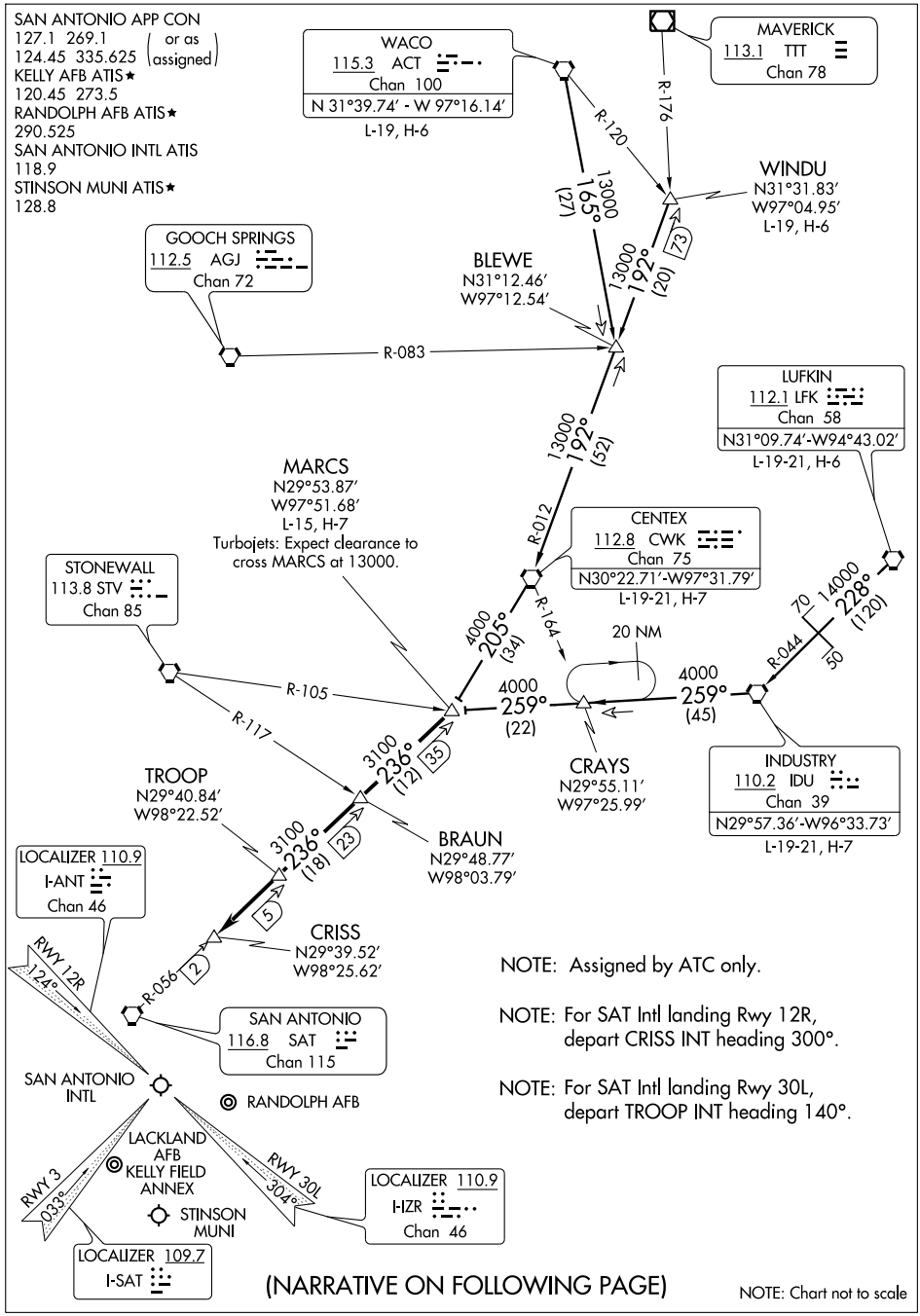
THREE RIVERS TRANSITION (THX.LEMIG1): From over THX VORTAC via THX R-319 to LEMIG INT. Thence . . . .

. . . . ALL AIRPORTS: From over LEMIG INT via SAT R-175 to ELKAY INT. Expect radar vectors to final approach course.

SC-3, 08 APR 2010 to 06 MAY 2010

MARCS NINE ARRIVAL

SAN ANTONIO, TEXAS



(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale

MARCS NINE ARRIVAL

ARRIVAL ROUTE DESCRIPTION

CENTEX TRANSITION (CWK.MARCS9): From over CWK VORTAC via CWK R-205 to MARCS INT. Thence. . . .

INDUSTRY TRANSITION (IDU.MARCS9): From over IDU VORTAC via IDU R-259 to MARCS INT. Thence. . . .

LUFKIN TRANSITION (LFK.MARCS9): From over LFK VORTAC via LFK R-228 and IDU R-044 to IDU VORTAC, then via IDU R-259 to MARCS INT. Thence. . . .

WACO TRANSITION (ACT.MARCS9): From over ACT VORTAC via ACT R-165 to BLEWE INT, then via CWK R-012 to CWK VORTAC, then via CWK R-205 to MARCS INT. Thence. . . .

WINDU TRANSITION (WINDU.MARCS9): From over WINDU INT via CWK R-012 to CWK VORTAC, then via CWK R-205 to MARCS INT. Thence. . . .

. . . . From over MARCS INT via SAT R-056 to CRISS INT. Expect radar vectors to final approach course. Landing other than SAT Rwy 12R/30L expect radar vectors to final approach course after CRISS INT.

SC-3, 08 APR 2010 to 06 MAY 2010

RNAV (GPS) RWY 15

APCH CRS	Rwy ldg	11,550
155°	TDZE	691
	Arpt Elev	691

AL-371 [USAF] LACKLAND AFB (KELLY FLD ANNEX) (KSKF)

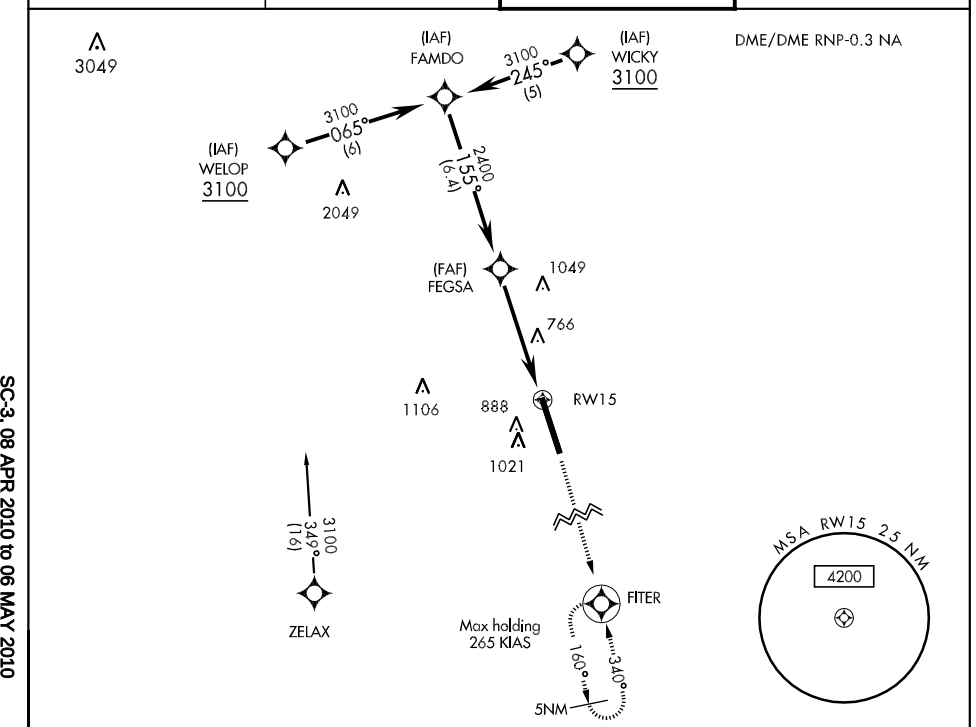
* When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT D vis to 1½ miles, CAT E vis to 1¾ miles.
** Circling not authorized E of Rwy 15-33.

ALSF-1

MISSED APPROACH: Climb to 3000 direct FITER and hold.

ATIS ★	SAN ANTONIO APP CON	KELLY TOWER	GND CON
120.45 273.5	118.05 353.5	124.3 322.35	121.8 289.4

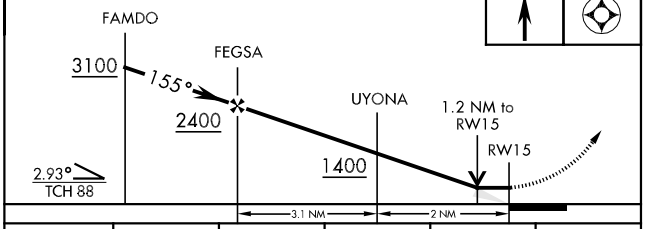
DME/DME RNP-0.3 NA

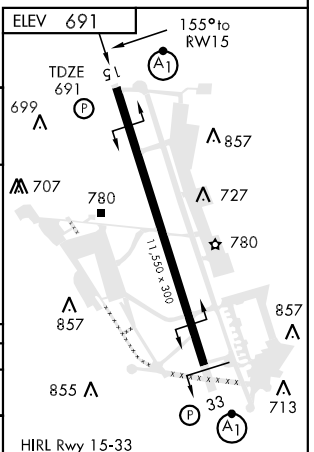


EMERG SAFE ALT 100 NM 4200 FROM RW15

VGSI and descent angles not coincident

3000 FITER





CATEGORY	A	B	C	D	E
LNAV MDA *	1160/24 469 (500-½)		1160/40 469 (500-¾)	1160/50 469 (500-1)	1160/60 469 (500-1¼)
CIRCLING **	1220-1 529 (600-1)	1340-1 649 (700-1)	1340-1¾ 649 (700-1¾)	1340-2 649 (700-2)	1900-3 1209(1300-3)

RNAV (GPS) RWY 33

APCH CRS	Rwy ldg	11,550
335°	TDZE	667
	Arpt Elev	691

AL-371 [USAF] LACKLAND AFB (KELLY FLD ANNEX) (KSKF)

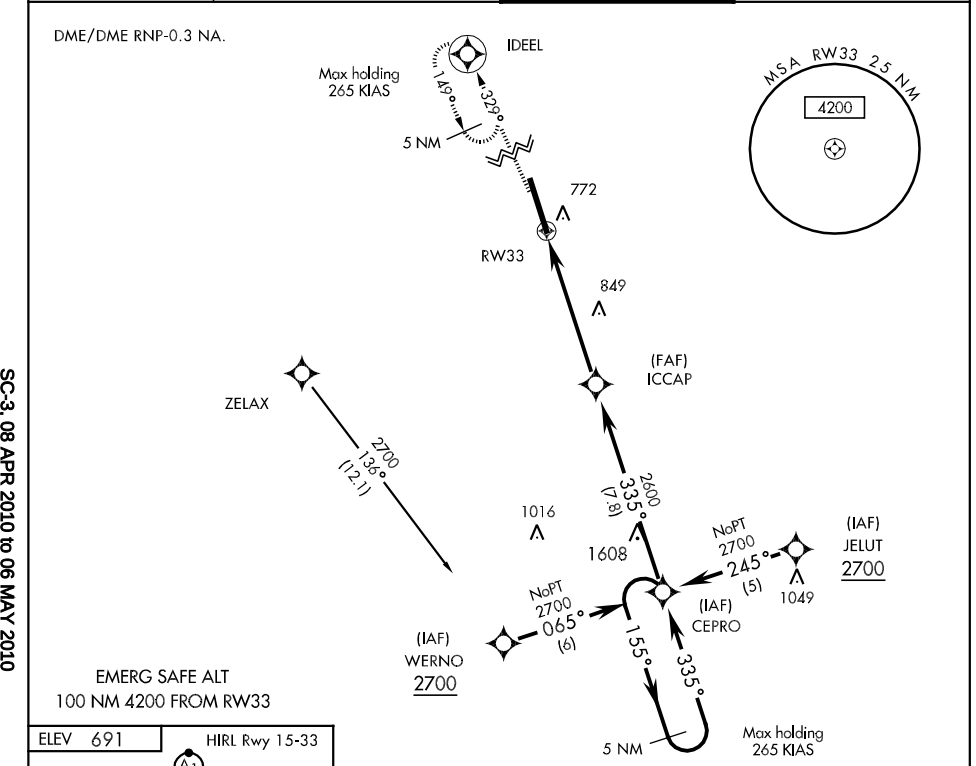
* When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C vis to 1½ miles, CAT D vis to 1¾ miles, and CAT E vis to 2 miles.
** Circling not authorized E of Rwy 15-33.

ALSF-1

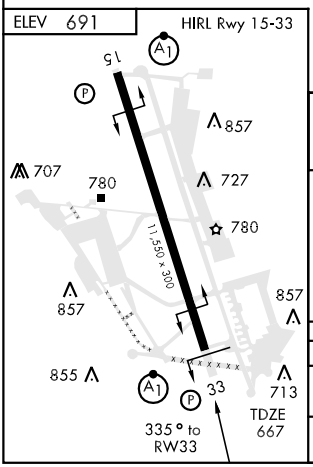
MISSED APPROACH: Climb to 3100 direct IDEEL and hold.

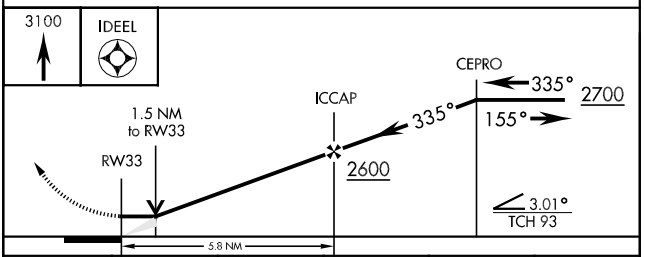
ATIS *	SAN ANTONIO APP CON	KELLY TOWER	GND CON
120.45 273.5	118.05 353.5	124.3 322.35	121.8 289.4

DME/DME RNP-0.3 NA.



EMERG SAFE ALT
100 NM 4200 FROM RW33

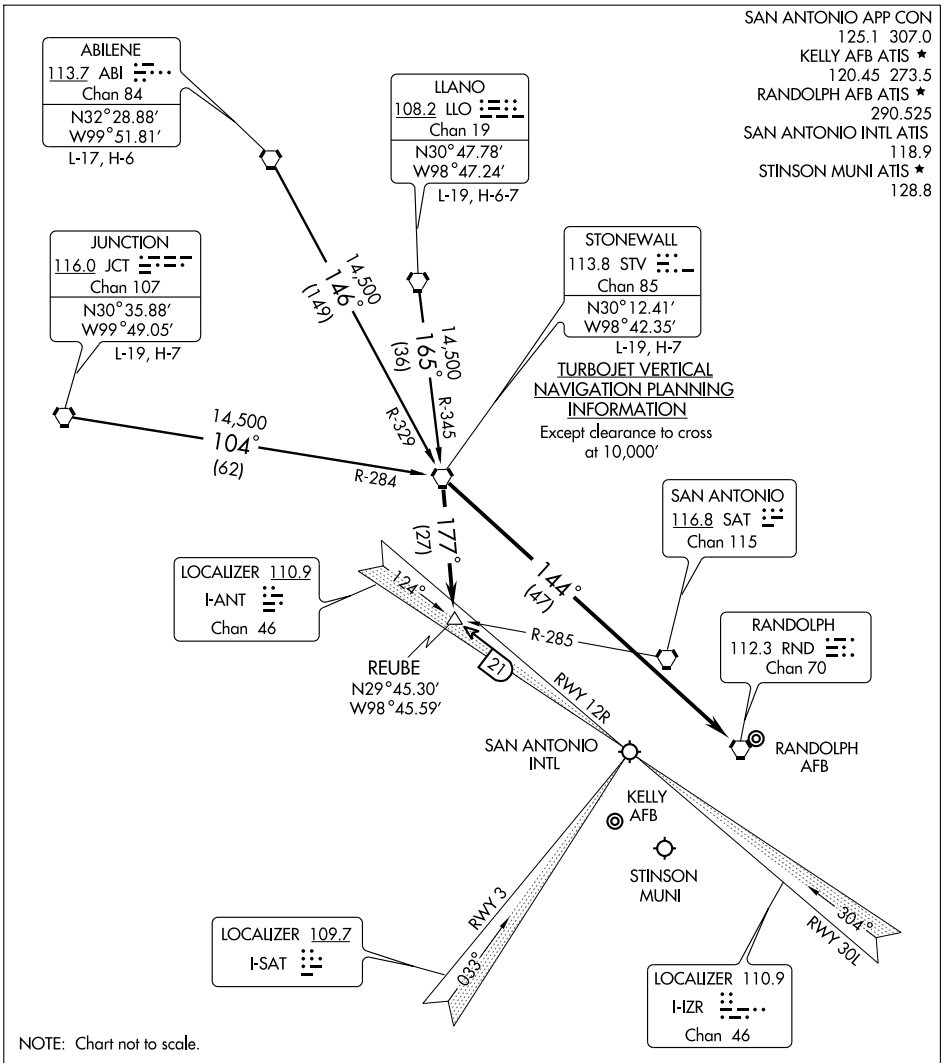




CATEGORY	A	B	C	D	E
LNAV MDA *	1240/24 573 (600-½)		1240/50 573 (600-1)	1240/60 573 (600-1¼)	1240-1½ 573 (600-1½)
CIRCLING **	1240-1 549 (600-1)	1340-1 649 (700-1)	1340-1¾ 649 (700-1¾)	1340-2 649 (700-2)	1900-3 1209(1300-3)

STONEWALL ONE ARRIVAL (STV. STV1)

SAN ANTONIO, TEXAS



SC-3, 08 APR 2010 to 06 MAY 2010

ABILENE TRANSITION (ABI.STV1): From over ABI VORTAC via ABI R-146 and STV R-329 to STV VORTAC. Thence . . . .

JUNCTION TRANSITION (JCT.STV1): From over JCT VORTAC via JCT R-104 and STV R-284 to STV VORTAC. Thence . . . .

LLANO TRANSITION (LLO.STV1): From over LLO VORTAC via LLO R-165 and STV R-345 to STV VORTAC. Thence . . . .

ALL AIRPORTS EXCEPT RANDOLPH AIR FORCE BASE: . . . . From over STV VORTAC via STV R-177 to REUBE INT. Expect radar vectors to final approach course.

RANDOLPH AIR FORCE BASE: . . . . From over STV VORTAC via direct RND VORTAC.

TACAN RWY 15

TACAN KSY Chan 57	APCH CRS 148°	Rwy ldg 11,550 TDZE 691 Arpt Elev 691

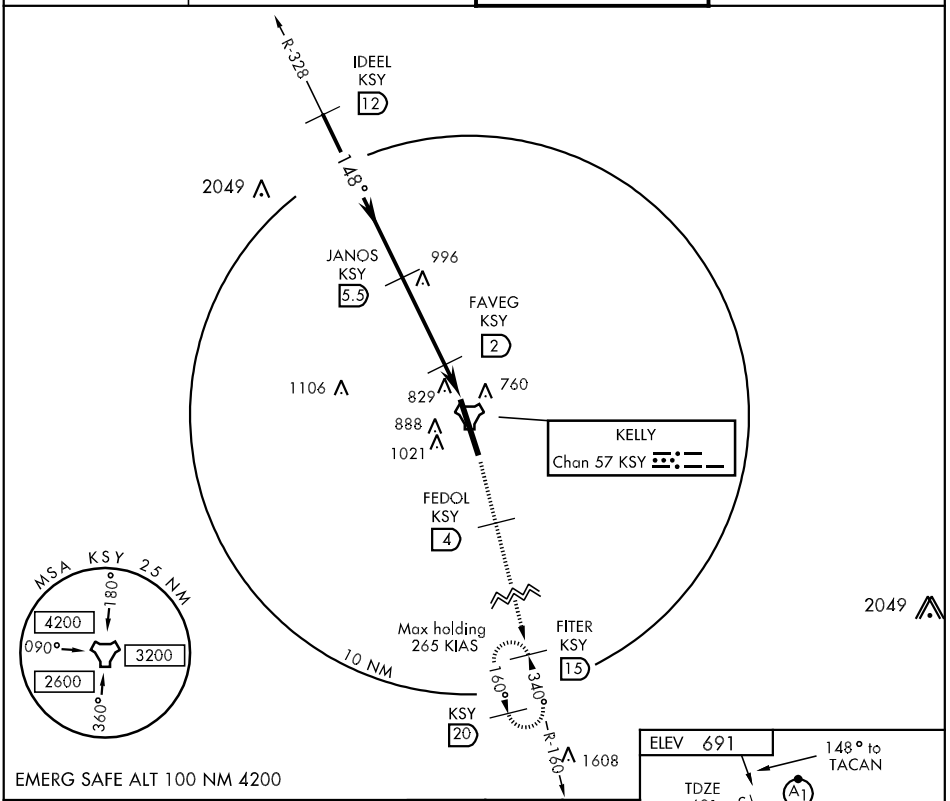
AL-371 [USAF] LACKLAND AFB (KELLY FLD ANNEX) (KSKF)

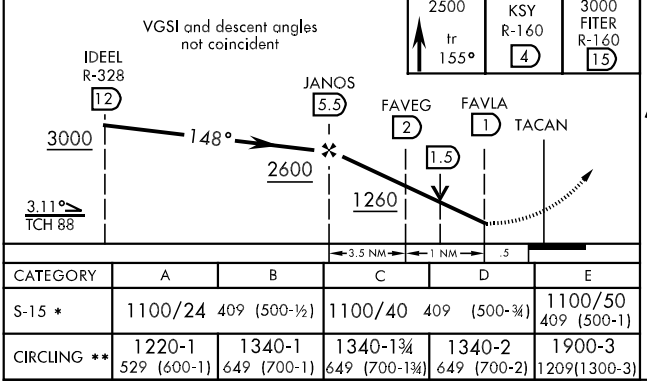
* When ALS inop, increase vis CAT AB RVR to 50 and vis to 1 mile, CAT CD RVR to 60 and vis to 1¼ mile, CAT E vis to 1½ miles.
** Circling not authorized E of Rwy 15-33.

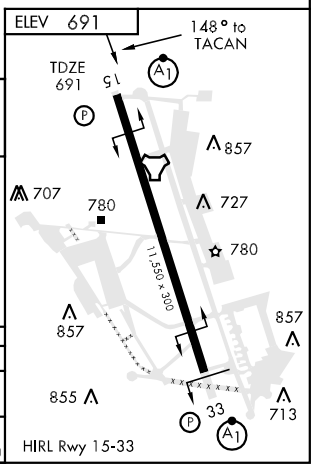
ALSF-1

MISSED APPROACH: Climb on track 155° until intercepting KSY R-160, cross 4 DME at or below 2500 then climb to 3000 direct FITER and hold.

ATIS ★	SAN ANTONIO APP CON	KELLY TOWER	GND CON
120.45 273.5	118.05 353.5	124.3 322.35	121.8 289.4







CATEGORY	A	B	C	D	E
S-15 *	1100/24 409 (500-½)		1100/40 409 (500-¾)		1100/50 409 (500-1)
CIRCLING **	1220-1 529 (600-1)	1340-1 649 (700-1)	1340-1¾ 649 (700-1¾)	1340-2 649 (700-2)	1900-3 1209(1300-3)

TACAN RWY 33

TACAN KSY	APCH CRS	Rwy ldg 11,550 TDZE 667 Arpt Elev 691
Chan 57	340°	

AL-371 [USAF] LACKLAND AFB (KELLY FLD ANNEX) (KSKF)

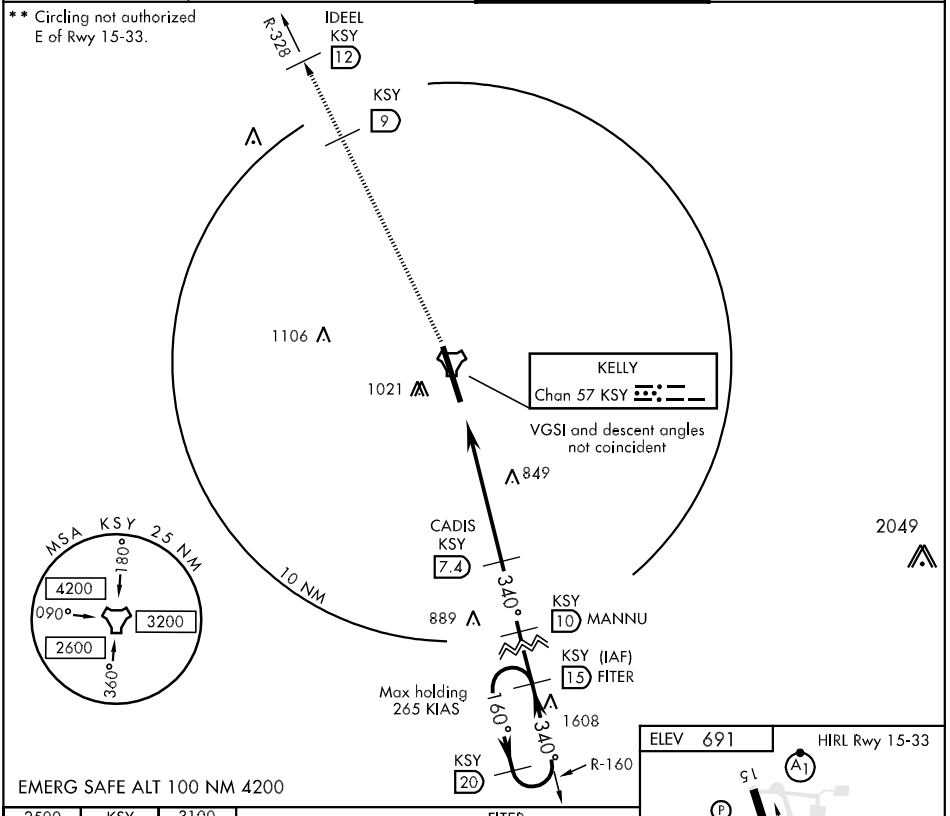
* When ALS inop, increase vis CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT D vis to 1½ miles, CAT E vis to 1¾ miles.

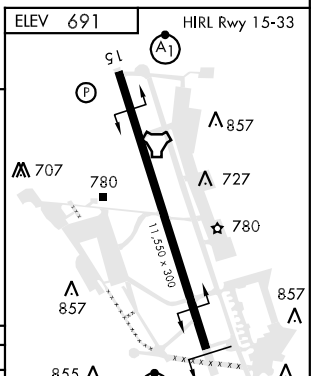
ALSF-1

MISSED APPROACH: Track 330° climbing to 2500, intercept the KSY TACAN R-328 to 9 DME, then climb to 3100 direct IDEEL. Expect ATC instructions.

ATIS ★	SAN ANTONIO APP CON	KELLY TOWER	GND CON
120.45 273.5	118.05 353.5	124.3 322.35	121.8 289.4

** Circling not authorized E of Rwy 15-33.





CATEGORY	A	B	C	D	E
S-33 *	1140/24 473 (500-½)		1140/40 473 (500-¾)	1140/50 473 (500-1)	1140/60 473 (500-1¼)
CIRCLING **	1220-1 529 (600-1)	1340-1 649 (700-1)	1340-1¾ 649 (700-1¾)	1340-2 649 (700-2)	1900-3 1209(1300-3)

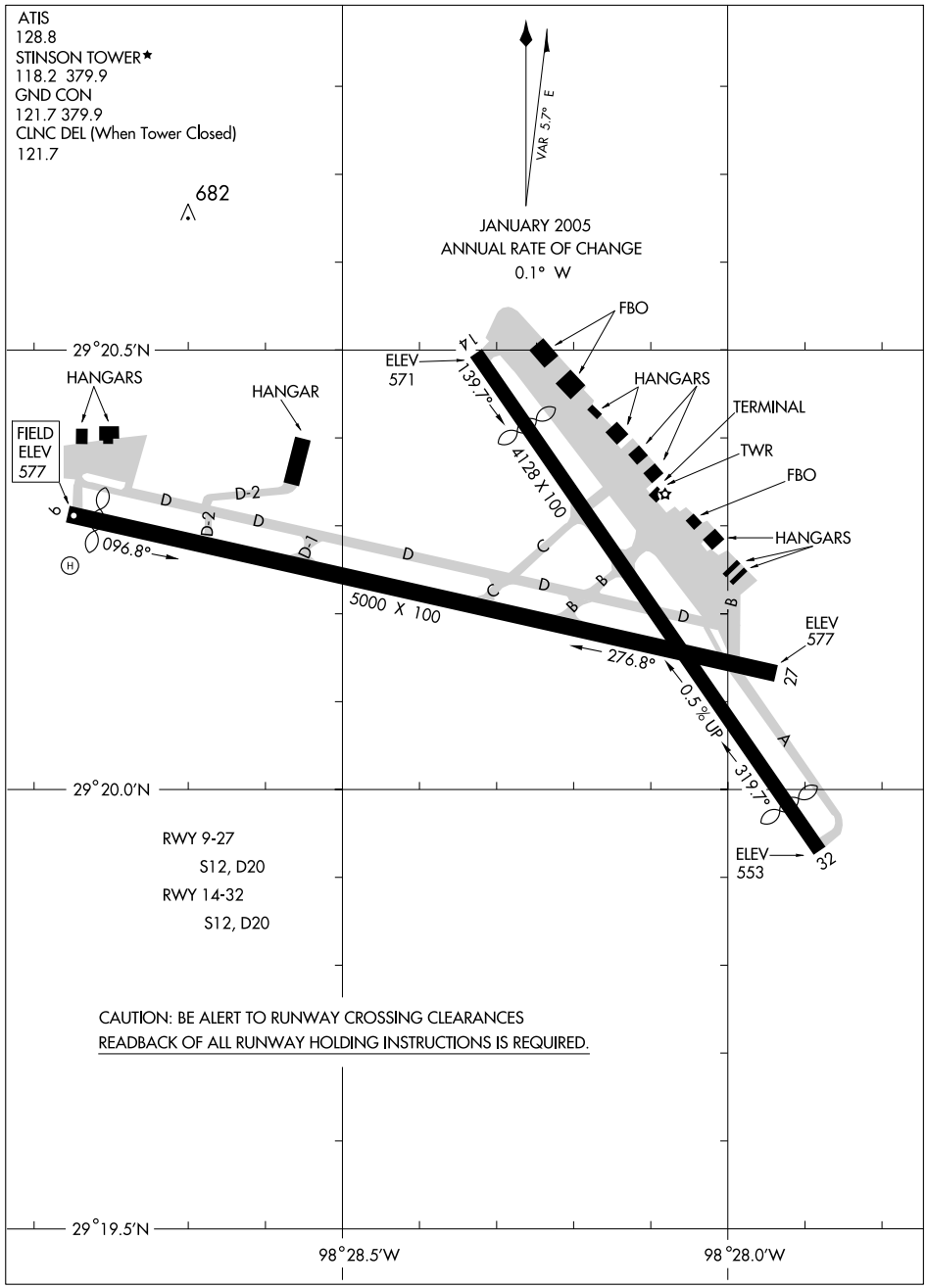
SC-3, 08 APR 2010 to 06 MAY 2010

AIRPORT DIAGRAM

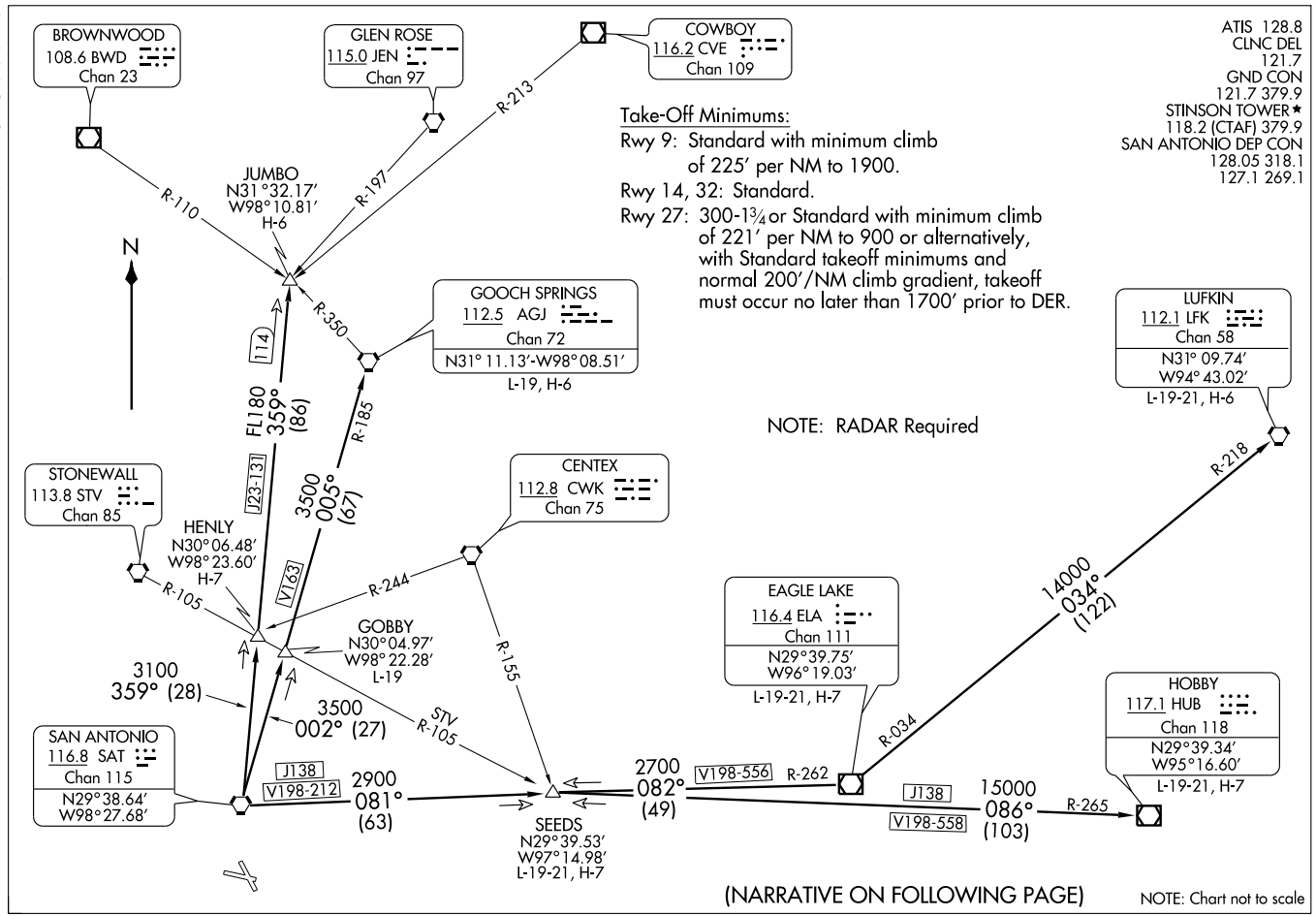
AL-372 (FAA)

SAN ANTONIO/ STINSON MUNI (SSF)

SAN ANTONIO, TEXAS



SC-3, 08 APR 2010 to 06 MAY 2010


ALAMO SEVEN DEPARTURE
(ALAMO.SA1) 09351
SL-372 (FAA)
SAN ANTONIO/STINSON MUNI (SSF)
SAN ANTONIO, TEXAS
ATIS 128.8
CLNC DEL 121.7
GND CON 121.7 379.9
STINSON TOWER ★ 118.2 (CTAF) 379.9
SAN ANTONIO DEP CON 128.05 318.1 127.1 269.1
Take-Off Minimums:
Rwy 9: Standard with minimum climb of 225′ per NM to 1900.
Rwy 14, 32: Standard.
Rwy 27: 300-1¾ or Standard with minimum climb of 221′ per NM to 900 or alternatively, with Standard takeoff minimums and normal 200′/NM climb gradient, takeoff must occur no later than 1700′ prior to DER.
NOTE: RADAR Required
BROWNWOOD 108.6 BWD Chan 23
GLEN ROSE 115.0 JEN Chan 97
COWBOY 116.2 CVE Chan 109
JUMBO N31°32.17′ W98°10.81′ H-6
GOOCH SPRINGS 112.5 AGJ Chan 72 N31° 11.13′-W98° 08.51′ L-19, H-6
LUFKIN 112.1 LFK Chan 58 N31° 09.74′ W94° 43.02′ L-19-21, H-6
STONEWALL 113.8 STV Chan 85
HENLY N30°06.48′ W98°23.60′ H-7
CENTEX 112.8 CWK Chan 75
GOBBY N30°04.97′ W98°22.28′ L-19
EAGLE LAKE 116.4 ELA Chan 111 N29°39.75′ W96°19.03′ L-19-21, H-7
HOBBY 117.1 HUB Chan 118 N29°39.34′ W95°16.60′ L-19-21, H-7
SAN ANTONIO 116.8 SAT Chan 115 N29°38.64′ W98°27.68′
SEEDS N29°39.53′ W97°14.98′ L-19-21, H-7
R-110
R-197
R-213
R-350
R-185
R-218
R-244
R-105
R-155
R-034
R-262
R-265
R-105 STV
114
V23-131
V163
J138
V198-212
V198-556
V198-558
FL180 359° (86)
3500 005° (67)
3100 359° (28)
3500 002° (27)
2900 081° (63)
2700 082° (49)
14000 034° (122)
15000 086° (103)
N
(NARRATIVE ON FOLLOWING PAGE)
NOTE: Chart not to scale

DEPARTURE ROUTE DESCRIPTION

Climb on assigned heading and altitude for radar vectors to SAT VORTAC, Thence . . . .

. . . . via (transition). Expect filed altitude 10 minutes after departure.

EAGLE LAKE TRANSITION (ALAMO7.ELA): From over SAT VORTAC via SAT R-081 to SEEDS INT, then via ELA R-262 to ELA VOR/DME.
GOBBY TRANSITION (ALAMO7.GOBBY): From over SAT VORTAC via SAT R-002 to GOBBY INT.
HENLY TRANSITION (ALAMO7.HENLY): From over SAT VORTAC via SAT R-359 to HENLY INT.
HOBBY TRANSITION (ALAMO7.HUB): From over SAT VORTAC via SAT R-081 to SEEDS INT, then via HUB R-266 to HUB VOR/DME.
JUMBO TRANSITION (ALAMO7.JUMBO): From over SAT VORTAC via SAT R-359 to JUMBO INT.
GOOCH SPRINGS TRANSITION (ALAMO7.AGJ): From over SAT VORTAC via SAT R-002 to GOBBY INT, then via AGJ R-185 to AGJ VORTAC.
LUFKIN TRANSITION (ALAMO7.LFK): From over SAT VORTAC via SAT R-081 to SEEDS INT, then via ELA R-262 to ELA VOR/DME, then via ELA R-034 and LFK R-218 to LFK VORTAC.
SEEDS TRANSITION (ALAMO7.SEEDS): From over SAT VORTAC via SAT R-081 to SEEDS INT.

TAKE-OFF OBSTACLES:

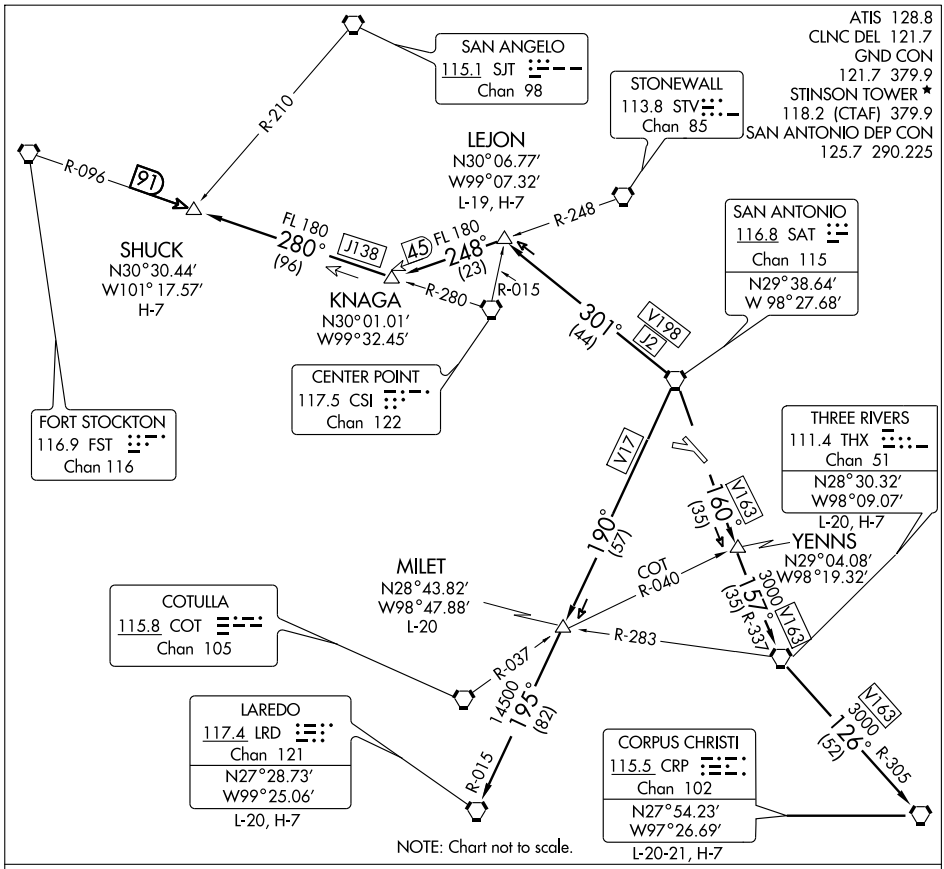
RWY 9: Vehicle on road 285′ from DER, 380′ left of centerline, 15′ AGL/564′ MSL. Trees beginning 1653′ from DER, 435′ right of centerline, up to 70′ AGL/629′ MSL.
RWY 14: Vehicle on road 114′ on DER, on centerline extending 373′ left of centerline, up to 15′ AGL/564′ MSL. Trees beginning 72′ from DER, 79′ right of centerline, up to 70′ AGL/607′ MSL. Trees beginning 232′ from DER, 54′ left of centerline, up to 70′ AGL/618′ MSL. Transmission line tower 4205′ from DER, 133′ right of centerline, 119′ AGL/663′ MSL.
RWY 27: Fence 41′ from DER, 30′ right of centerline, 8′ AGL/584′ MSL. Vehicle on road 108′ from DER, 202′ right of centerline, 15′ AGL/584′ MSL. Vehicle on road 123′ from DER, 113′ right of centerline, 15′ AGL/596′ MSL. Trees and Poles beginning 229′ from DER, 117′ right of centerline, up to 70′ AGL/645′ MSL. Trees and Poles beginning 599′ from DER, 6′ left of centerline, up to 70′ AGL/634′ MSL. Tank beginning 1.3 NM from DER, 1338′ right of centerline, 179′ AGL/799′ MSL. Building 1422′ from DER, 432′ right of centerline, 40′ AGL/627′ MSL. Building 2133′ from DER, 36′ left of centerline, 55′ AGL/635′ MSL.
RWY 32: Fence 17′ from DER, 80′ left of centerline, 8′ AGL/578′ MSL. Vehicle on road 54′ from DER, 199′ left of centerline, 15′ AGL/ 586′ MSL. Trees beginning 164′ from DER, 125′ right of centerline, up to 70′ AGL/639′ MSL. Trees and Poles beginning 43′ from DER, 41′ left of centerline, up to 75′ AGL/668′ MSL.

SC-3, 08 APR 2010 to 06 MAY 2010

BOWIE THREE DEPARTURE

SL-372 (FAA)

SAN ANTONIO/ STINSON MUNI (SSF)
SAN ANTONIO, TEXAS



DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for vector to appropriate route. Expect further clearance to filed altitude/flight level 10 minutes after departure.

CORPUS CHRISTI TRANSITION (BOWIE3.CRP): From over SAT VORTAC via SAT R-160 to YENNS INT, then via THX R-337 to THX VORTAC, then via THX-R 126 and CRP R-305 to CRP VORTAC.

LAREDO TRANSITION (BOWIE3.LRD): From over SAT VORTAC via SAT R-190 to MILET INT, then via LRD R-015 to LRD VORTAC.

LEJON TRANSITION (BOWIE3.LEJON): From over SAT VORTAC via SAT R-301 to LEJON INT.

MILET TRANSITION (BOWIE3.MILET): From over SAT VORTAC via SAT R-190 to MILET INT.

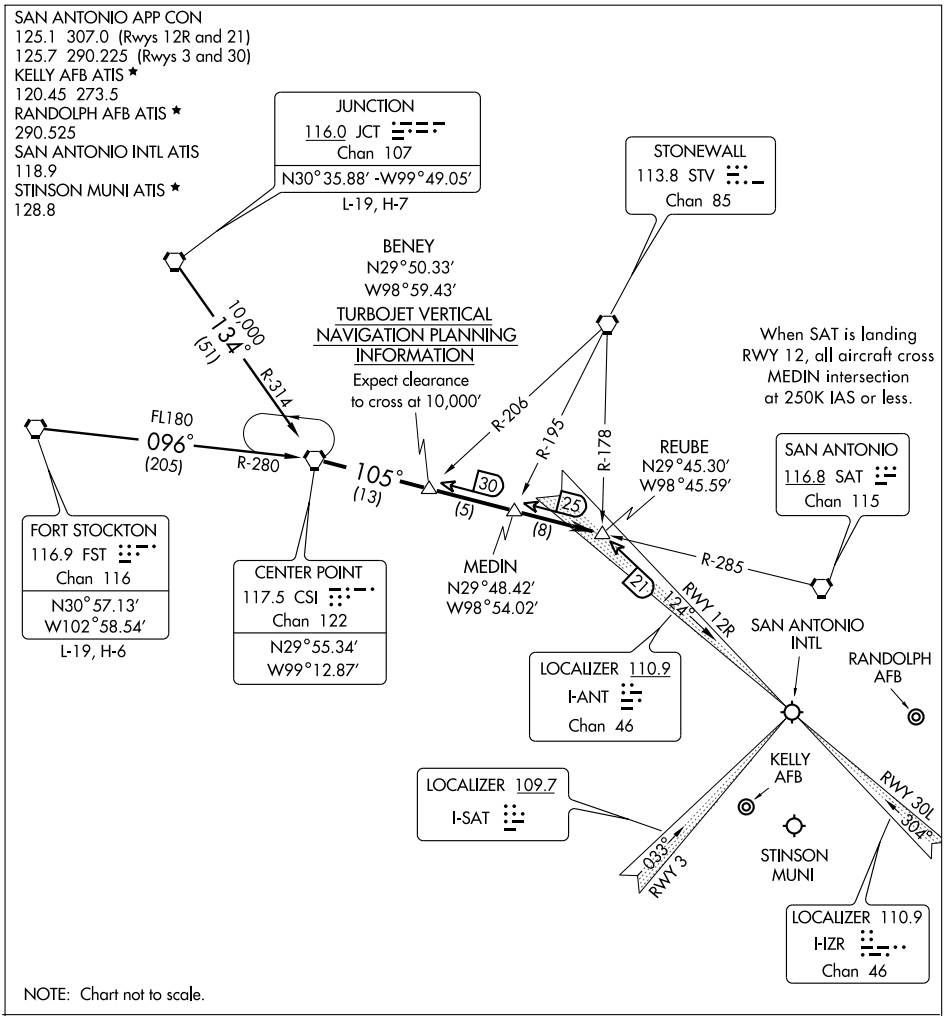
SHUCK TRANSITION (BOWIE3.SHUCK): From over SAT VORTAC via SAT R-301 to LEJON INT, then via STV R-248 and CSI R-280 to SHUCK INT.

THREE RIVERS TRANSITION (BOWIE3.THX): From over SAT VORTAC via SAT R-160 to YENNS INT, then via THX R-337 to THX VORTAC.

SC-3, 08 APR 2010 to 06 MAY 2010

CENTERPOINT ONE ARRIVAL (CSI.CSI1)

SAN ANTONIO, TEXAS



NOTE: Chart not to scale.

FORT STOCKTON TRANSITION (FST.CSI1): From over FST VORTAC via FST R-096 and CSI R-280 to CSI VORTAC. Thence . . . .

JUNCTION TRANSITION (JCT.CSI1): From over JCT VORTAC via JCT R-134 and CSI R-314 to CSI VORTAC. Thence . . . .

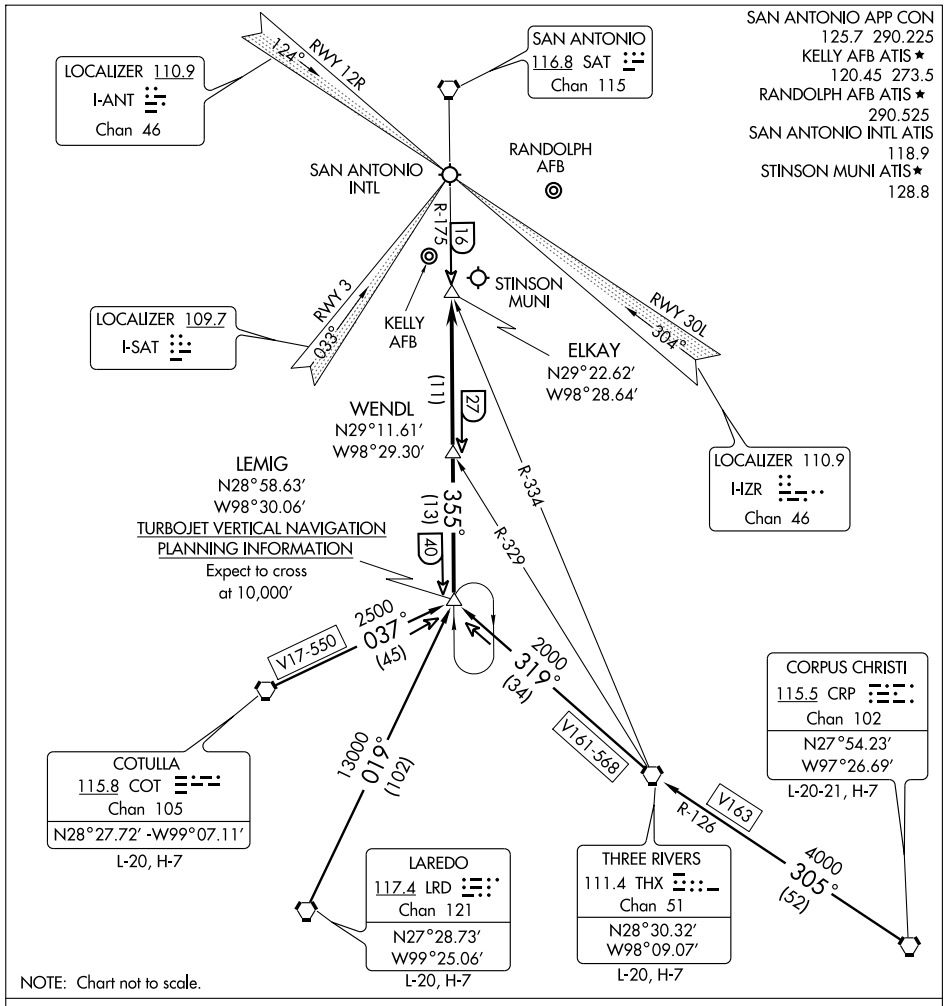
. . . . From over CSI VORTAC via CSI R-105 to REUBE INT. Expect vector to final approach course.

SATELLITE AIRPORTS: Conform to SAT routing and frequency assignment.

SC-3, 08 APR 2010 to 06 MAY 2010

LEMIG ONE ARRIVAL (LEMIG.LEMIG1)

SAN ANTONIO, TEXAS



CORPUS CHRISTI TRANSITION (CRP.LEMIG1): From over CRP VORTAC via CRP R-305 and THX R-126 to THX VORTAC, then via THX R-319 to LEMIG INT. Thence . . . .

COTULLA TRANSITION (COT.LEMIG1): From over COT VORTAC via COT R-037 to LEMIG INT. Thence . . . .

LAREDO TRANSITION (LRD.LEMIG1): From over LRD VORTAC via LRD R-019 to LEMIG INT. Thence . . . .

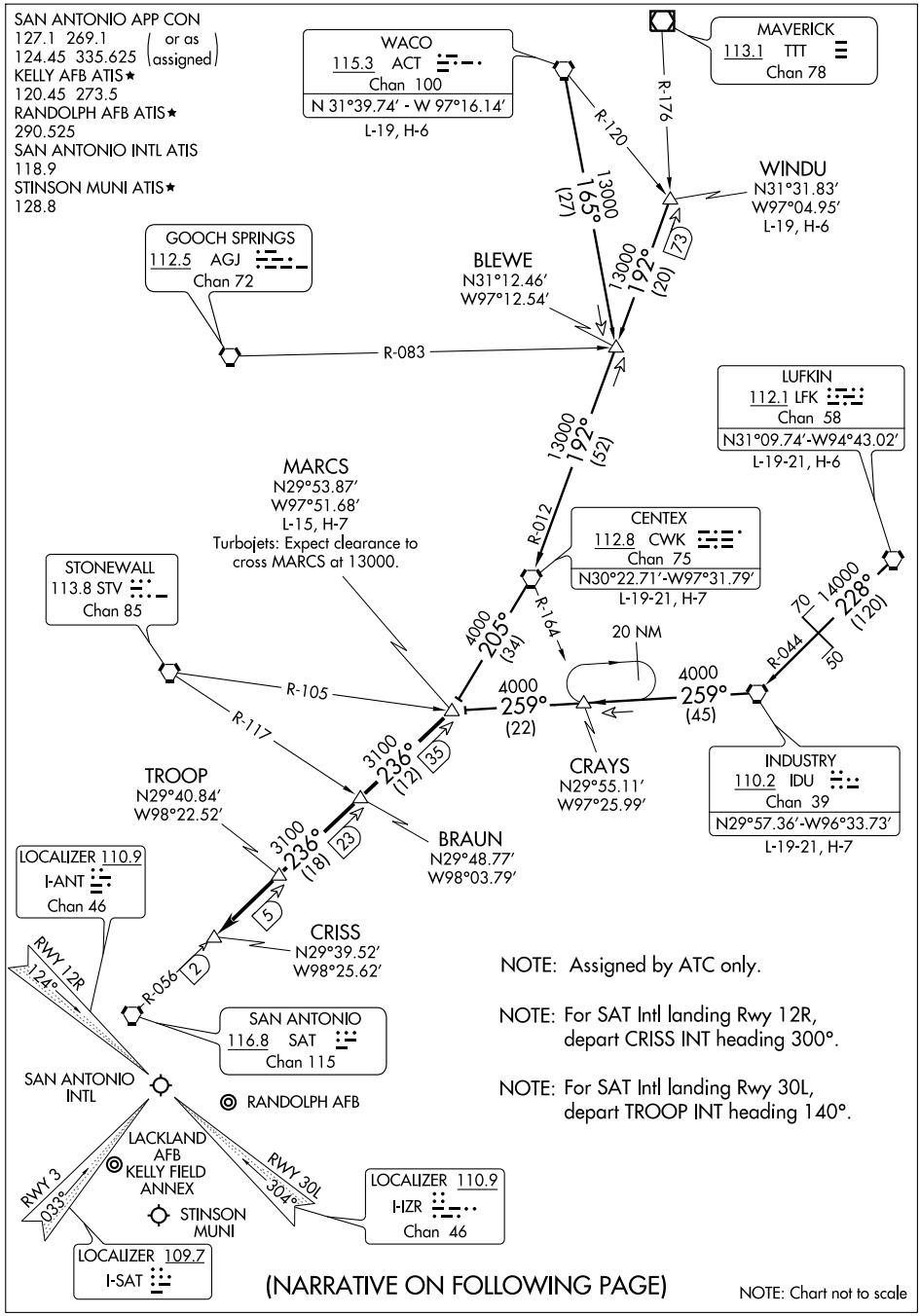
THREE RIVERS TRANSITION (THX.LEMIG1): From over THX VORTAC via THX R-319 to LEMIG INT. Thence . . . .

. . . . ALL AIRPORTS: From over LEMIG INT via SAT R-175 to ELKAY INT. Expect radar vectors to final approach course.

SC-3, 08 APR 2010 to 06 MAY 2010

MARCS NINE ARRIVAL

SAN ANTONIO, TEXAS



(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale

MARCS NINE ARRIVAL

ARRIVAL ROUTE DESCRIPTION

CENTEX TRANSITION (CWK.MARCS9): From over CWK VORTAC via CWK R-205 to MARCS INT. Thence. . . .

INDUSTRY TRANSITION (IDU.MARCS9): From over IDU VORTAC via IDU R-259 to MARCS INT. Thence. . . .

LUFKIN TRANSITION (LFK.MARCS9): From over LFK VORTAC via LFK R-228 and IDU R-044 to IDU VORTAC, then via IDU R-259 to MARCS INT. Thence. . . .

WACO TRANSITION (ACT.MARCS9): From over ACT VORTAC via ACT R-165 to BLEWE INT, then via CWK R-012 to CWK VORTAC, then via CWK R-205 to MARCS INT. Thence. . . .

WINDU TRANSITION (WINDU.MARCS9): From over WINDU INT via CWK R-012 to CWK VORTAC, then via CWK R-205 to MARCS INT. Thence. . . .

. . . . From over MARCS INT via SAT R-056 to CRISS INT. Expect radar vectors to final approach course. Landing other than SAT Rwy 12R/30L expect radar vectors to final approach course after CRISS INT.

SC-3, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	3756
332°	TDZE	571
	Apt Elev	577

RNAV (GPS) RWY 32

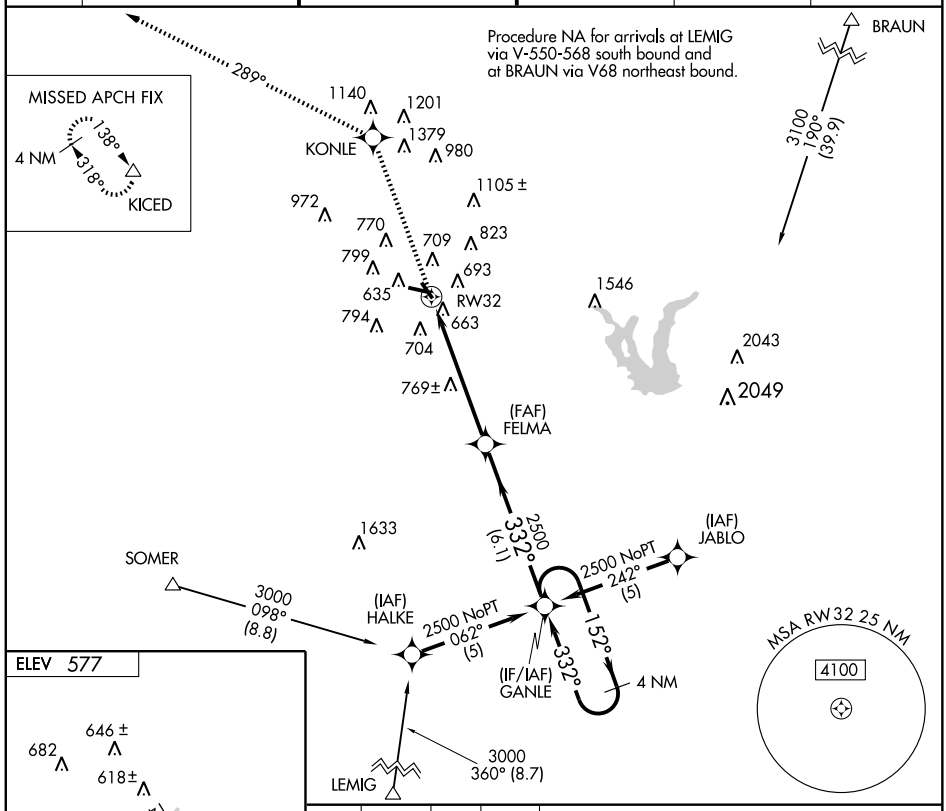
SAN ANTONIO/STINSON MUNI (SSF)

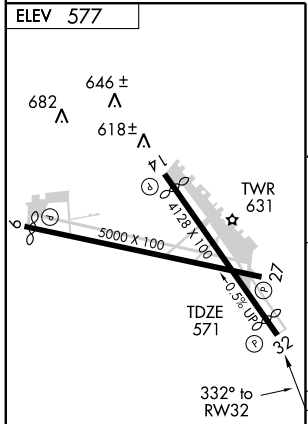
When local altimeter setting not received, use San Antonio Intl altimeter setting and increase all MDAs 60 feet, and LNAV Cat C visibility ¼ mile. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

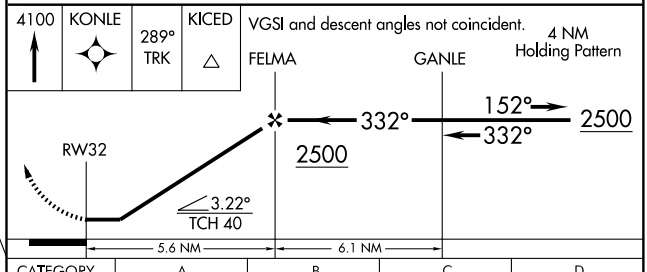
MISSED APPROACH: Climb to 4100 direct KONLE and via 289° track to KICED and hold.

ATIS	SAN ANTONIO APP CON	STINSON TOWER*	GND CON	CLNC DEL	UNICOM
128.8	125.7 290.225	118.2 (CTAF) L 379.9	121.7 379.9	121.7	122.95

Procedure NA for arrivals at LEMIG via V-550-568 south bound and at BRAUN via V68 northeast bound.







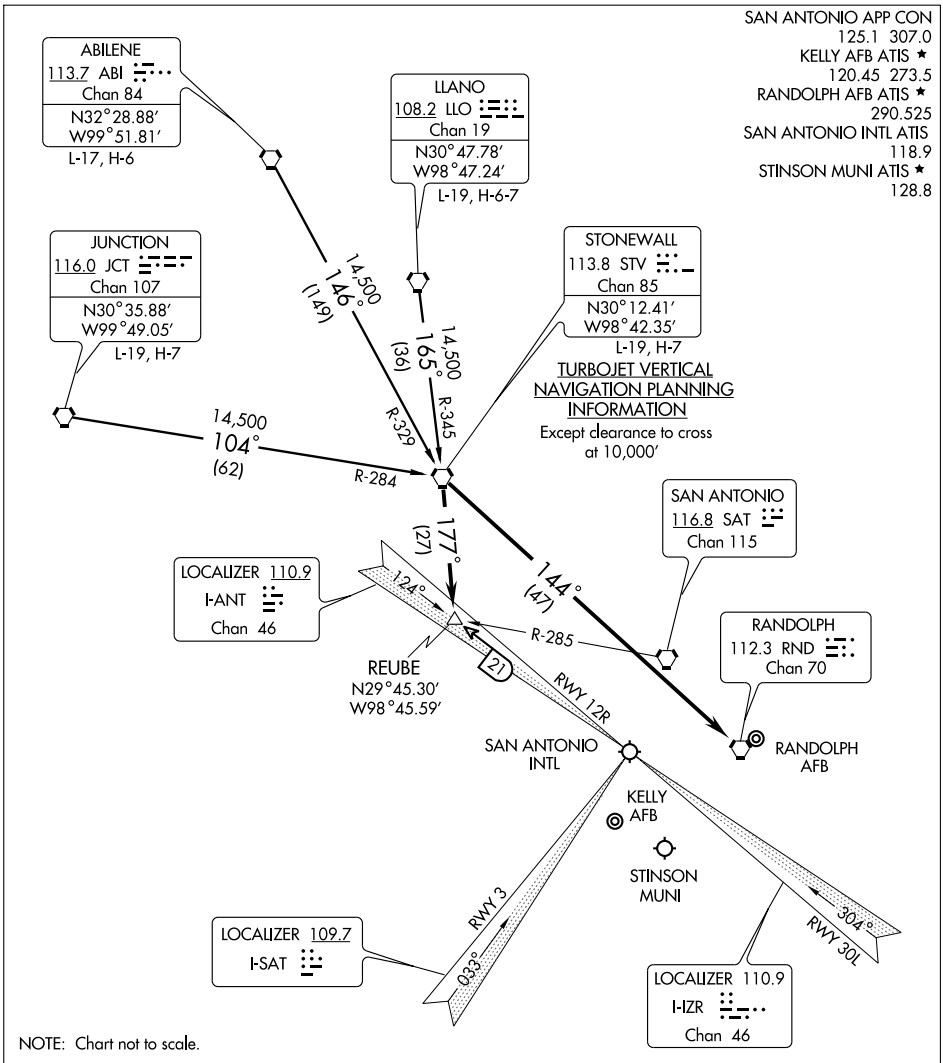
CATEGORY	A	B	C	D
LNAV MDA	1020-1 449 (500-1)		1020-1¼ 449 (500-1¼)	NA
CIRCLING	1040-1 463 (500-1)	1100-1 523 (600-1)	1100-1½ 523 (600-1½)	NA

REIL Rwys 9, 14, 27 and 32
MIRL Rwys 9-27 and 14-32

SC-3. 08 APR 2010 to 06 MAY 2010

STONEWALL ONE ARRIVAL (STV. STV1)

SAN ANTONIO, TEXAS



SC-3, 08 APR 2010 to 06 MAY 2010

ABILENE TRANSITION (ABI.STV1): From over ABI VORTAC via ABI R-146 and STV R-329 to STV VORTAC. Thence . . . .

JUNCTION TRANSITION (JCT.STV1): From over JCT VORTAC via JCT R-104 and STV R-284 to STV VORTAC. Thence . . . .

LLANO TRANSITION (LLO.STV1): From over LLO VORTAC via LLO R-165 and STV R-345 to STV VORTAC. Thence . . . .

ALL AIRPORTS EXCEPT RANDOLPH AIR FORCE BASE: . . . . From over STV VORTAC via STV R-177 to REUBE INT. Expect radar vectors to final approach course.

RANDOLPH AIR FORCE BASE: . . . . From over STV VORTAC via direct RND VORTAC.

VOR SSF 108.4	APP CRS 337°	Rwy Idg 3756 TDZE 571 Apt Elev 577

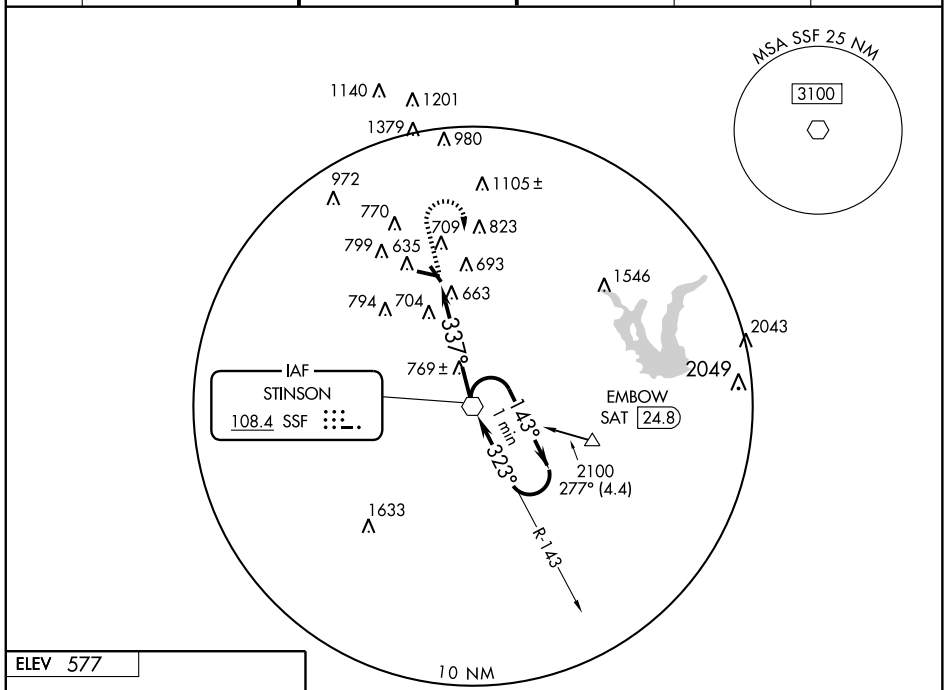
VOR RWY 32

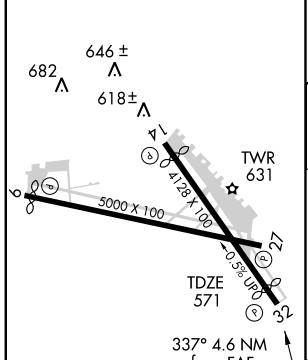
SAN ANTONIO/STINSON MUNI (SSF)

When local altimeter setting not received, use San Antonio Intl altimeter setting and increase all MDAs 60 feet, and S-32 Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 1400 then climbing right turn to 2500 direct SSF VOR and hold.

ATIS	SAN ANTONIO APP CON	STINSON TOWER*	GND CON	CLNC DEL	UNICOM
128.8	125.7 290.225	118.2 (CTAF) 379.9	121.7 379.9	121.7	122.95





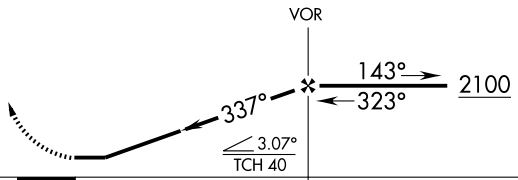
REIL Rwys 9, 14, 27 and 32
MIRL Rwys 9-27 and 14-32

FAF to MAP 4.6 NM					
Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32

1400	2500	SSF 108.4

VGSI and descent angles not coincident.

One Minute Holding Pattern

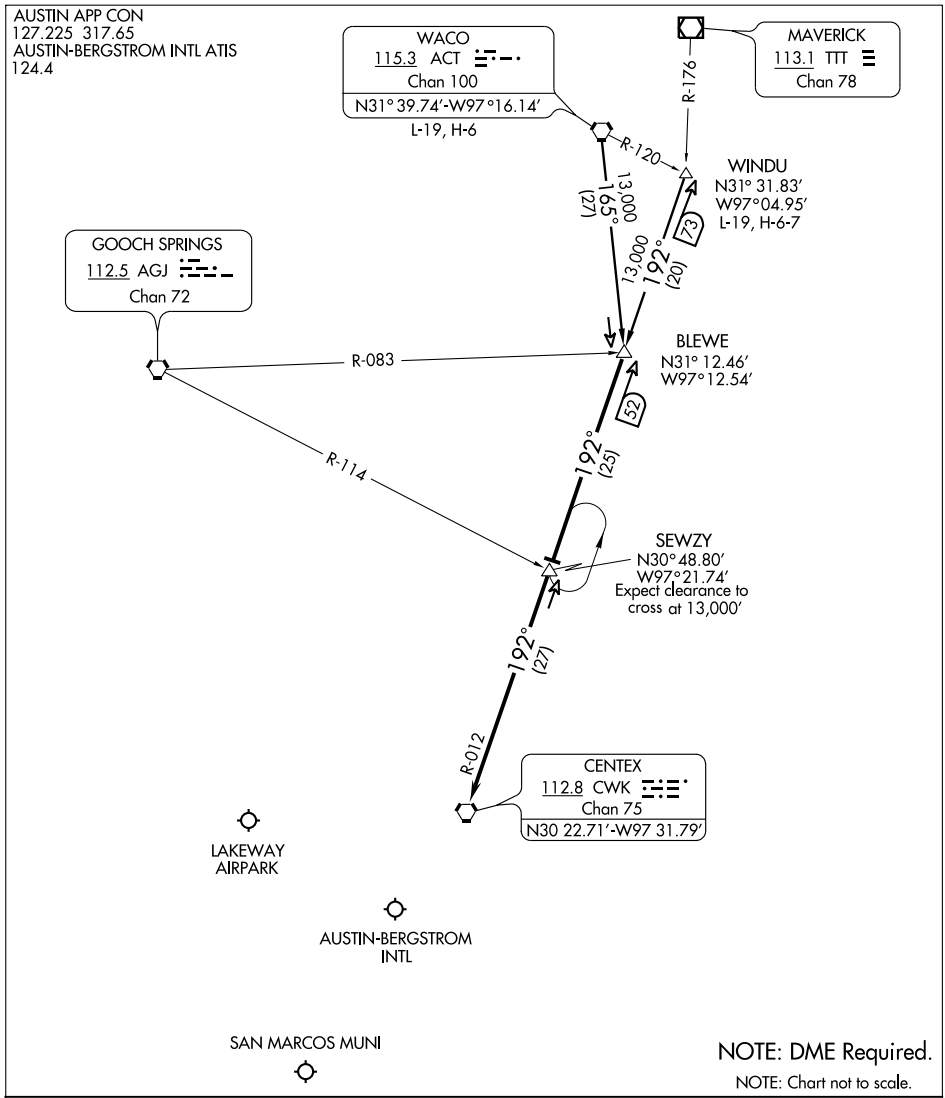


CATEGORY	A	B	C	D
S-32	1020-1 449 (500-1)		1020-1¼ 449 (500-1¼)	NA
CIRCLING	1040-1 463 (500-1)	1100-1 523 (600-1)	1100-1½ 523 (600-1½)	NA

SC-3. 08 APR 2010 to 06 MAY 2010

BLEWE TWO ARRIVAL (BLEWE.BLEWE2)

AUSTIN, TEXAS



WACO TRANSITION (ACT.BLEWE2): From over ACT VORTAC via ACT R-165 to BLEWE INT. Thence . . . .

WINDU TRANSITION (WINDU.BLEWE2): From over WINDU INT via CWK R-012 to BLEWE INT. Thence . . . .

. . . . From over BLEWE INT via CWK R-012 to CWK VORTAC. Expect radar vectors to final approach.

SAN MARCOS, TEXAS

AL-502 (FAA)

LOC I-RUM	APP CRS	Rwy Idg	5603
108.7	126°	TDZE	593
		Apt Elev	597

ILS or LOC RWY 13

SAN MARCOS MUNI (HYI)

T
ANA

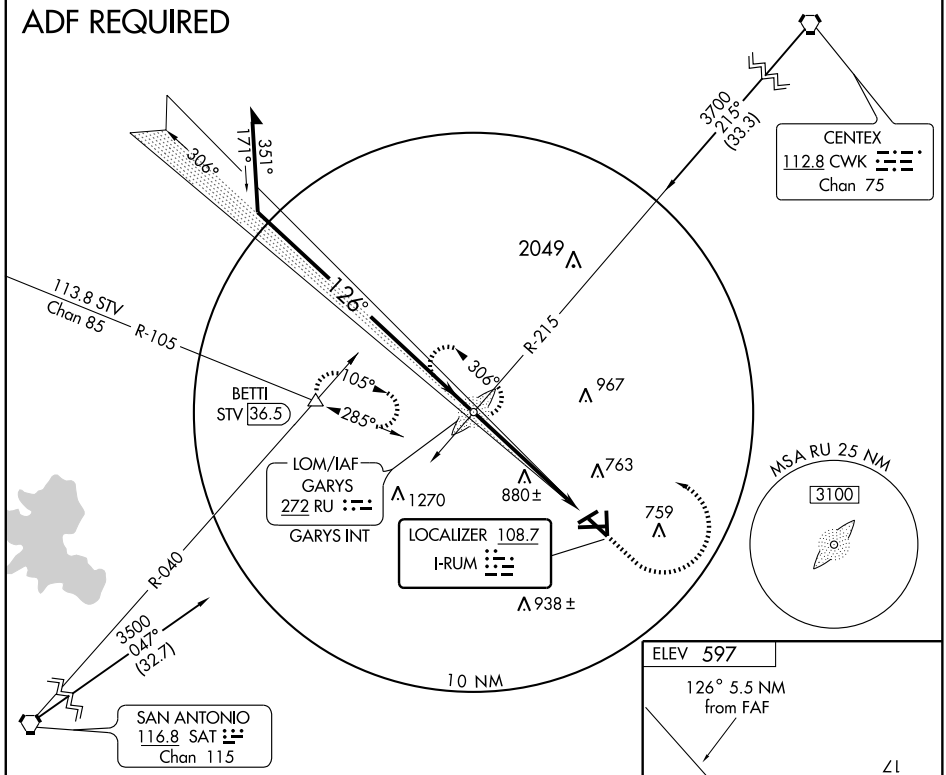
Circling Cat E not authorized southwest of Rwy 13-31.
For inoperative MALSR, increase S-ILS 13 Cat E visibility ¼ mile, and S-LOC 13 Cat E ½ mile

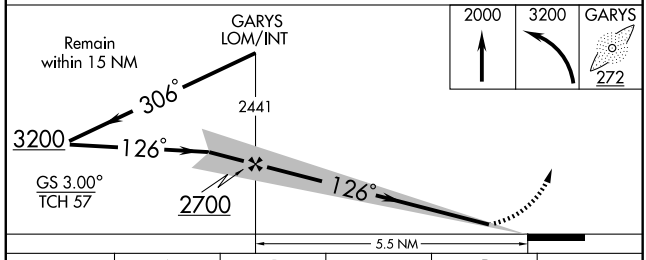
MALSR

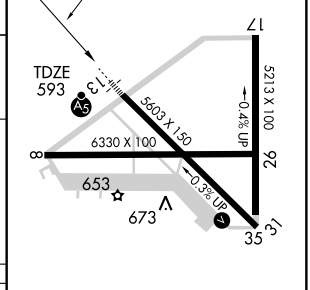
MISSED APPROACH: Climb to 2000 then climbing left turn to 3200 direct GARYS LOM and hold.

AWOS-3	AUSTIN APP CON	CLNC DEL	UNICOM
120.825	119.0 370.85	121.35	123.05 (CTAF) L

ADF REQUIRED







CATEGORY	A	B	C	D	E
S-ILS-13	793-½ 200 (200-½)				
S-LOC-13	1260-½ 667 (700-½)		1260-1¼ 667 (700-1¼)	1260-1½ 667 (700-1½)	1260-2 667 (700-2)
CIRCLING	1260-1 663 (700-1)		1260-1¾ 663 (700-1¾)	1260-2 663 (700-2)	1280-2½ 683 (700-2½)

REIL Rwys 8 and 26 L
MIRL Rwys 8-26, 13-31, and 17-35 L

FAF to MAP 5.5 NM					
Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

SC-3, 08 APR 2010 to 06 MAY 2010

LOM RU	APP CRS	Rwy Idg	5603
272	125°	TDZE	593
		Apt Elev	597

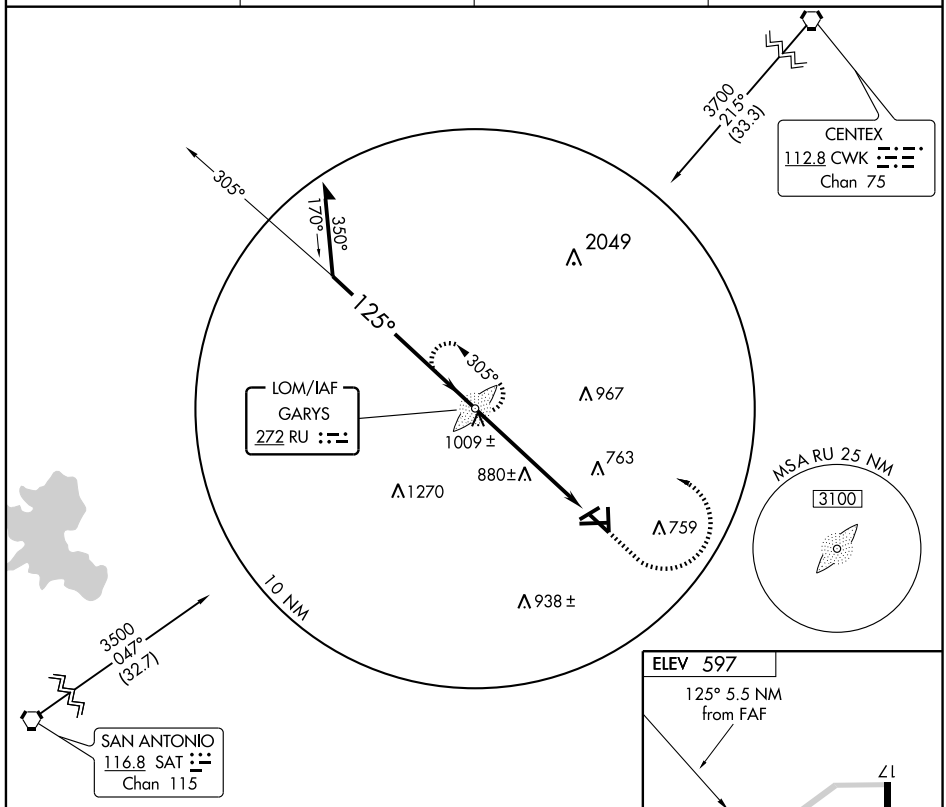
NDB RWY 13
SAN MARCOS MUNI (HYI)

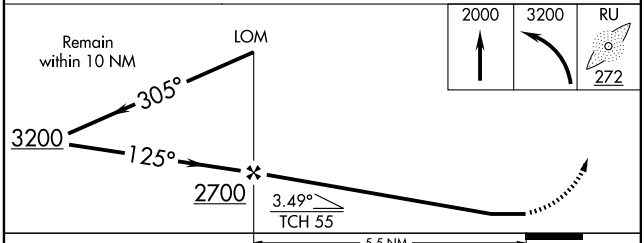
NA

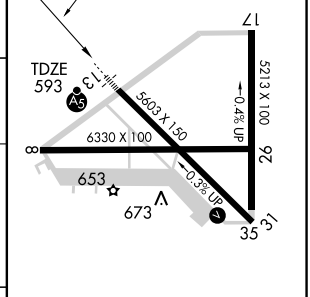
MALSR

MISSED APPROACH: Climb to 2000 then climbing left turn to 3200 direct RU LOM and hold.

AWOS-3	AUSTIN APP CON	CLNC DEL	UNICOM
120.825	119.0 370.85	121.35	123.05 (CTAF) L







CATEGORY	A	B	C	D
S-13	1240-¾ 647 (700-¾)		1240-1 ¼ 647 (700-1¼)	1240-1¾ 647 (700-1¾)
CIRCLING	1240-1 643 (700-1)		1240-1¾ 643 (700-1¾)	1240-2 643 (700-2)

REIL Rwys 8 and 26 L
MIRL Rwys 8-26, 13-31, and 17-35 L

FAF to MAP 5.5 NM

Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

SC-3, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	5603
126°	TDZE	593
	Apt Elev	597

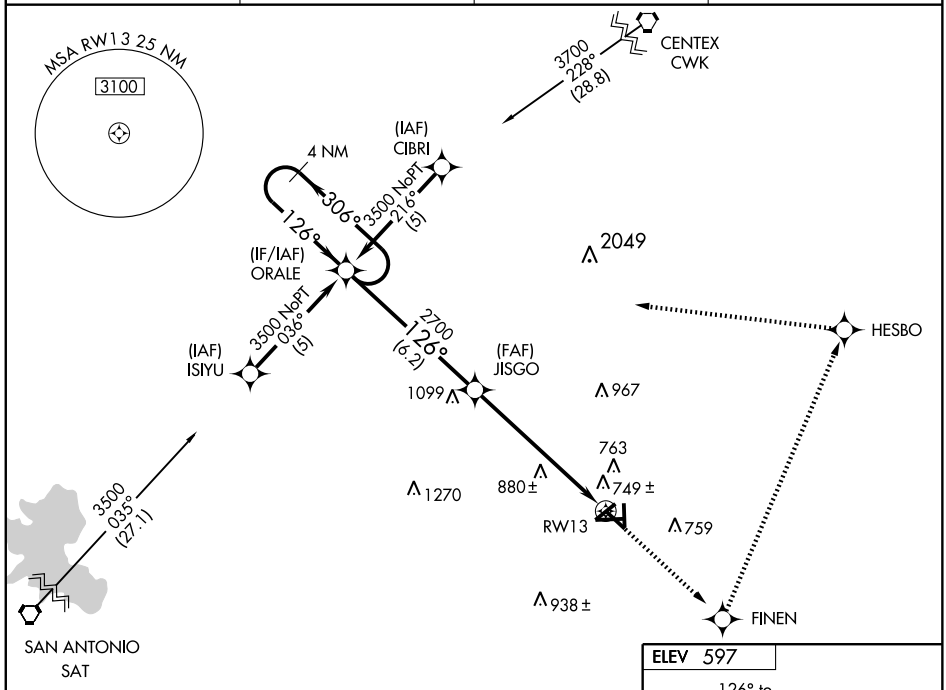
RNAV (GPS) RWY 13
SAN MARCOS MUNI (HYI)

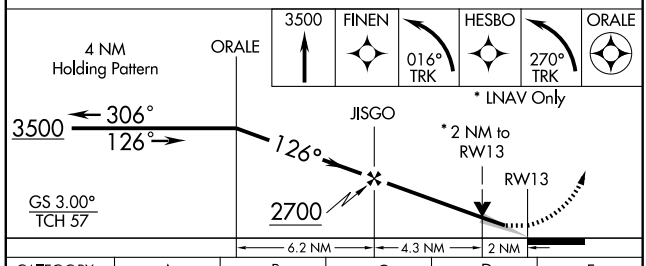
T A NA W — GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA. BARO-VNAV NA below -16°C (4°F). For inoperative MALSR, increase LNAV/VNAV and LNAV Cat E visibility ½ mile. Circling Cat E not authorized southwest of Rwy 13-31.

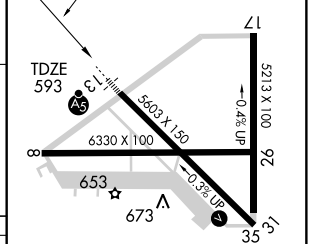
MALSR (A5)

MISSED APPROACH: Climb to 3500 direct FINEN WP and left turn via 016° track to HESBO and left turn via 270° track to ORALE and hold.

AWOS-3	AUSTIN APP CON	CLNC DEL	UNICOM
120.825	119.0 370.85	121.35	123.05 (CTAF) L







CATEGORY	A	B	C	D	E
LPV DA	NA				
LNAV/VNAV DA	1060-1 467 (500-1)				1060-1¼ 467 (500-1¼)
LNAV MDA	1280-½ 687 (700-½)		1280-1½ 687 (700-1½)	1280-1¾ 687 (700-1¾)	1280-2 687 (700-2)
CIRCLING	1280-1½ 683 (700-1½)		1280-2 683 (700-2)	1280-2¼ 683 (700-2¼)	1280-2 ½ 683 (700-2½)

REIL Rwys 8 and 26 L
MIRL Rwys 8-26, 13-31, and 17-35 L

SC-3. 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	4999
359°	TDZE	3278
	Apt Elev	3315

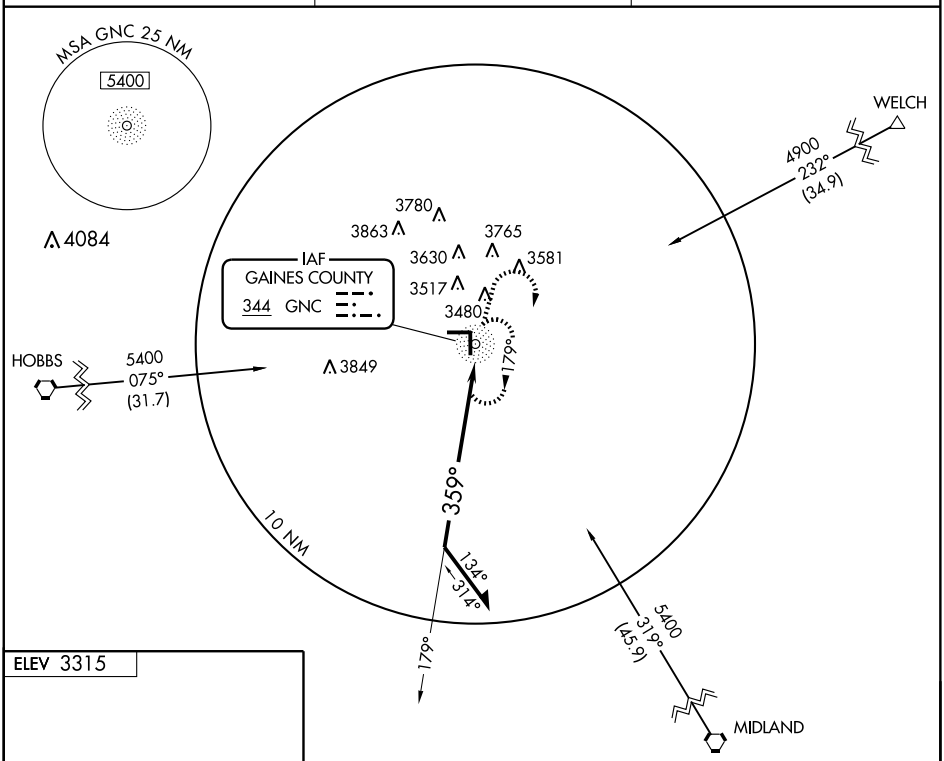
NDB RWY 35

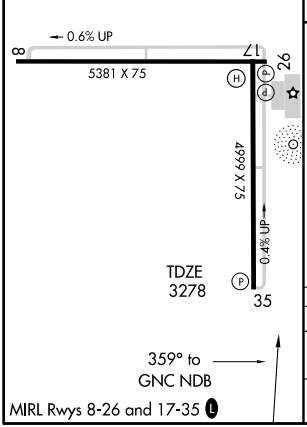
SEMINOLE/GAINES COUNTY (GNC)

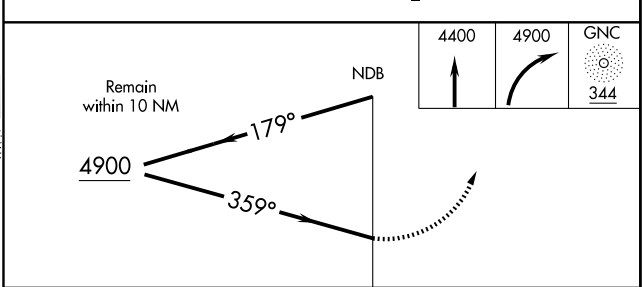
NA Use Midland Intl altimeter setting.

MISSED APPROACH: Climb to 4400 then climbing right turn to 4900 direct GNC NDB and hold.

AWOS-3	FORT WORTH CENTER	UNICOM
118.075	132.6 269.05	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-35	3940-1 662 (700-1)		3940-1¾ 662 (700-1¾)	NA
CIRCLING	3960-1 645 (700-1)		4060-2¼ 745 (800-2¼)	NA

SC-2, 08 APR 2010 to 06 MAY 2010

APP CRS		
350°	Rwy Idg	4999
	TDZE	3278
	Apt Elev	3315

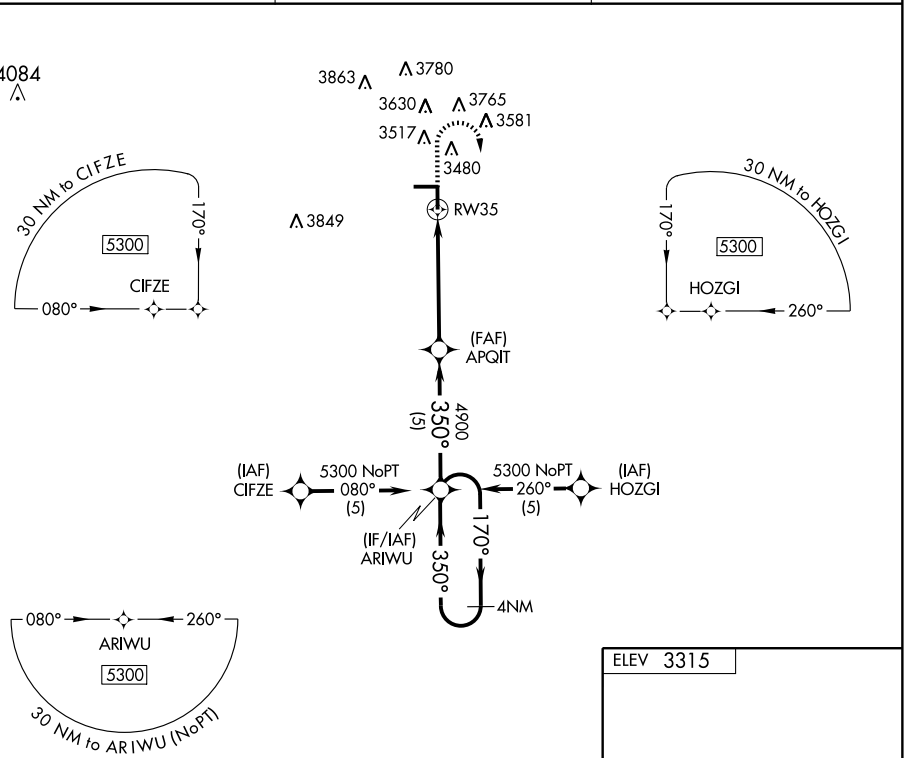
RNAV (GPS) RWY 35

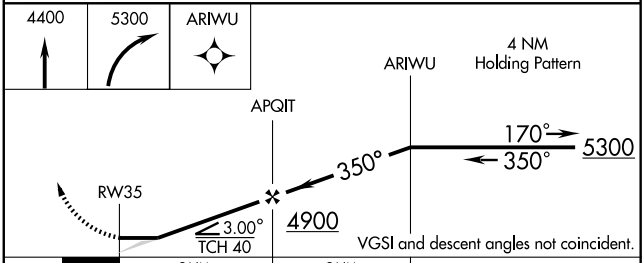
SEMINOLE/GAINES COUNTY (GNC)

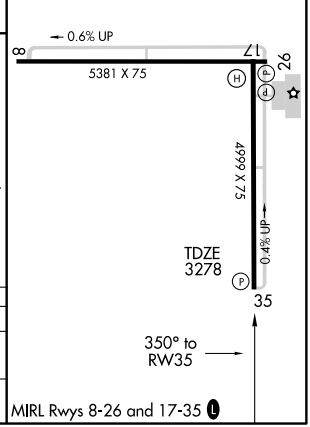
NA GPS or RNP-0.3 REQUIRED. DME/DME RNP-0.3 NA. Use Midland Intl altimeter setting.

MISSED APPROACH: Climb to 4400 then climbing right turn to 5300 direct ARIWU WP and hold.

AWOS-3	FORT WORTH CENTER	UNICOM
118.075	132.6 269.05	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	3820-1	542 (600-1)	3820-1½ 542 (600-1½)	NA
CIRCLING	3960-1	645 (700-1)	4060-2¼ 745 (800-2¼)	NA

SC-2, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	4300
173°	TDZE	1344
	Apt Elev	1344

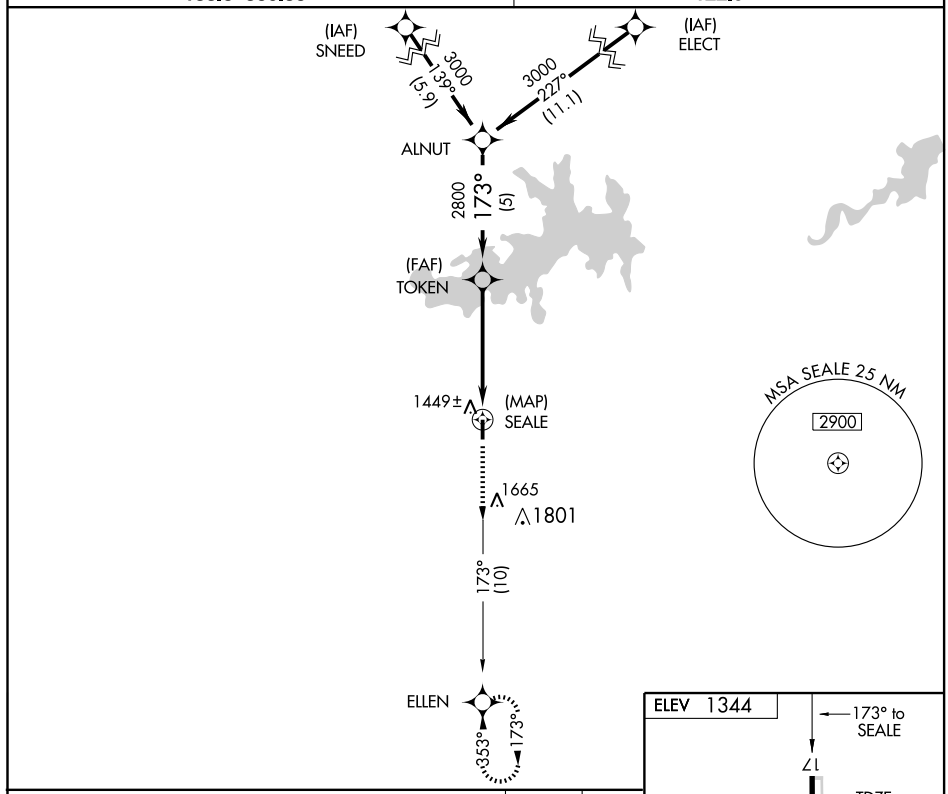
GPS RWY 17
SEYMOUR MUNI (6ØF)

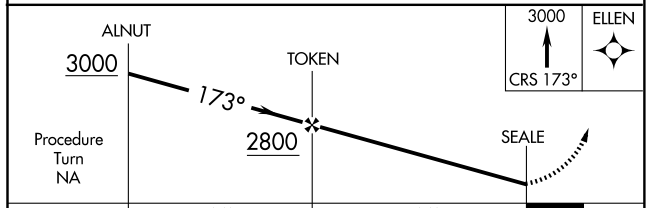
⚠ NA — Obtain local altimeter on CTAF; when not received, use Sheppard AFB/Wichita Falls Muni altimeter setting.

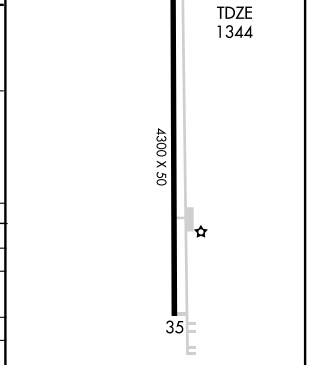
MISSED APPROACH: Climb to 3000 via 173° course to ELLEN WP and hold.

FORT WORTH CENTER
133.5 350.35

CTAF
122.9







CATEGORY	A	B	C	D
S-17	1700-1 356 (400-1)			NA
CIRCLING	1780-1 436 (500-1)	1800-1 456 (500-1)	1800-1½ 456 (500-1½)	NA
SHEPPARD AFB/WICHITA FALLS MUNI ALTIMETER SETTING MINIMUMS				
S-17	1880-1 536 (600-1)		1880-1½ 536 (600-1½)	NA
CIRCLING	1960-1 616 (700-1)	1980-1 636 (700-1)	1980-1¾ 636 (700-1¾)	NA

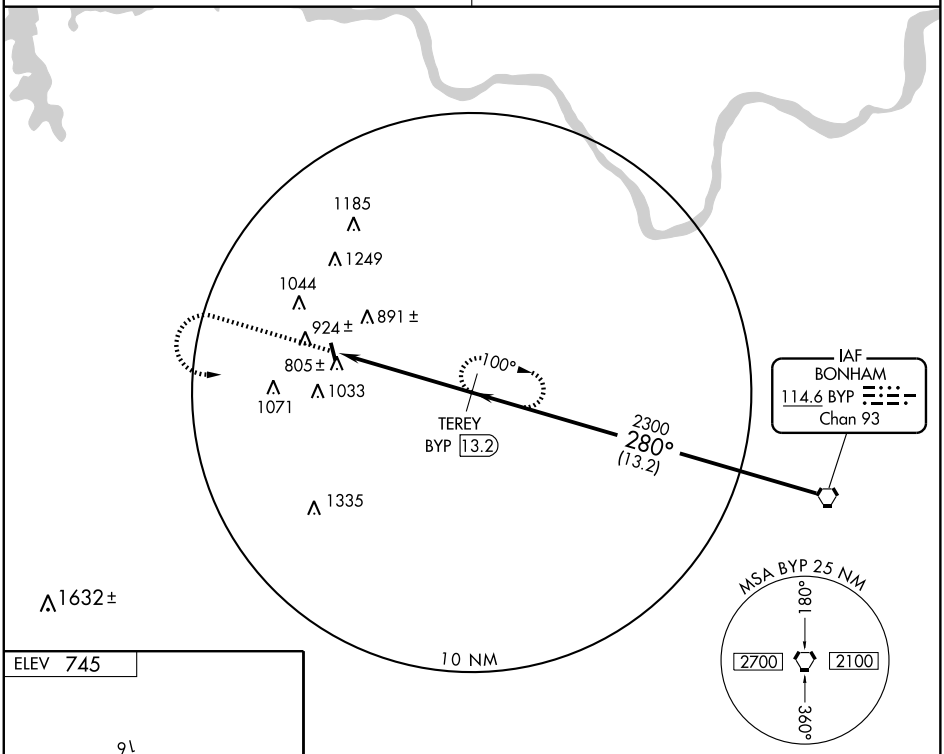
MIRL Rwy 17-35

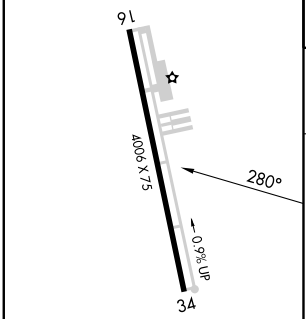
SC-2, 08 APR 2010 to 06 MAY 2010

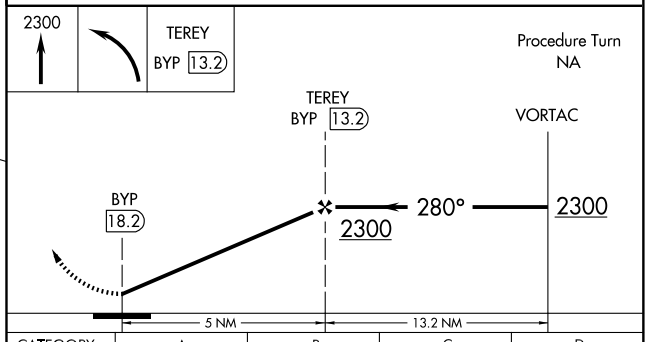
VORTAC BYP 114.6 Chan 93	APP CRS 280°	Rwy Idg N/A TDZE N/A Apt Elev 745

VOR/DME-A
SHERMAN MUNI (SWI)

⚠ NA Use Dallas-Love Field altimeter setting.	MISSED APPROACH: Climb to 2300, then left turn direct TEREY and hold.
FORT WORTH CENTER 124.75 377.1	UNICOM 122.8 (CTAF)







CATEGORY	A	B	C	D
CIRCLING	1580-1 835 (900-1)	1580-1¼ 835 (900-1¼)	1600-2½ 855 (900-2½)	1600-2¾ 855 (900-2¾)

MIRL Rwy 16-34

SC-2, 08 APR 2010 to 06 MAY 2010

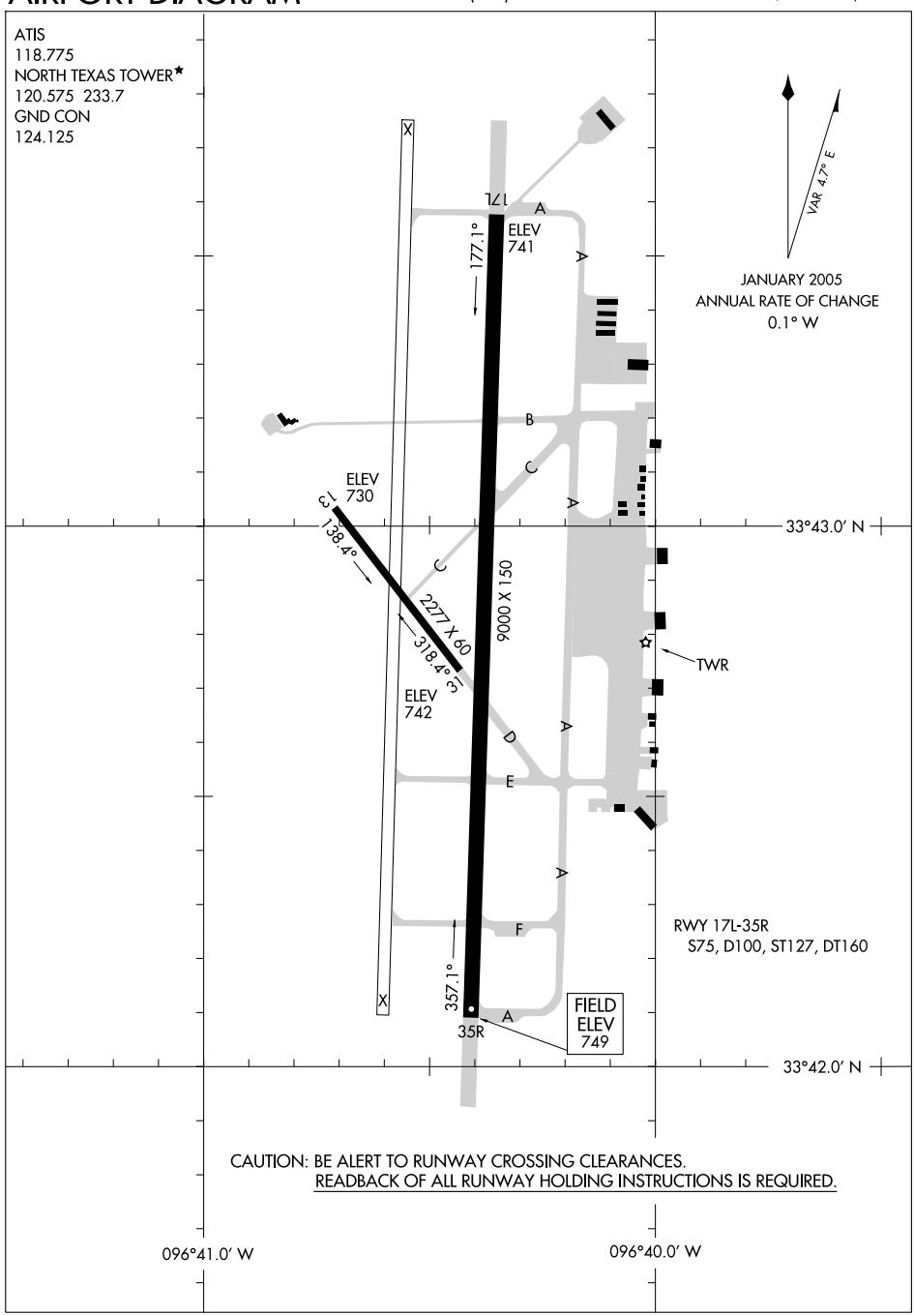
10098

AIRPORT DIAGRAM

SHERMAN/DENISON/ NORTH TEXAS RGNL/PERRIN FIELD (GYI)

AL-389 (FAA)

SHERMAN/DENISON, TEXAS



SC-2, 08 APR 2010 to 06 MAY 2010

LOC I-GYI	APP CRS	Rwy Idg	9000
111.7	176°	TDZE	741
		Apt Elev	749

ILS or LOC RWY 17L

SHERMAN/DENISON/ NORTH TEXAS RGNL/PERRIN FIELD (GYI)

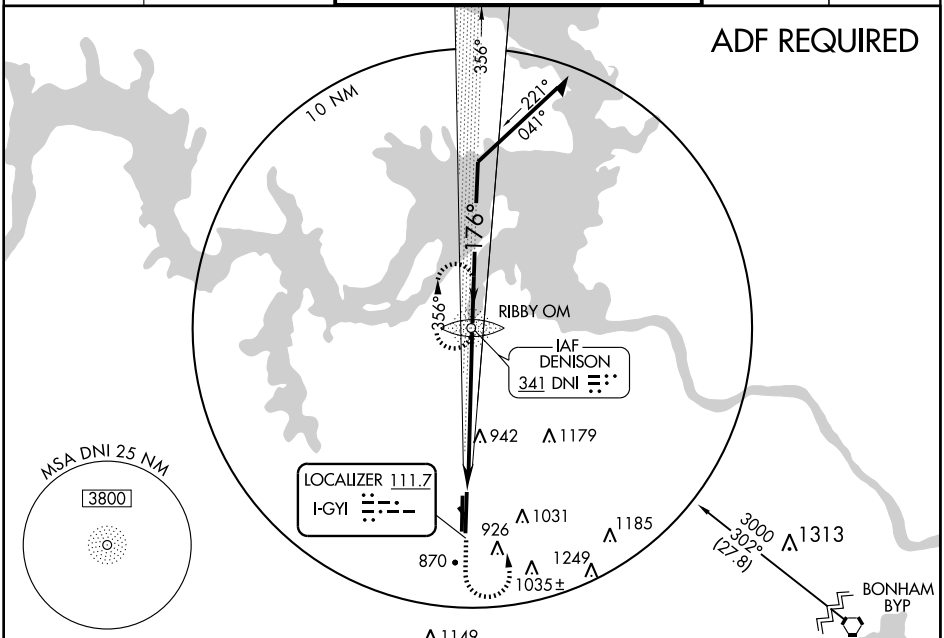
A NA — When local altimeter setting not received, use Dallas-Love Field altimeter setting. For inoperative MALSR increase S-ILS 17L visibility to 1¼ .

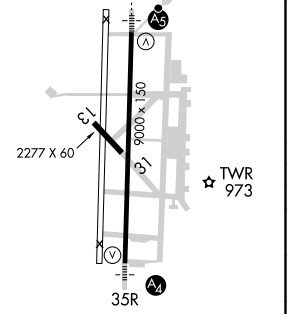
MALSR

MISSED APPROACH: Climb to 2000, then climbing left turn to 2700 direct DNI NDB and hold.

ATIS	FORT WORTH CENTER	NORTH TEXAS ★	GND CON	UNICOM
118.775	124.75 377.1	120.575 (CTAF) L 233.7	124.125	122.7

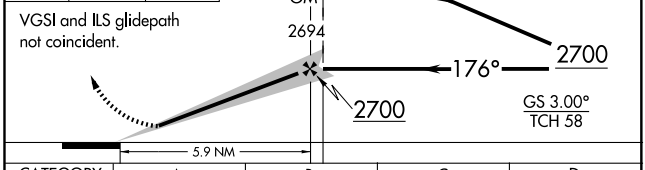
ADF REQUIRED





MIRL Rwy 17L-35R L

FAF to MAP 5.9 NM					
Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58



CATEGORY	A	B	C	D
S-ILS 17L	941-½ 200 (200-½)			
S-LOC 17L	1240-½ 499 (500-½)		1240-¾ 499 (500-¾)	1240-1 499 (500-1)
CIRCLING	1280-1 531 (600-1)		1280-1½ 531 (600-1½)	1400-2 651 (700-2)
DALLAS-LOVE FIELD ALTIMETER SETTING MINIMUMS				
S-ILS 17L	1099-¾ 358 (400-¾)			
S-LOC 17L	1400-½ 659 (700-½)		1400-1¼ 659 (700-1¼)	1400-1½ 659 (700-1½)
CIRCLING	1440-1¼ 691 (700-1¼)		1440-2 691 (700-2)	1540-2½ 791 (800-2½)

SC-2, 08 APR 2010 to 06 MAY 2010

NDB DNI	APP CRS	Rwy Idg	9000
341	175°	TDZE	741
		Apt Elev	749

NDB or GPS RWY 17L

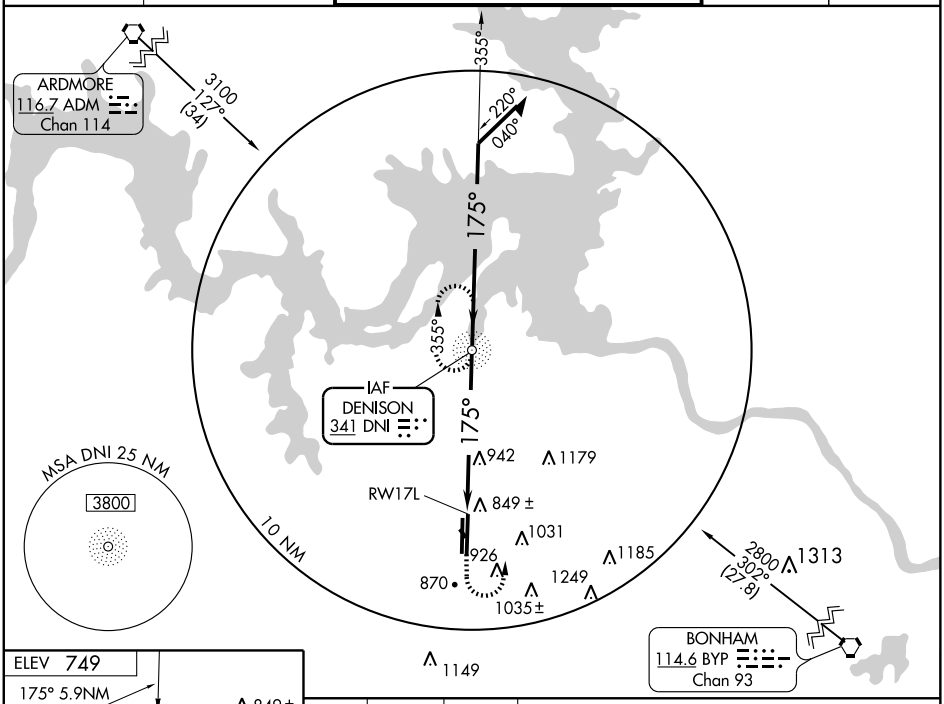
SHERMAN/DENISON/ NORTH TEXAS RGNL/PERRIN FIELD (GYI)

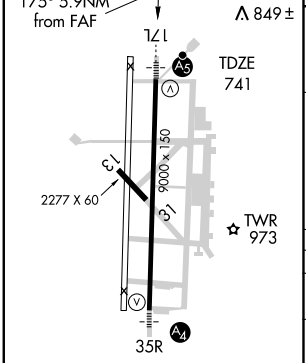
NA — When local altimeter setting not received, use Dallas-Love Field altimeter setting.

MALSR

MISSED APPROACH: Climb to 2000, then climbing left turn to 2500 direct DNI NDB and hold.

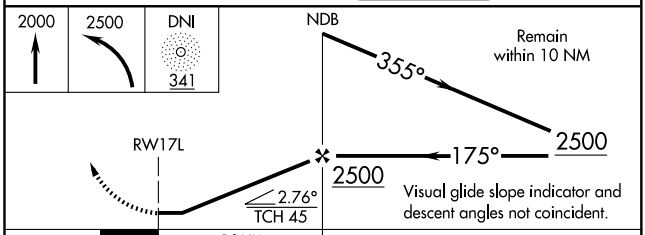
ATIS	FORT WORTH CENTER	NORTH TEXAS ★	GND CON	UNICOM
118.775	124.75 377.1	120.575 (CTAF) L 233.7	124.125	122.7





MIRL Rwy 17L-35R L

FAF to MAP 5.9 NM					
Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58



CATEGORY	A	B	C	D
S-17L	1300-¾ 559 (600-¾)		1300-1 559 (600-1)	1300-1½ 559 (600-1½)
CIRCLING	1300-1 551 (600-1)		1300-1½ 551 (600-1½)	1400-2 651 (700-2)
DALLAS-LOVE FIELD ALTIMETER SETTING MINIMUMS				
S-17L	1460-¾ 719 (800-¾)		1460-1½ 719 (800-1½)	1460-2 719 (800-2)
CIRCLING	1460-1 711 (800-1)		1460-2 711 (800-2)	1540-2½ 791 (800-2½)

SC-2, 08 APR 2010 to 06 MAY 2010

VORTAC BYP	APP CRS	Rwy Idg	N/A
114.6	290°	TDZE	N/A
Chan 93		Apt Elev	749

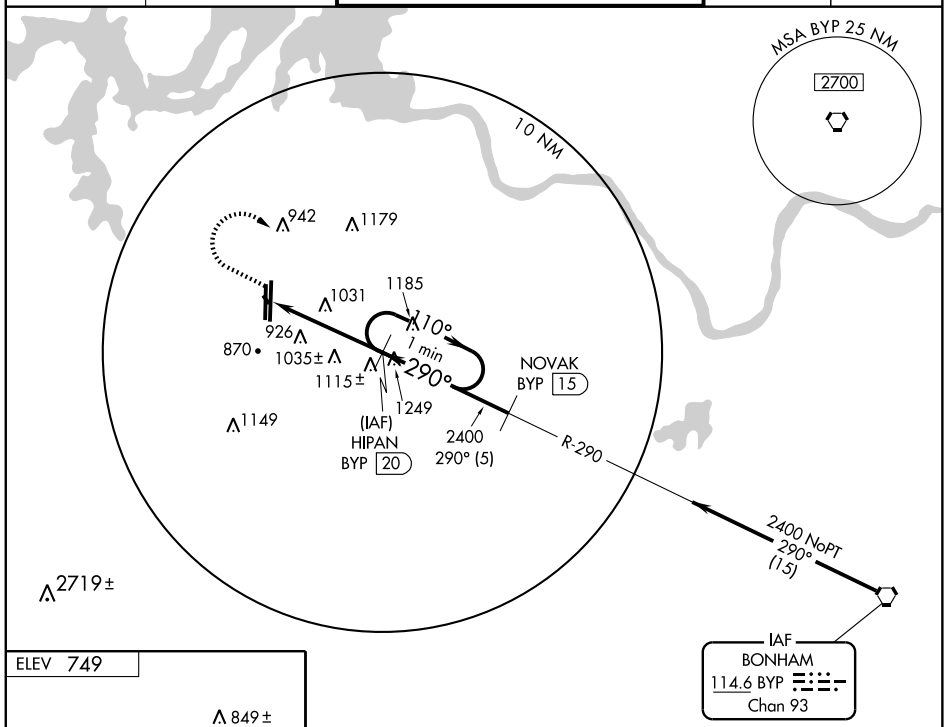
VOR/DME-A

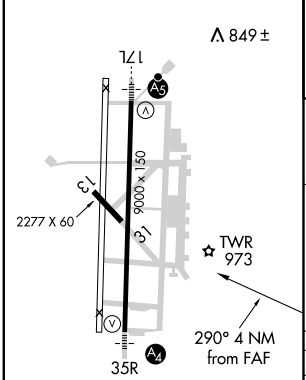
SHERMAN/DENISON/ NORTH TEXAS RGNL/PERRIN FIELD (GYI)

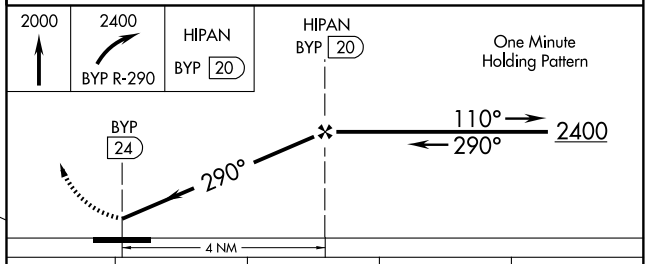
NA When local altimeter setting not received, use Dallas-Love Field altimeter setting.

MISSED APPROACH: Climb to 2000, then climbing right turn to 2400 via BYP R-290 to HIPAN/BYP 20 DME and hold.

ATIS	FORT WORTH CENTER	NORTH TEXAS ★	GND CON	UNICOM
118.775	124.75 377.1	120.575 (CTAF) L 233.7	124.125	122.7







CATEGORY	A	B	C	D
CIRCLING	1380-1 631 (700-1)	1380-1¼ 631 (700-1¼)	1380-1¾ 631 (700-1¾)	1400-2 651 (700-2)
DALLAS-LOVE FIELD ALTIMETER SETTING MINIMUMS				
CIRCLING	1540-1 791 (800-1)	1540-1¼ 791 (800-1¼)	1540-2¼ 791 (800-2¼)	1540-2½ 791 (800-2½)

SC-2, 08 APR 2010 to 06 MAY 2010

VORTAC BYP	APP CRS	Rwy Idg	9000
114.6	356°	TDZE	749
Chan 93		Apt Elev	749

VOR/DME RNAV RWY 35R

SHERMAN/DENISON/ NORTH TEXAS RGNL/PERRIN FIELD (GYI)

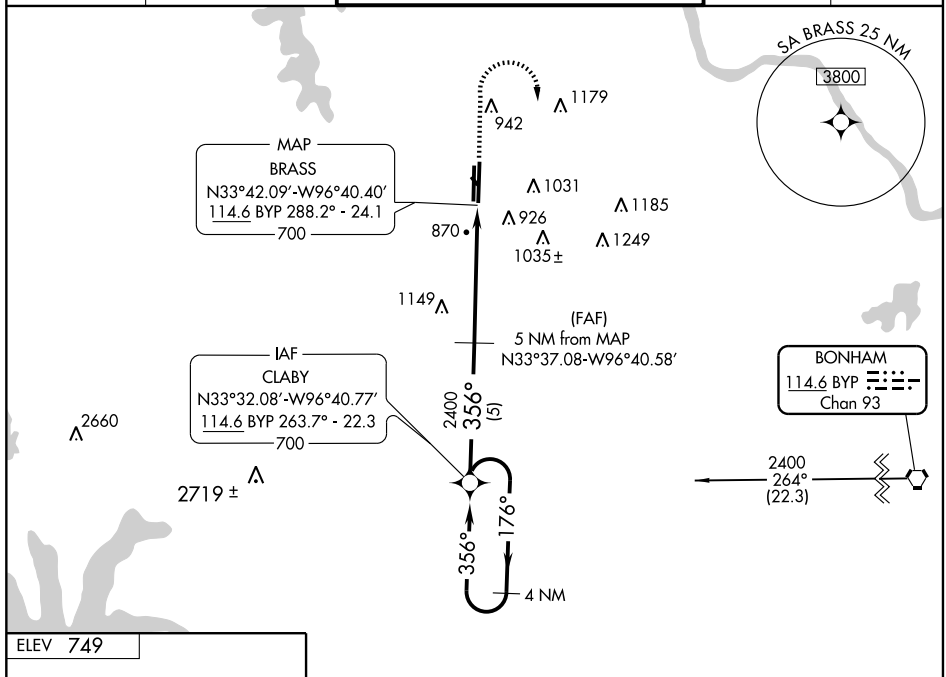
NA

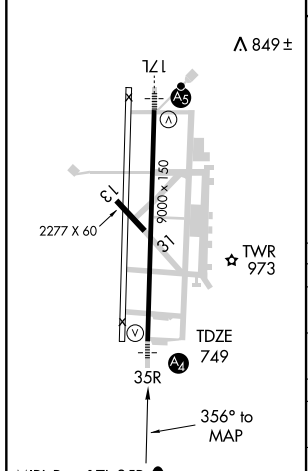
* Inoperative table does not apply to S-35R Cat C.
* * Inoperative table does not apply to S-35R Cat B/C. When local altimeter settiing not received, use Dallas-Love Field altimeter setting. Visibility reduction by helicopters NA.

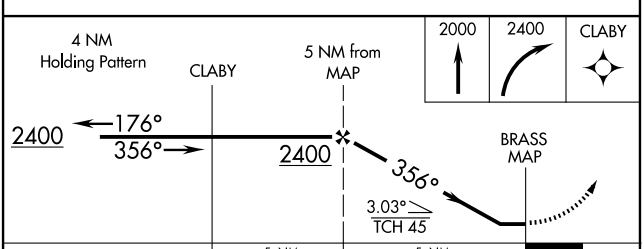
MALS

MISSED APPROACH: Climb to 2000, then climbing right turn to 2400 direct CLABY and hold.

ATIS	FORT WORTH CENTER	NORTH TEXAS ★	GND CON	UNICOM
118.775	124.75 377.1	120.575 (CTAF) L 233.7	124.125	122.7







CATEGORY	A	B	C	D
S-35R *	1460-¾ 711 (800-¾)		1460-2 711 (800-2)	1460-2¼ 711 (800-2¼)
CIRCLING	1460-1 711 (800-1)		1460-2 711 (800-2)	1460-2¼ 711 (700-2¼)
	DALLAS-LOVE FIELD ALTIMETER SETTING MINIMUMS			
S-35R * *	1620-¾ 871 (900-¾)	1620-1¼ 871 (900-1¼)	1620-2½ 871 (900-2½)	1620-2¾ 871 (900-2¾)
CIRCLING	1620-1 871 (900-1)	1620-1¼ 871 (900-1¼)	1620-2½ 871 (900-2½)	1620-2¾ 871 (900-2¾)

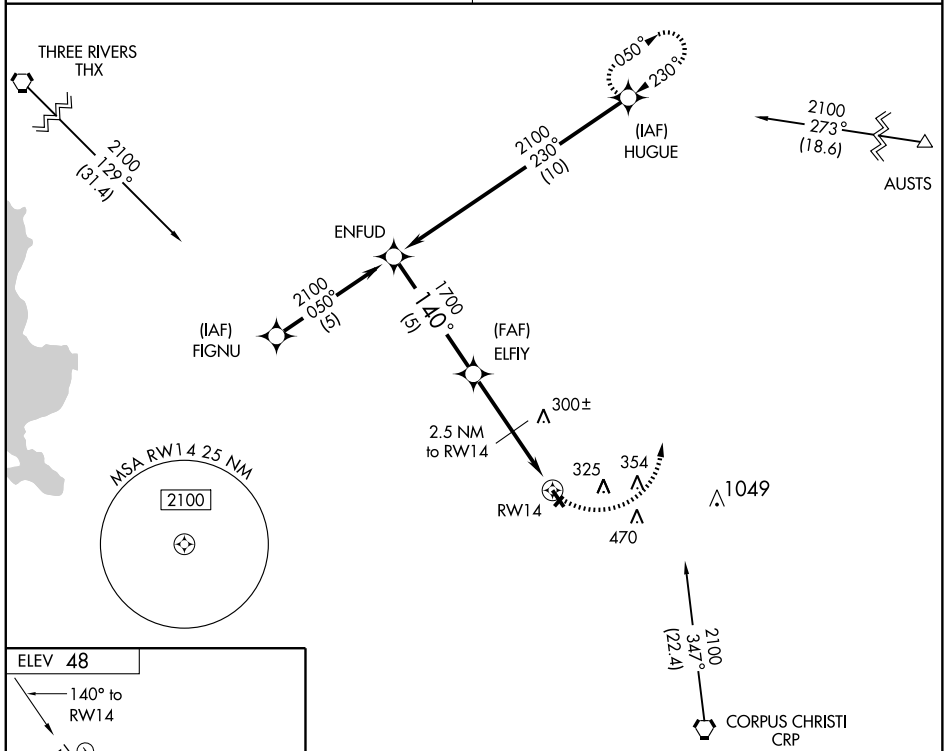
SC-2, 08 APR 2010 to 06 MAY 2010

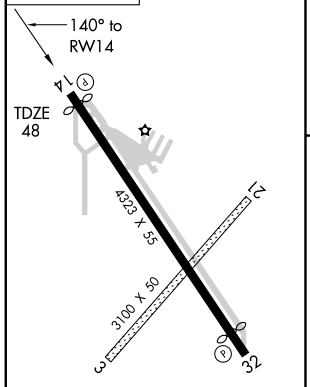
APP CRS	Rwy Idg	4073
140°	TDZE	48
	Apt Elev	48

GPS RWY 14

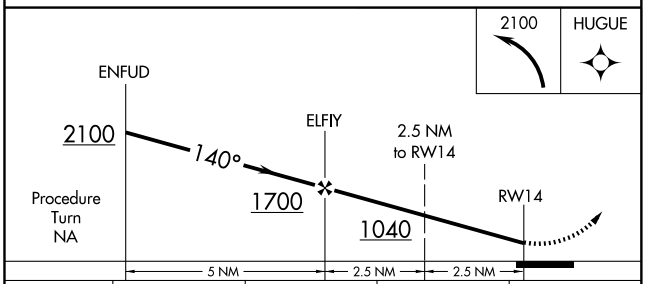
SINTON/ ALFRED C 'BUBBA' THOMAS (T69)

▼ NA	Use Corpus Christi Intl altimeter setting.
MISSED APPROACH: Climbing left turn to 2100 direct HUGUE and hold.	
CORPUS APP CON 120.9 348.725	UNICOM 122.8 (CTAF) L





MIRL Rwy 14-32 L
REIL Rwys 14 and 32 L



CATEGORY	A	B	C	D
S-14	460-1 412 (500-1)		NA	
CIRCLING	620-1 572 (600-1)	680-1 632 (700-1)	NA	

SC-3. 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	3995
320°	TDZE	48
	Apt Elev	48

GPS RWY 32

SINTON/ALFRED C 'BUBBA' THOMAS (T69)

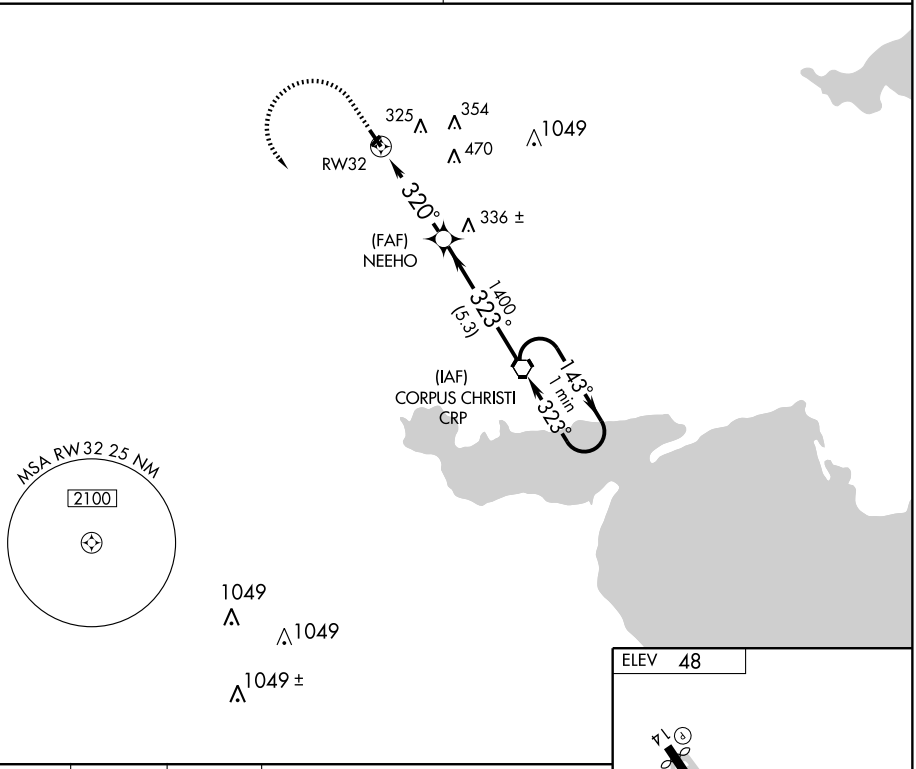
Use Corpus Christi altimeter setting.

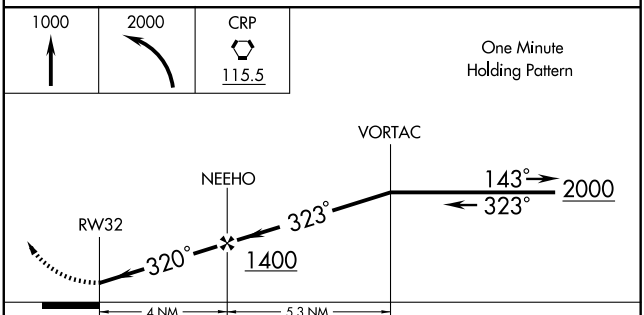
NA

MISSED APPROACH: Climb to 1000 then climbing left turn to 2000 direct CRP VORTAC and hold.

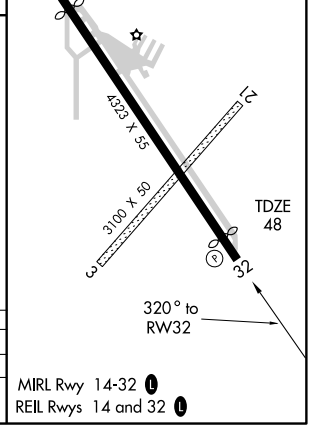
CORPUS APP CON
120.9 348.725

UNICOM
122.8 (CTAF) L





CATEGORY	A	B	C	D
S-32	520-1	472 (500-1)	NA	
CIRCLING	620-1 572 (600-1)	680-1 632 (700-1)	NA	



MIRL Rwy 14-32 L
REIL Rwys 14 and 32 L

SC-3, 08 APR 2010 to 06 MAY 2010

SINTON, TEXAS

AL-5274 (FAA)

VORTAC CRP	APP CRS	Rwy Idg	4073
115.5	138°	TDZE	48
Chan 102		Apt Elev	48

VOR/DME RWY 14

SINTON/ ALFRED C 'BUBBA' THOMAS (T69)

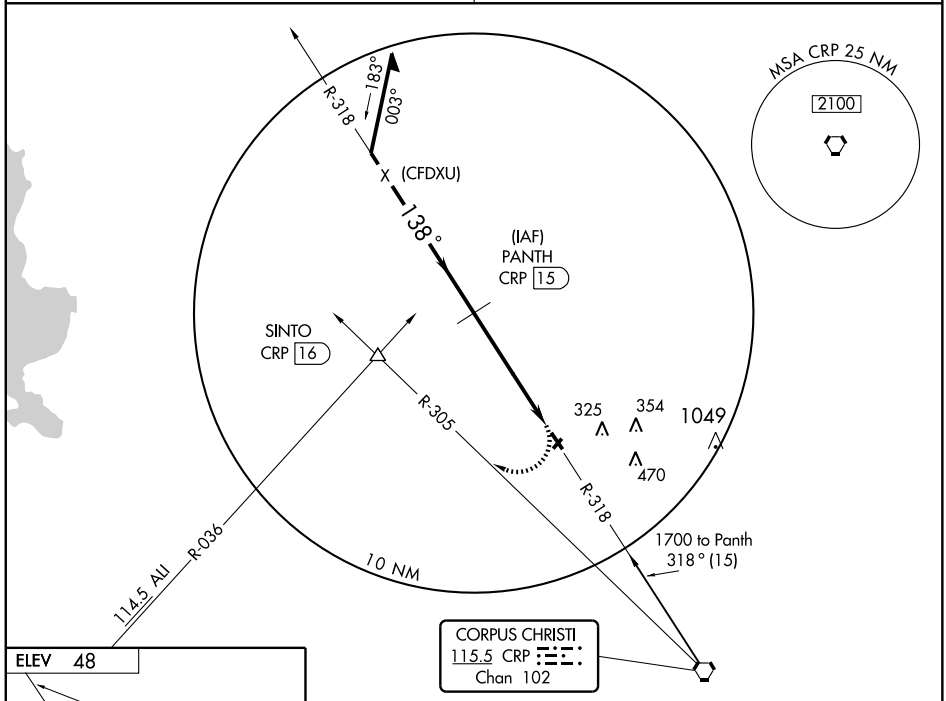
NA

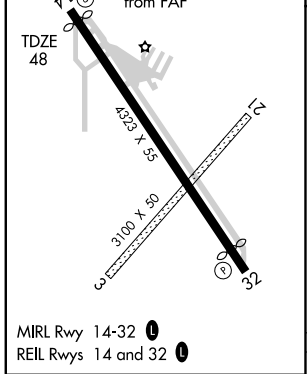
Use Corpus Christi Intl altimeter setting.

MISSED APPROACH: Climbing right turn to 1700 via CRP R-305 to SINTO Int.

CORPUS APP CON
120.9 348.725

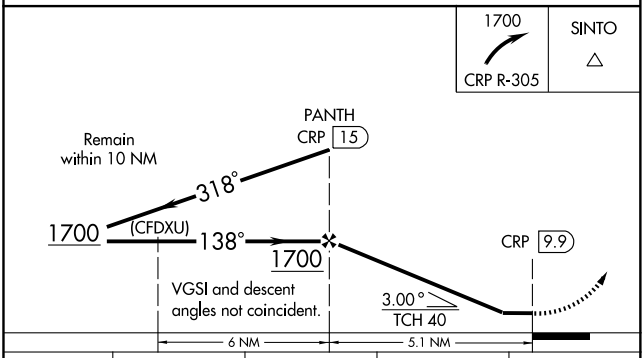
UNICOM
122.8 (CTAF) L





MIRL Rwy 14-32 L
REIL Rwys 14 and 32 L

FAF to MAP 5.1 NM					
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42



CATEGORY	A	B	C	D
S-14	640-1 592 (600-1)		NA	
CIRCLING	640-1 592 (600-1)	680-1 632 (700-1)	NA	

SC-3. 08 APR 2010 to 06 MAY 2010

VORTAC CRP	APP CRS	Rwy Idg	3995
115.5	318°	TDZE	48
Chan 102		Apt Elev	48

VOR RWY 32

SINTON/ALFRED C 'BUBBA' THOMAS (T69)

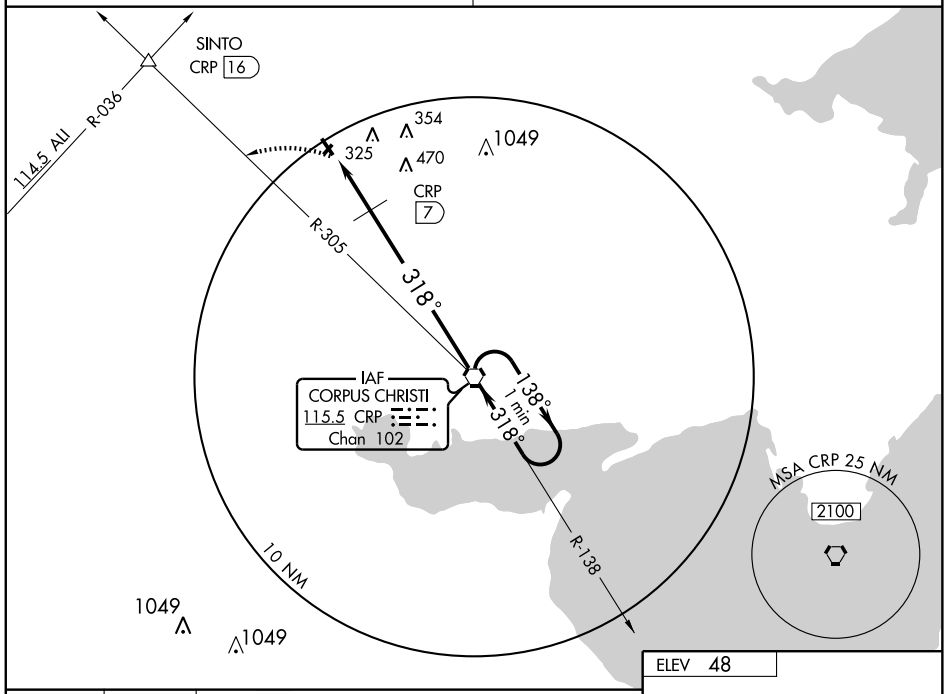
Use Corpus Christi Intl altimeter setting.

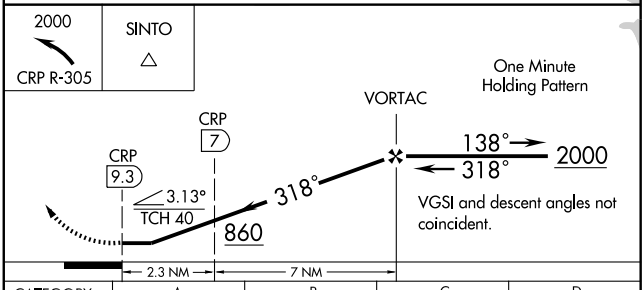
NA

MISSED APPROACH: Climbing left turn to 2000 via CRP R-305 to SINTO Int.

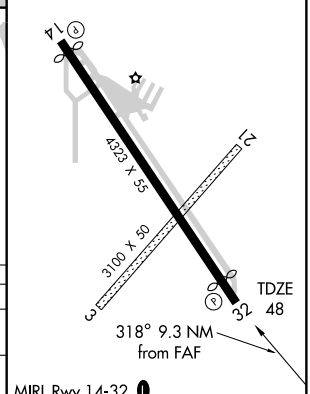
CORPUS APP CON
120.9 348.725

UNICOM
122.8 (CTAF) L





CATEGORY	A	B	C	D
S-32	860-1 812 (900-1)	860-1 ¼ 812 (900-1¼)	NA	
CIRCLING	860-1 812 (900-1)	860-1 ¼ 812 (900-1¼)	NA	
DME MINIMUMS				
S-32	640-1	592 (600-1)	NA	
CIRCLING	640-1 592 (600-1)	680-1 632 (700-1)	NA	



MIRL Rwy 14-32 L
REIL Rwys 14 and 32 L

FAF to MAP 9.3 NM					
Knots	60	90	120	150	180
Min:Sec	9:18	6:12	4:39	3:43	3:06

SC-3, 08 APR 2010 to 06 MAY 2010

NDB SDR	APP CRS	Rwy Idg	5599
359	358°	TDZE	2426
		Apt Elev	2430

NDB RWY 35

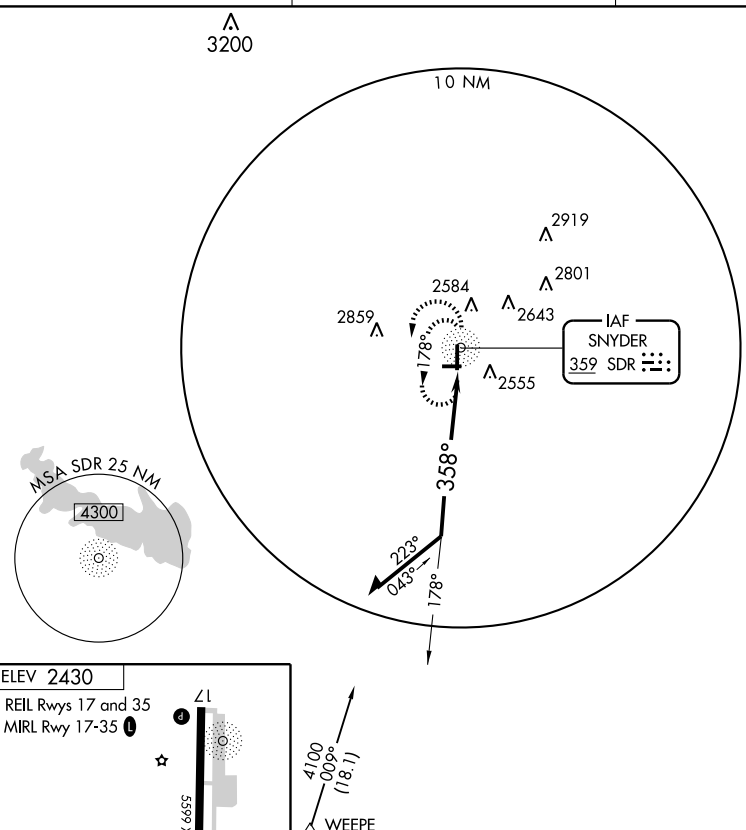
SNYDER/ WINSTON FIELD (SNK)

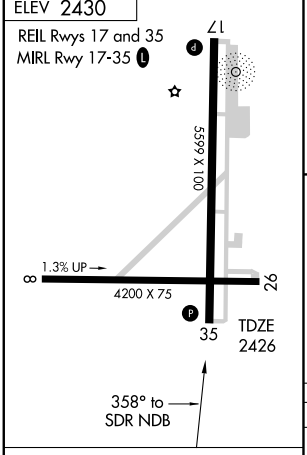
NA

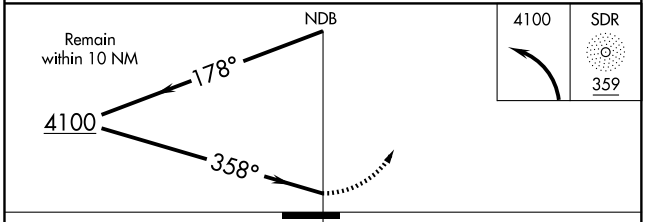
Circling NA to Rwy 8-26.

MISSED APPROACH: Climbing left turn to 4100 in SDR NDB holding pattern.

AWOS-3	FORT WORTH CENTER	UNICOM
119.925	127.45 290.3	122.8 (CTAF) L







Knots	60	90	120	150	180
Min:Sec					

CATEGORY	A	B	C	D
S-35	2960-1	534 (600-1)	2960-1½ 534 (600-1½)	NA
CIRCLING	2960-1	530 (600-1)	2960-1½ 530 (600-1½)	NA

SC-2, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	5599
352°	TDZE	2426
	Apt Elev	2430

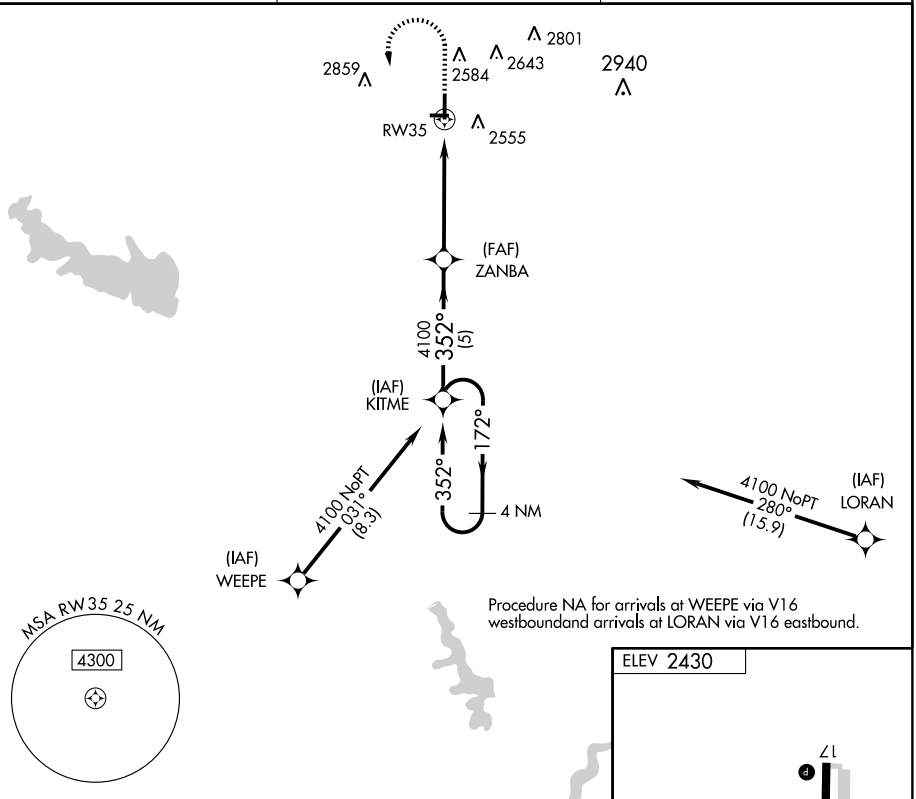
RNAV (GPS) RWY 35

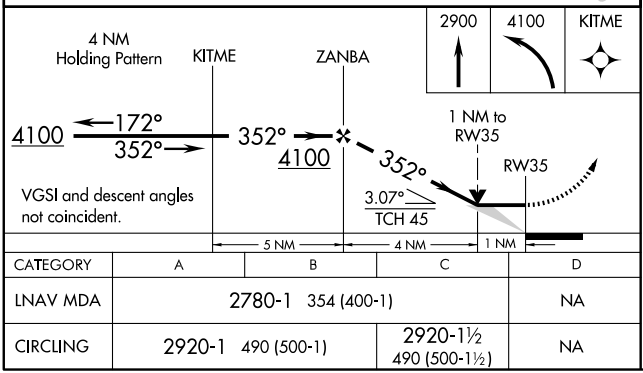
SNYDER/WINSTON FIELD (SNK)

Circling NA to Rwy 8-26.
GPS or RNP-0.3 Required.
DME/DME RNP-0.3 NA.

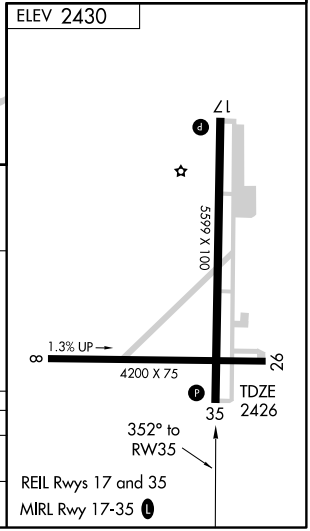
MISSED APPROACH: Climb to 2900, then climbing left turn to 4100 direct KITME WP and hold.

AWOS-3	FORT WORTH CENTER	UNICOM
119.925	127.45 290.3	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	2780-1 354 (400-1)			NA
CIRCLING	2920-1 490 (500-1)		2920-1½ 490 (500-1½)	NA



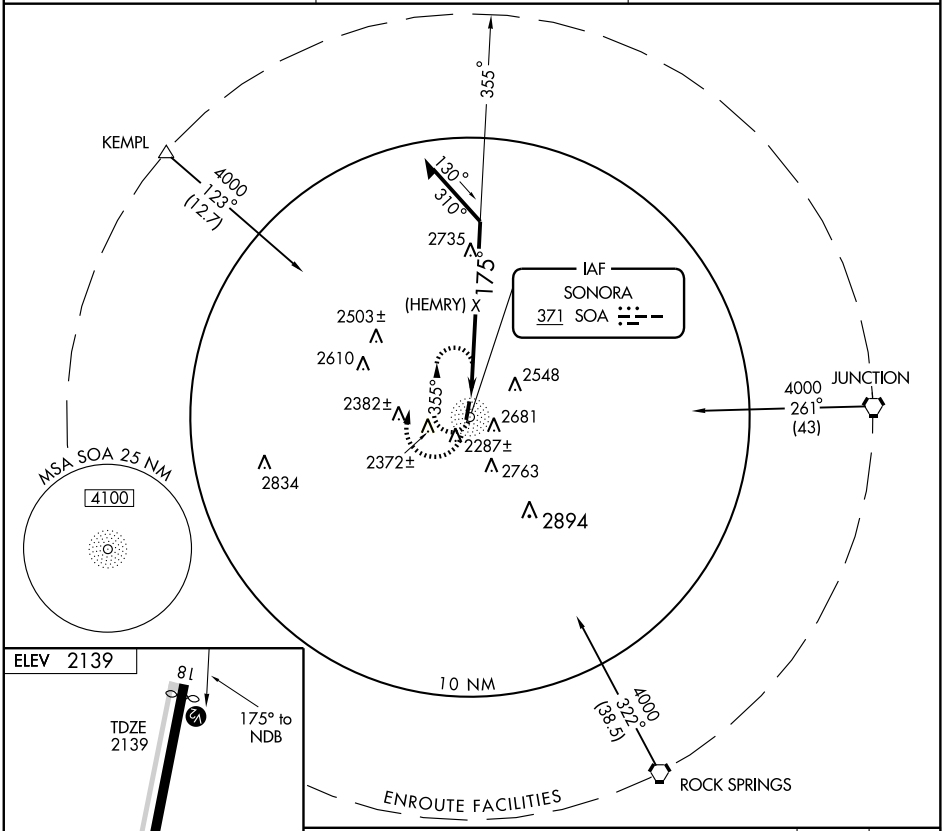
NDB SOA 371	APP CRS 175°	Rwy Idg 3944 TDZE 2139 Apt Elev 2139

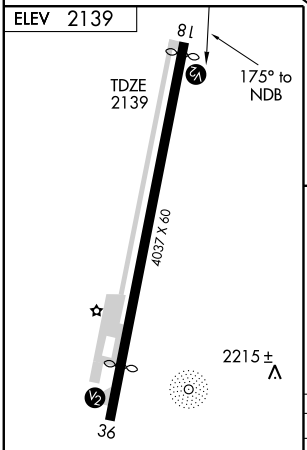
NDB or GPS RWY 18
SONORA MUNI (SOA)

Use San Angelo altimeter setting.
NA Procedure not authorized at night.

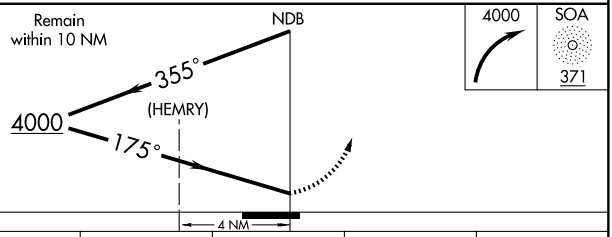
MISSED APPROACH: Climbing right turn to 4000 in SOA NDB holding pattern.

AWOS-3	HOUSTON CENTER	UNICOM
118.075	125.75 346.4	122.8 (CTAF) L





MIRL Rwy 18-36
REIL Rwy 18 and 36



CATEGORY	A	B	C	D
S-18	3240-1¼ 1101 (1200-1¼)	3240-1½ 1101 (1200-1½)	NA	
CIRCLING	3240-1¼ 1101 (1200-1¼)	3240-1½ 1101 (1200-1½)	NA	

SC-3, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	5022
020°	TDZE	3090
	Apt Elev	3090

RNAV (GPS) RWY 2

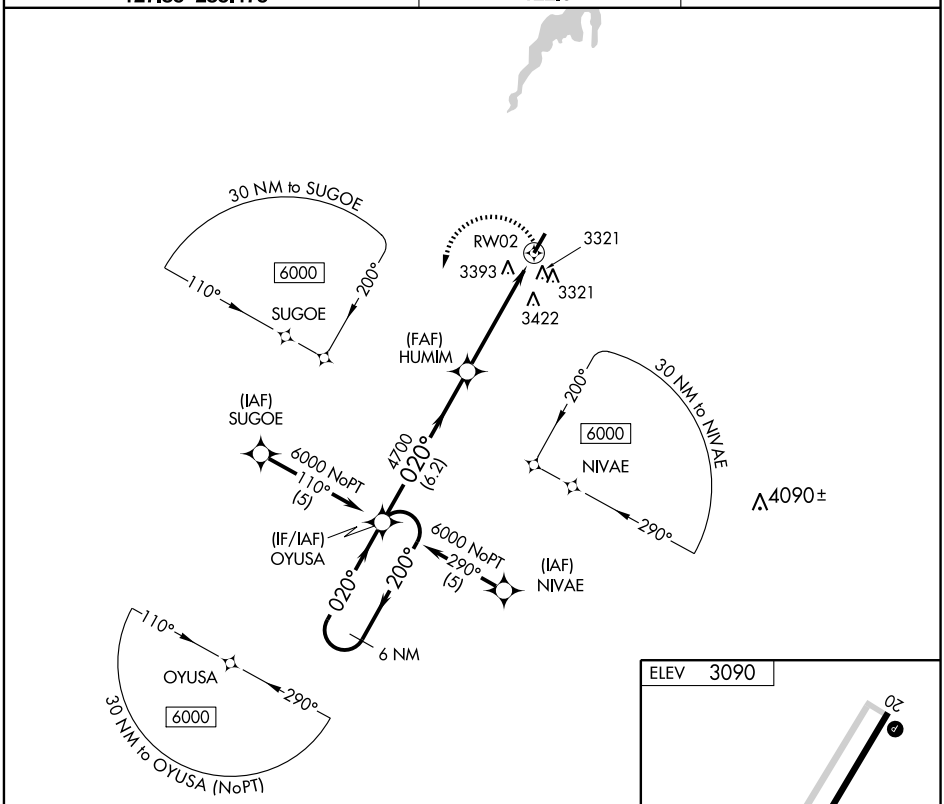
SPEARMAN MUNI (E42)

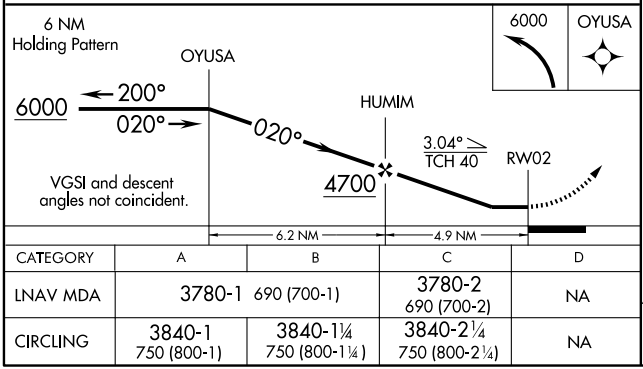
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Borger altimeter setting; when not received, use Rick Husband Amarillo Intl altimeter setting and increase all MDA 140 feet, increase LNAV Cat B visibility ¼ mile, LNAV Cat C visibility ½ mile, circling Cat A visibility ¼ mile, and circling Cat C visibility ½ mile.

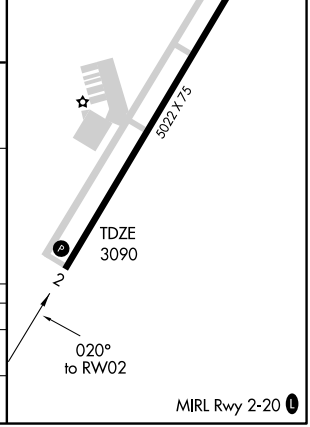
NA

MISSED APPROACH: Climbing left turn to 6000 direct OYUSA hold.

ALBUQUERQUE CENTER	CTAF	122.8 L
127.85 285.475	122.9	







CATEGORY	A	B	C	D
LNAV MDA	3780-1 690 (700-1)		3780-2 690 (700-2)	NA
CIRCLING	3840-1 750 (800-1)	3840-1¼ 750 (800-1¼)	3840-2¼ 750 (800-2¼)	NA

SC-2, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	5022
200°	TDZE	3090
	Apt Elev	3090

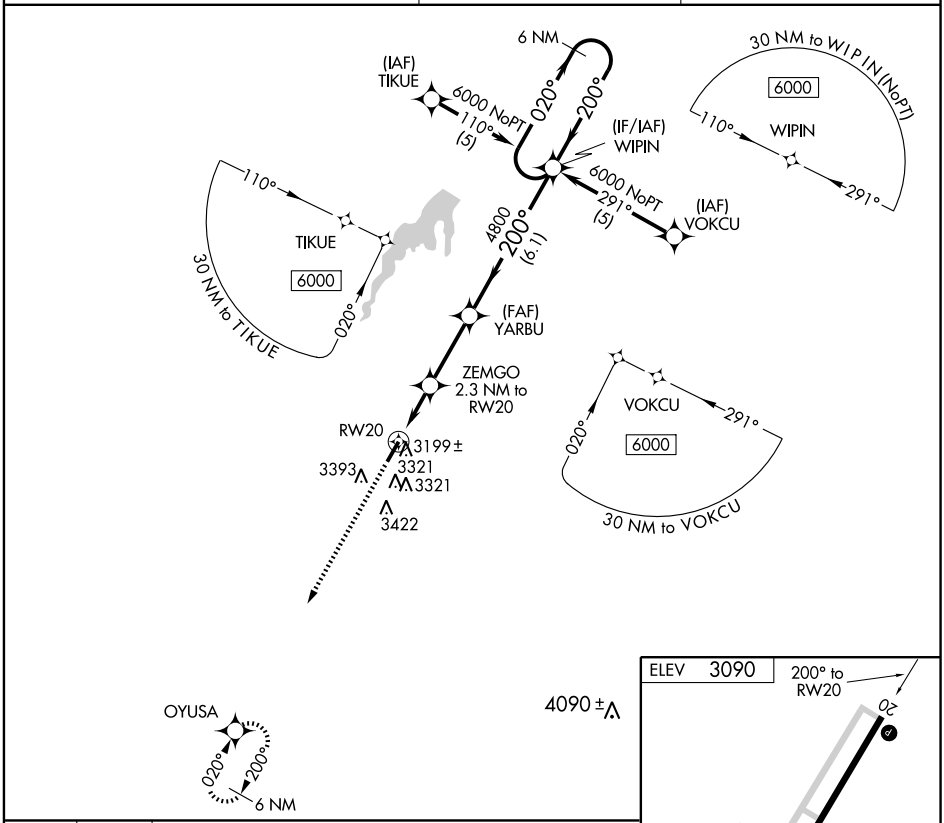
RNAV (GPS) RWY 20

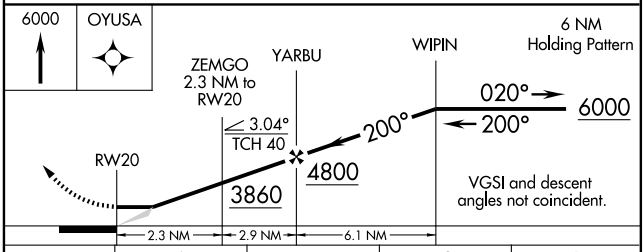
SPEARMAN MUNI (E42)

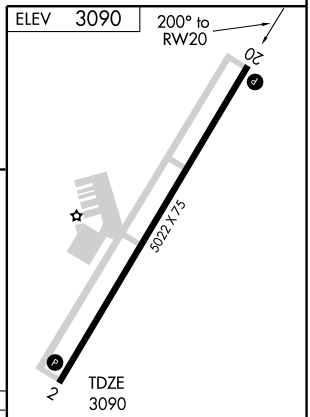
DME/DME RNP-0.3 NA. Use Borger altimeter setting; when not received, use Rick Husband Amarillo Intl altimeter setting and increase all MDA 140 feet, increase LNAV Cat C visibility ¼ mile, circling Cat A visibility ¼ mile, and circling Cat C visibility ½ mile.

MISSED APPROACH: Climb to 6000 direct OYUSA and hold, continue climb-in-hold to 6000.

ALBUQUERQUE CENTER	CTAF	122.8 L
127.85 285.475	122.9	







CATEGORY	A	B	C	D
LNAV MDA	3540-1 450 (500-1)		3540-1¼ 450 (500-1¼)	NA
CIRCLING	3840-1 750 (800-1)	3840-1¼ 750 (800-1¼)	3840-2¼ 750 (800-2¼)	NA

MIRL Rwy 2-20 L

SC-2, 08 APR 2010 to 06 MAY 2010

VORTAC BGD 108.6 Chan 23	APP CRS 009°	Rwy Idg 5022 TDZE 3090 Apt Elev 3090

VOR/DME RWY 2

SPEARMAN MUNI (E42)

Visibility reduction by helicopters NA. Use Borger altimeter setting; when not received, use Rick Husband Amarillo Intl altimeter setting and increase all MDA 140 feet, increase S-2 Cat C visibility ½ mile, circling Cat A visibility ¼ mile, and circling Cat C visibility ½ mile.

NA

MISSED APPROACH: Climbing right turn to 5100 direct BGD VORTAC and hold.

ALBUQUERQUE CENTER 127.85 285.475	CTAF 122.9	122.8 L

MSA BGD 30 NM
5200

LIBERAL
112.3 LBL
Chan 70

5100 to MATTS
182° (56.9)

Procedure NA for arrivals at BGD VORTAC via V390 southwest bound.

MABIC
BGD 25.9

3321
3393
3321
3422

(IAF)
MATTS
BGD 20

009°

10 NM

234°
054°
R-009

5100
009°
(10)

(IF)
WORSO
BGD 10

5100 NoPT
009°
(10)

IAF
BORGER
108.6 BGD
Chan 23

4090±
MISSED APCH FIX
108.6 BGD
Chan 23
355°
175°
R-175

ELEV 3090
20
2
5022 X 75
TDZE
3090
009° 6 NM
from FAF
MIRL Rwy 2-20 L

Remain within 10 NM

MATTS
BDG 20

189°
5100
009°
5100

MABIC
BGD 25.9

VGSI and descent angles not coincident.

3.07°
TCH 50

6 NM

5100
BGD
108.6

CATEGORY	A	B	C	D
S-2	3760-1 670 (700-1)	3760-1¼ 670 (700-1¼)	3760-1¾ 670 (700-1¾)	NA
CIRCLING	3840-1 750 (800-1)	3840-1¼ 750 (800-1¼)	3840-2¼ 750 (800-2¼)	NA

SC-2, 08 APR 2010 to 06 MAY 2010

RNAV (GPS) RWY 17

STAMFORD/ARLEDGE FIELD (F56)

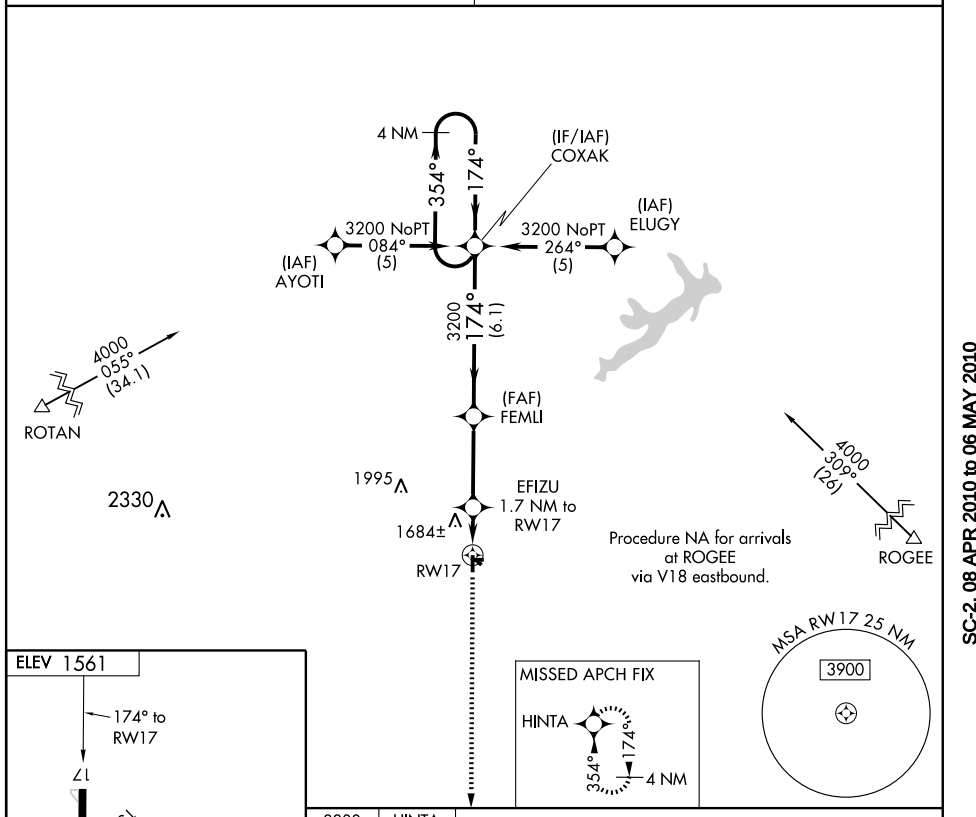
APP CRS	Rwy Idg	3705
174°	TDZE	1561
	Apt Elev	1561

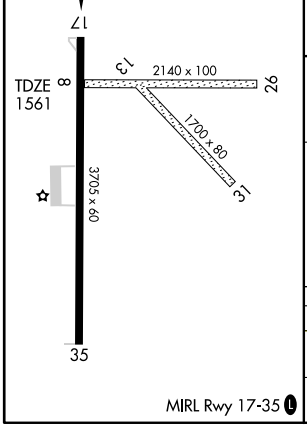
T NA

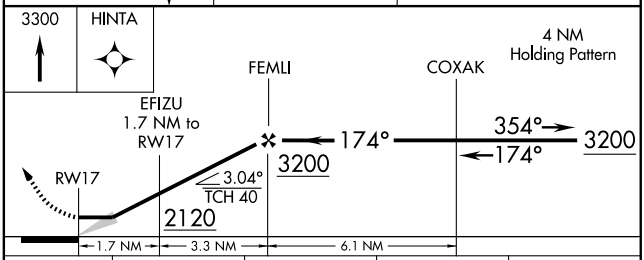
DME/DME RNP-0.3 NA. Procedure NA at night. Use Abilene Rgnl altimeter setting; when not received use Breckenridge altimeter setting and increase all MDA 40 feet and LNAV Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 3300 direct HINTA and hold.

ABILENE APP CON	UNICOM
127.2 282.3	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	2040-1	479 (500-1)	2040-1¼ 479 (500-1¼)	NA
CIRCLING	2100-1	539 (600-1)	2100-1½ 539 (600-1½)	NA

SC-2, 08 APR 2010 to 06 MAY 2010

RNAV (GPS) RWY 35

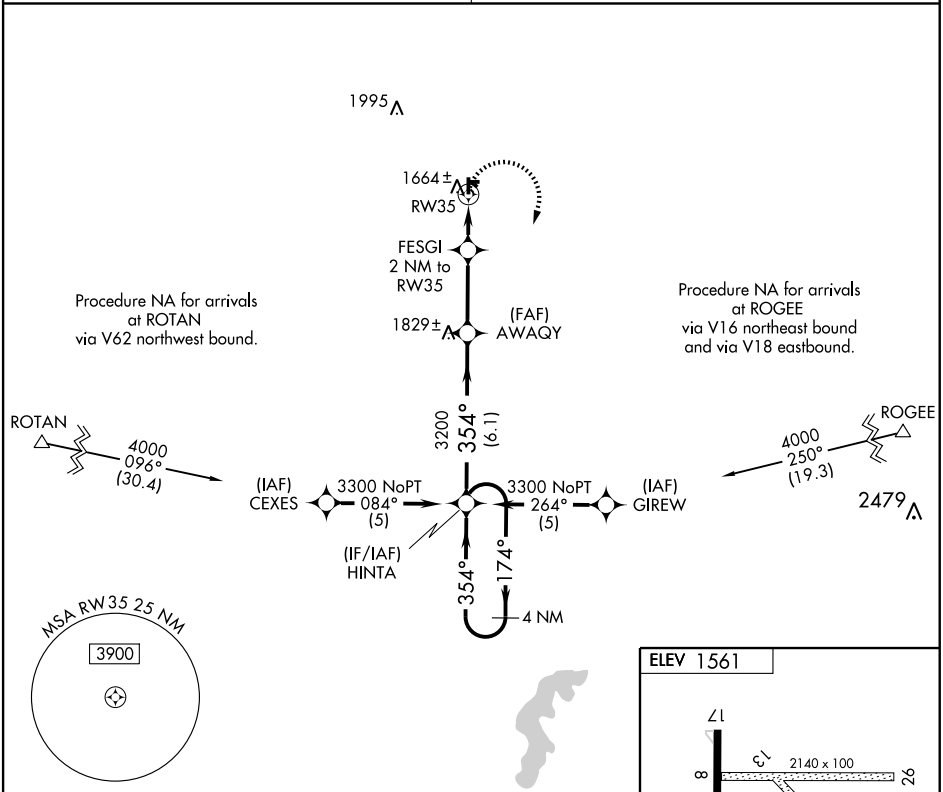
STAMFORD/ARLEDGE FIELD (F56)

APP CRS	Rwy Idg	3705
354°	TDZE	1560
	Apt Elev	1561

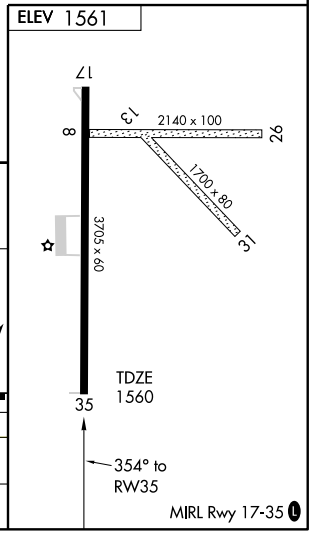
▼ NA — DME/DME RNP-0.3 NA. Use Abilene Rgnl altimeter setting; when not received use Breckenridge altimeter setting and increase all MDA 40 feet. Procedure NA at night.

MISSED APPROACH: Climbing right turn to 3300 direct HINTA and hold.

ABILENE APP CON	UNICOM
127.2 282.3	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	2020-1	460 (500-1)	2020-1¼ 460 (500-1¼)	NA
CIRCLING	2100-1	539 (600-1)	2100-1½ 539 (600-1½)	NA



SC-2, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	4209
142°	TDZE	1321
	Apt Elev	1321

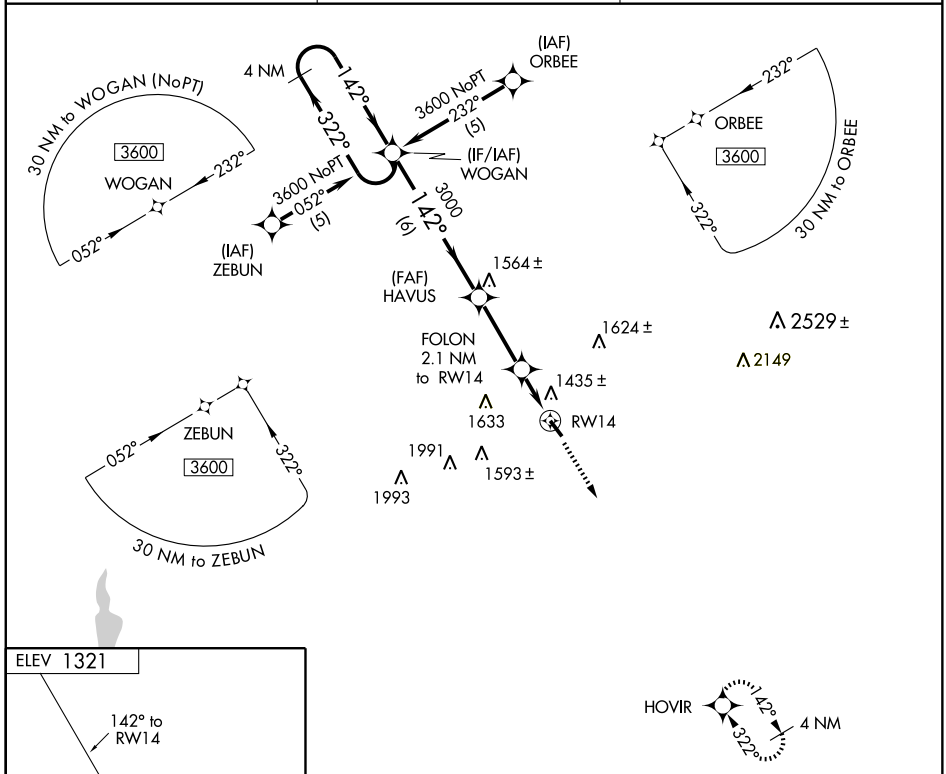
RNAV (GPS) RWY 14

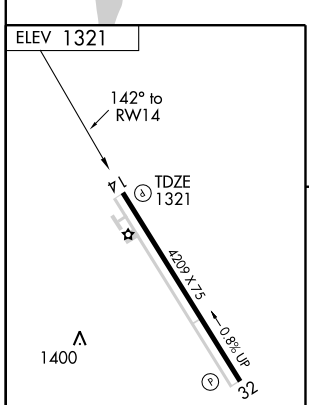
STEPHENVILLE/CLARK FIELD MUNI (SEP)

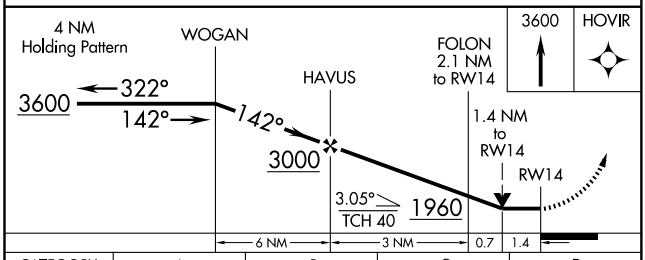
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3600 direct HOVIR and hold.

AWOS-3	FORT WORTH CENTER	UNICOM
118.075	127.15 314.0	122.8 (CTAF)







CATEGORY	A	B	C	D
LNAV MDA	1820-1 499 (500-1)		1820-1¼ 499 (500-1¼)	1820-1½ 499 (500-1½)
CIRCLING	1820-1 499 (500-1)		1820-1½ 499 (500-1½)	1960-2 639 (700-2)

MIRL Rwy 14-32

SC-2, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	4209
322°	TDZE	1313
	Apt Elev	1321

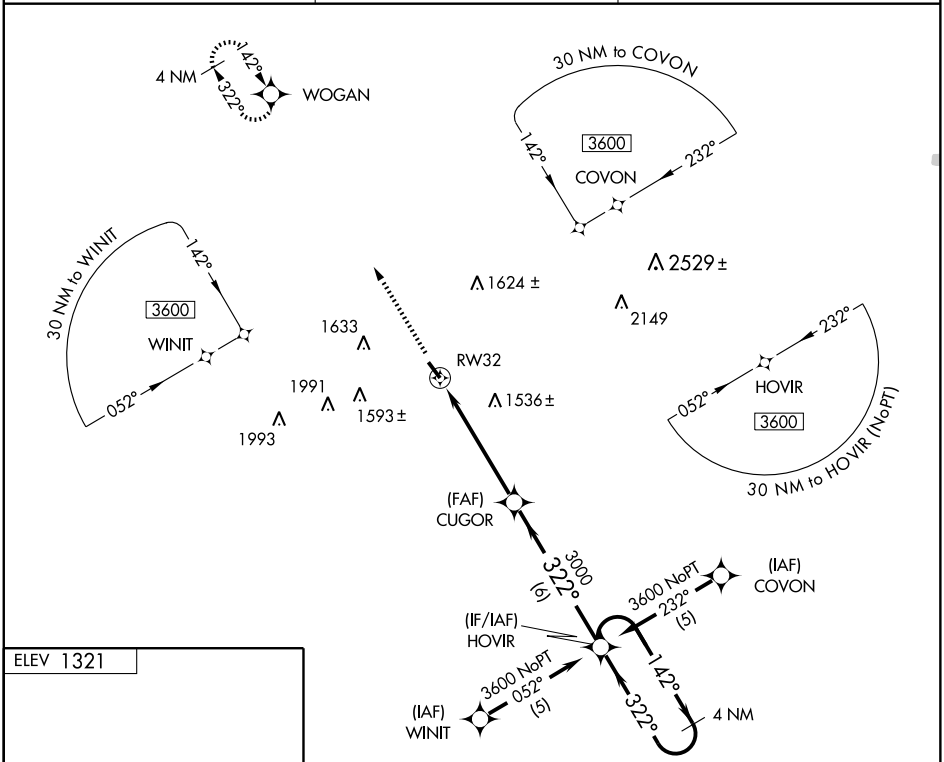
RNAV (GPS) RWY 32

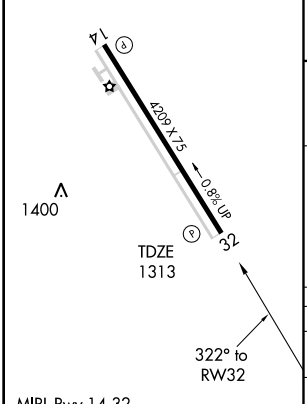
STEPHENVILLE/CLARK FIELD MUNI (SEP)

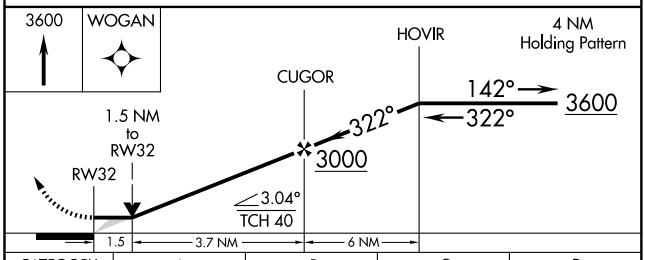
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3600 direct WOGAN and hold.

AWOS-3	FORT WORTH CENTER	UNICOM
118.075	127.15 314.0	122.8 (CTAF)







CATEGORY	A	B	C	D
LNAV MDA	1820-1 507 (500-1)		1820-1½ 507 (500-1½)	
CIRCLING	1820-1 499 (500-1)		1820-1½ 499 (500-1½)	1960-2 639 (700-2)

SC-2, 08 APR 2010 to 06 MAY 2010

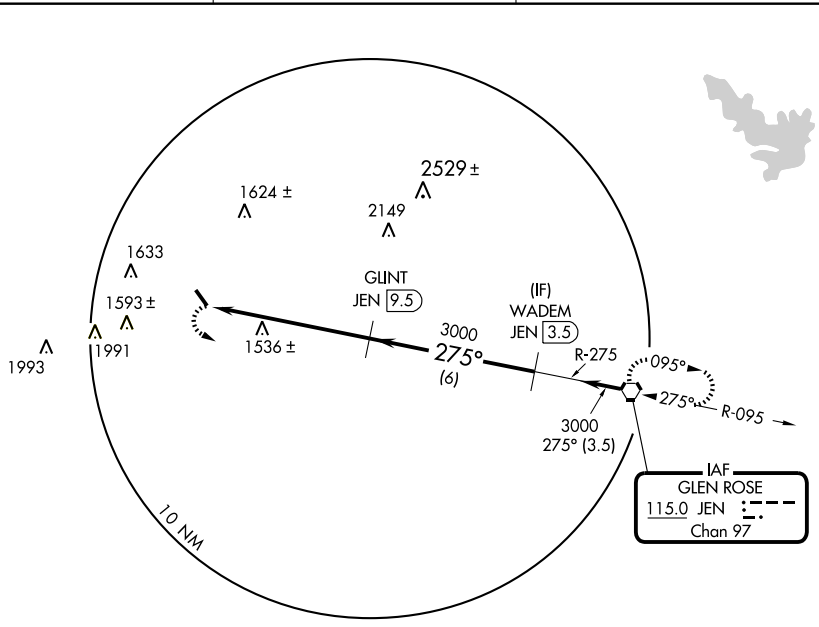
VORTAC JEN	APP CRS	Rwy Idg	N/A
115.0	275°	TDZE	N/A
Chan 97		Apt Elev	1321

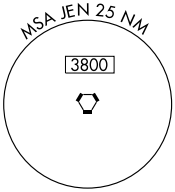
VOR/DME-A

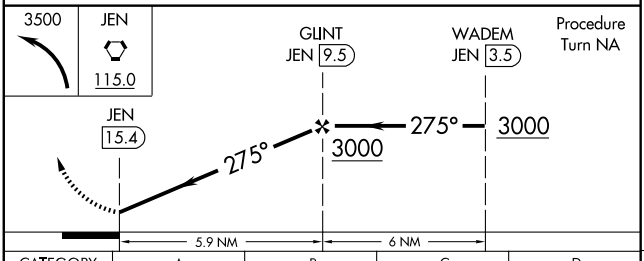
STEPHENVILLE/CLARK FIELD MUNI (SEP)

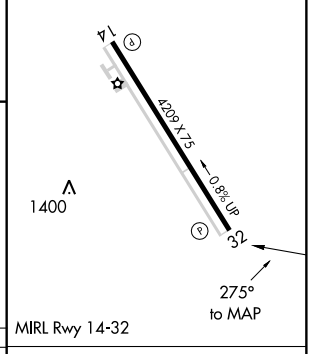
MISSED APPROACH: Climbing left turn to 3500 direct JEN VORTAC and hold.

AWOS-3	FORT WORTH CENTER	UNICOM
118.075	127.15 314.0	122.8 (CTAF)









CATEGORY	A	B	C	D
CIRCLING	1820-1 499 (500-1)		1820-1½ 499 (500-1½)	1960-2 639 (700-2)

Knots	60	90	120	150	180
Min:Sec					

SC-2, 08 APR 2010 to 06 MAY 2010

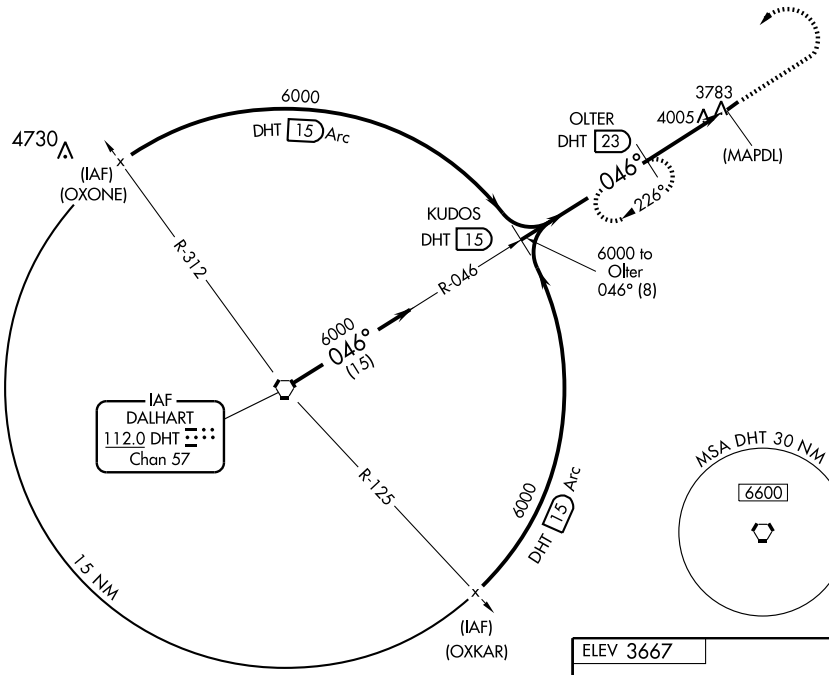
VORTAC DHT	APP CRS	Rwy Idg	N/A
112.0	046°	TDZE	N/A
Chan 57		Apt Elev	3667

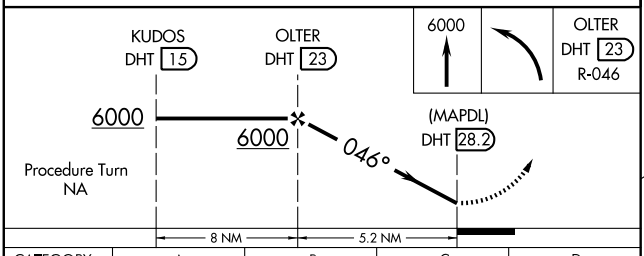
VOR/DME or GPS-A
STRATFORD FIELD (H70)

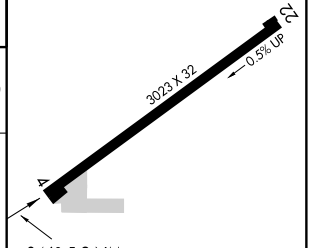
T
A NA — Use Dalhart altimeter setting; when not available, use Amarillo Intl altimeter setting.

MISSED APPROACH: Climb to 6000 then left turn to OLTER/23 DME via R-046 and hold.

FORT WORTH RADIO	CTAF
122.2 255.4	122.9







CATEGORY	A	B	C	D
CIRCLING	4840-1¼ 1173 (1200-1¼)	4840-1½ 1173 (1200-1½)	NA	

LIRL Rwy 4-22

AMARILLO INTL ALTIMETER SETTING MINIMUMS

CIRCLING	4920-1¼ 1253 (1300-1¼)	4920-1½ 1253 (1300-1½)	NA	

Knots	60	90	120	150	180
Min:Sec					

SC-2. 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	5001
004°	TDZE	489
	Apt Elev	489

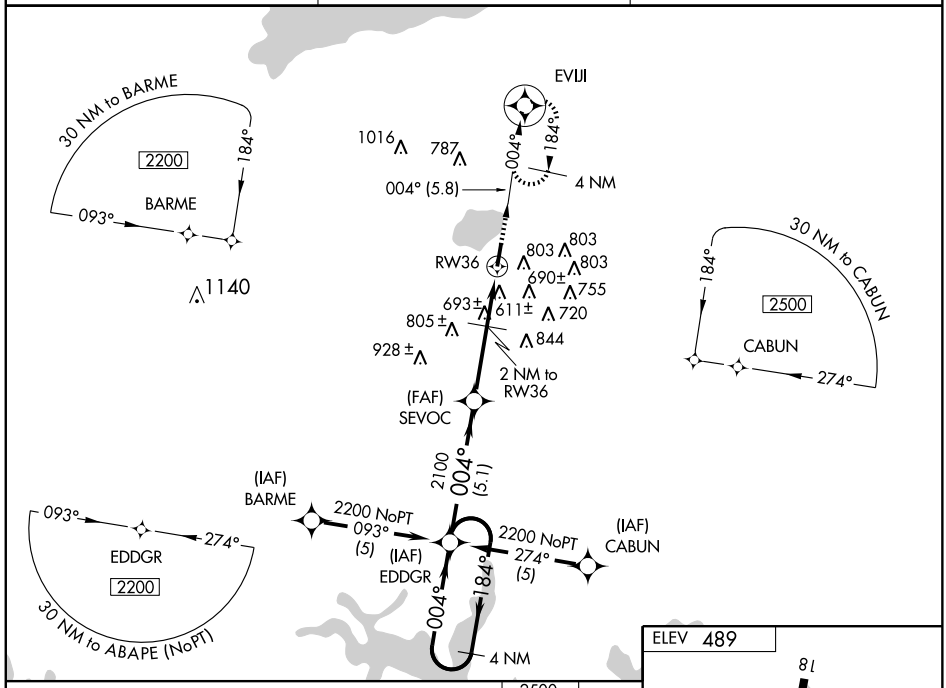
RNAV (GPS) RWY 36
SULPHUR SPRINGS MUNI (SLR)

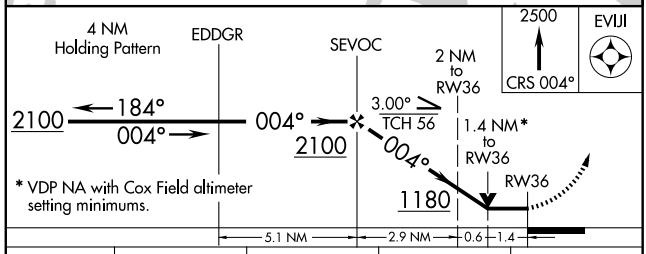
GPS or RNP-0.3 REQUIRED. DME/DME RNP-0.3 NA. Obtain local altimeter setting on CTAF; when not received, use Cox Field altimeter setting. Circling not authorized east of Runway 18-36.

NA

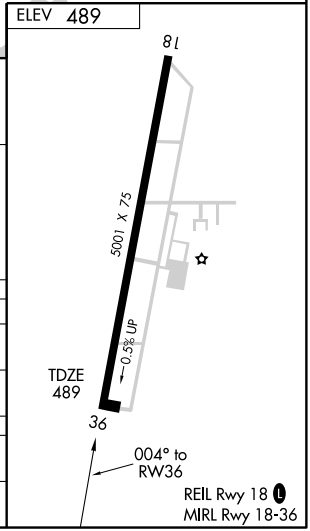
MISSED APPROACH: Climb to 2500 via 004° course to EVIJI WP and hold.

AWOS-3	FORT WORTH CENTER	UNICOM
118.35	132.85 360.75	123.075 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1000-1	511 (600-1)	1000-1½ 511 (600-1½)	NA
CIRCLING	1000-1	511 (600-1)	1000-1½ 511 (600-1½)	NA
COX FIELD ALTIMETER SETTING MINIMUMS				
LNAV MDA	1080-1	591 (600-1)	1080-1½ 591 (600-1½)	NA
CIRCLING	1080-1	591 (600-1)	1080-1½ 591 (600-1½)	NA



SC-2, 08 APR 2010 to 06 MAY 2010

VOR/DME SLR	APP CRS	Rwy Idg	N/A
109.0	231°	TDZE	N/A
Chan 27		Apt Elev	489

VOR-A

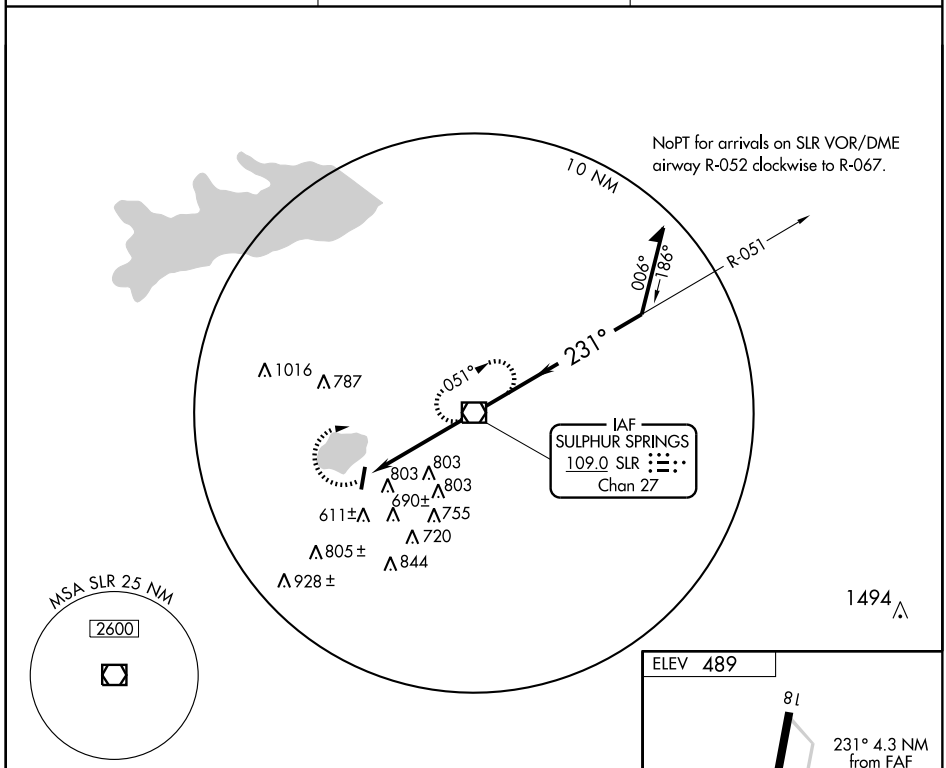
SULPHUR SPRINGS MUNI (SLR)

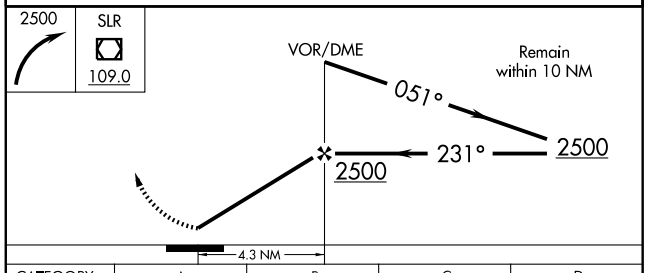
Obtain local altimeter setting on CTAF; when not received, use Cox Field altimeter setting minimums. Circling not authorized east of Runway 18-36.

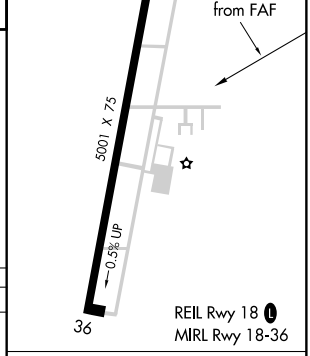
NA

MISSED APPROACH: Climbing right turn to 2500 direct SLR VOR/DME and hold.

AWOS-3	FORT WORTH CENTER	UNICOM
118.35	132.85 360.75	123.075 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	1060-1	571 (600-1)	1060-1½ 571 (600-1½)	NA
COX FIELD ALTIMETER SETTING MINIMUMS				
CIRCLING	1140-1	651 (700-1)	1140-1¾ 651 (700-1¾)	NA

FAF to MAP 4.3 NM

Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

SC-2, 08 APR 2010 to 06 MAY 2010

VOR/DME SLR	APP CRS	Rwy Idg	N/A
109.0	051°	TDZE	N/A
Chan 27		Apt Elev	489

VOR/DME-B

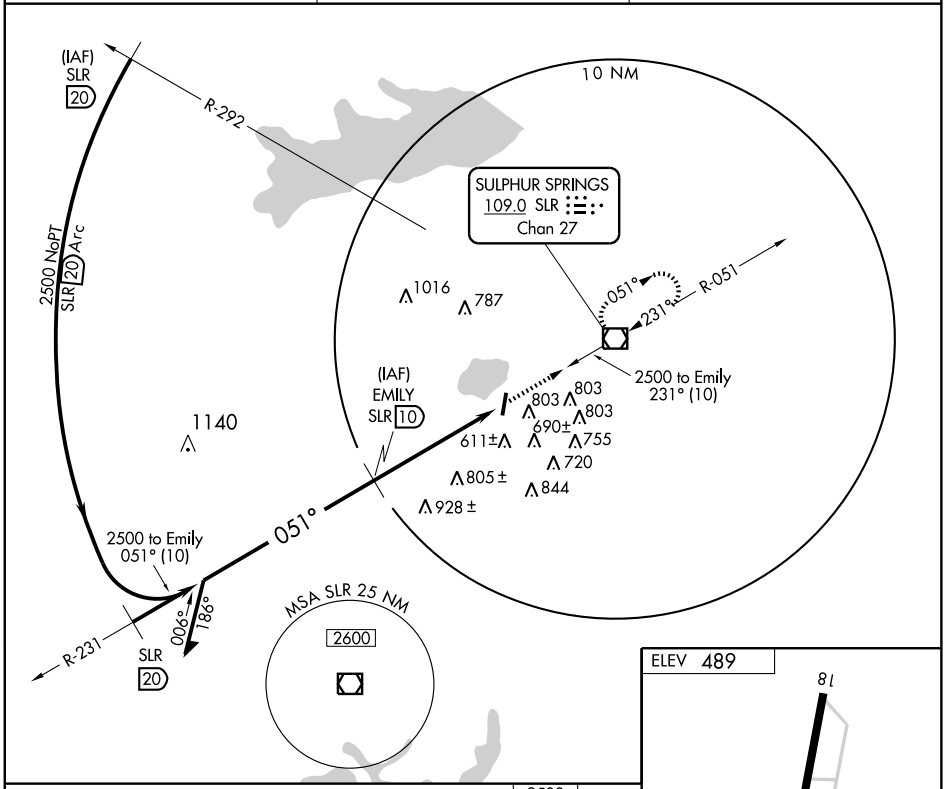
SULPHUR SPRINGS MUNI (SLR)

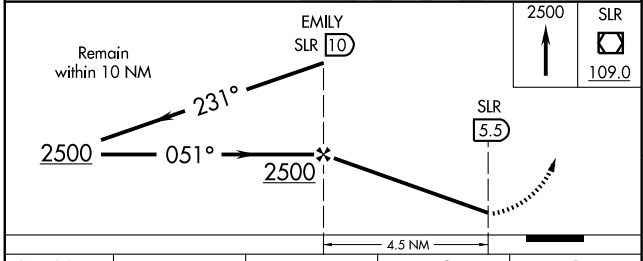
Obtain local altimeter setting on CTAF; when not received, use Cox Field altimeter setting. Circling not authorized east of Runway 18-36.

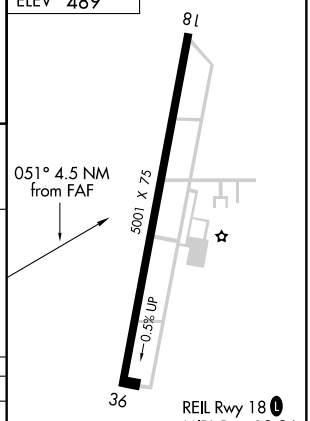
NA

MISSED APPROACH: Climb to 2500 direct SLR VOR/DME and hold.

AWOS-3	FORT WORTH CENTER	UNICOM
118.35	132.85 360.75	123.075 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	940-1 451 (500-1)	960-1 471 (500-1)	960-1½ 471 (500-1½)	NA
COX FIELD ALTIMETER SETTING MINIMUMS				
CIRCLING	1020-1 531 (600-1)	1040-1 551 (600-1)	1040-1½ 551 (600-1½)	NA

Knots	60	90	120	150	180
Min:Sec					

SC-2, 08 APR 2010 to 06 MAY 2010

NDB SWW 275	APP CRS 160°	Rwy Idg 5835 TDZE 2364 Apt Elev 2385

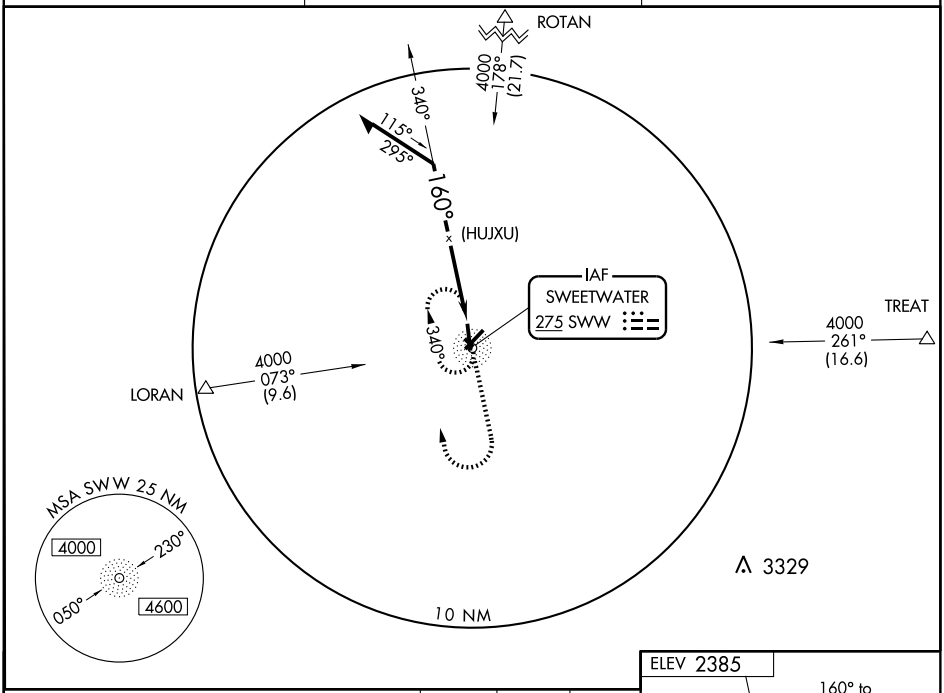
NDB or GPS RWY 17

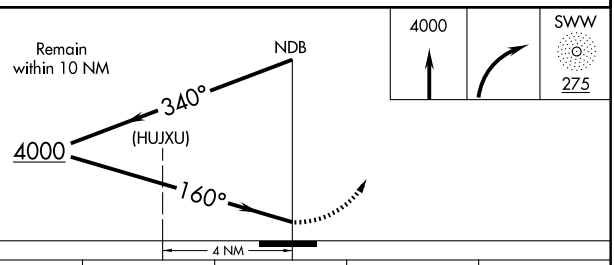
SWEETWATER/AVENGER FIELD (SWW)

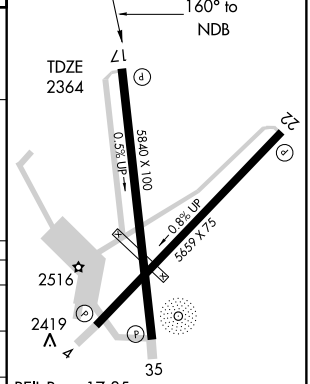
NA Obtain local altimeter setting on CTAF; if not received, use Abilene, TX altimeter setting.

MISSED APPROACH: Climb to 4000, right turn direct SWW NDB and hold.

AWOS-3	ABILENE APP CON	UNICOM
119.025	127.2 282.3	122.8 (CTAF)







REIL Rwys 17-35
MIRL Rwys 4-22 and 17-35

CATEGORY	A	B	C	D
S-17	2880-1 516 (500-1)		2880-1½ 516 (500-1½)	2880-1¾ 516 (500-1¾)
CIRCLING	2880-1 495 (500-1)		2880-1½ 495 (500-1½)	2940-2 555 (600-2)
ABILENE ALTIMETER SETTING MINIMUMS				
S-17	3060-1 696 (700-1)		3060-2 696 (700-2)	3060-2¼ 696 (700-2¼)
CIRCLING	3060-1 675 (700-1)		3060-2 675 (700-2)	3060-2¼ 675 (700-2¼)

Knots	60	90	120	150	180
Min:Sec					

SC-2, 08 APR 2010 to 06 MAY 2010

VORTAC CWK 112.8 Chan 75	APP CRS 194°	Rwy Idg 4000 TDZE 600 Apt Elev 600

VOR/DME RWY 17

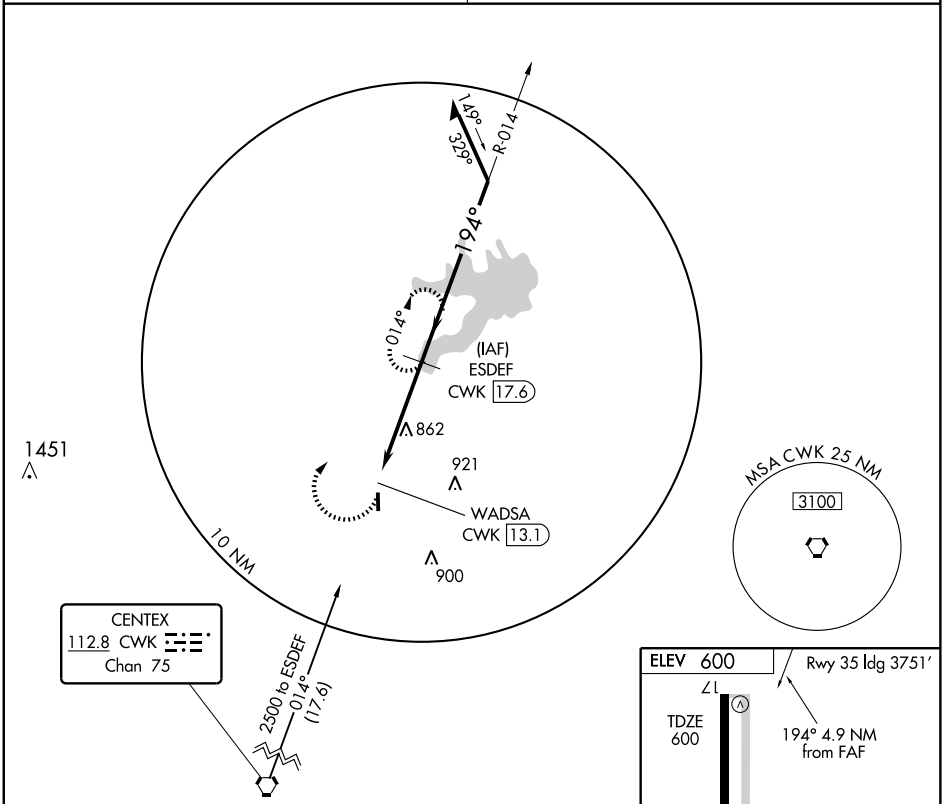
TAYLOR MUNI (T74)

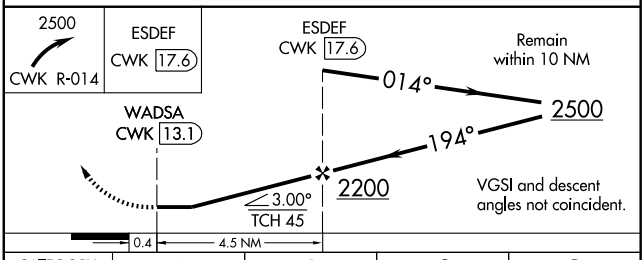
Use Austin-Bergstrom Intl altimeter setting, when not received use Georgetown Muni altimeter setting.

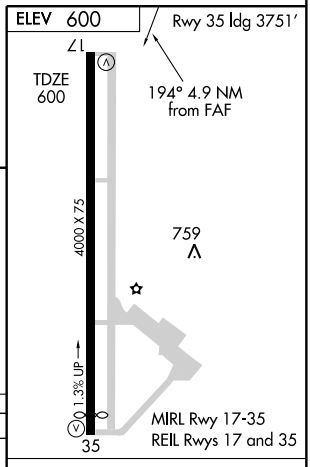
NA

MISSED APPROACH: Climbing right turn to 2500 via CWK VORTAC R-014 to ESDEF/17.6 DME and hold.

AUSTIN APP CON	UNICOM
127.225 317.65	122.8 (CTAF)







CATEGORY	A	B	C	D
S-17	1180-1	580 (600-1)	NA	
CIRCLING	1180-1	580 (600-1)	NA	

Knots	60	90	120	150	180
Min:Sec					

SC-3. 08 APR 2010 to 06 MAY 2010

LOC I-TPL	APP CRS	Rwy Idg	6301
111.5	156°	TDZE	682
Chan 52		Apt Elev	682

ILS RWY 15

TEMPLE/ DRAUGHON-MILLER CENTRAL TEXAS RGNL (TPL)

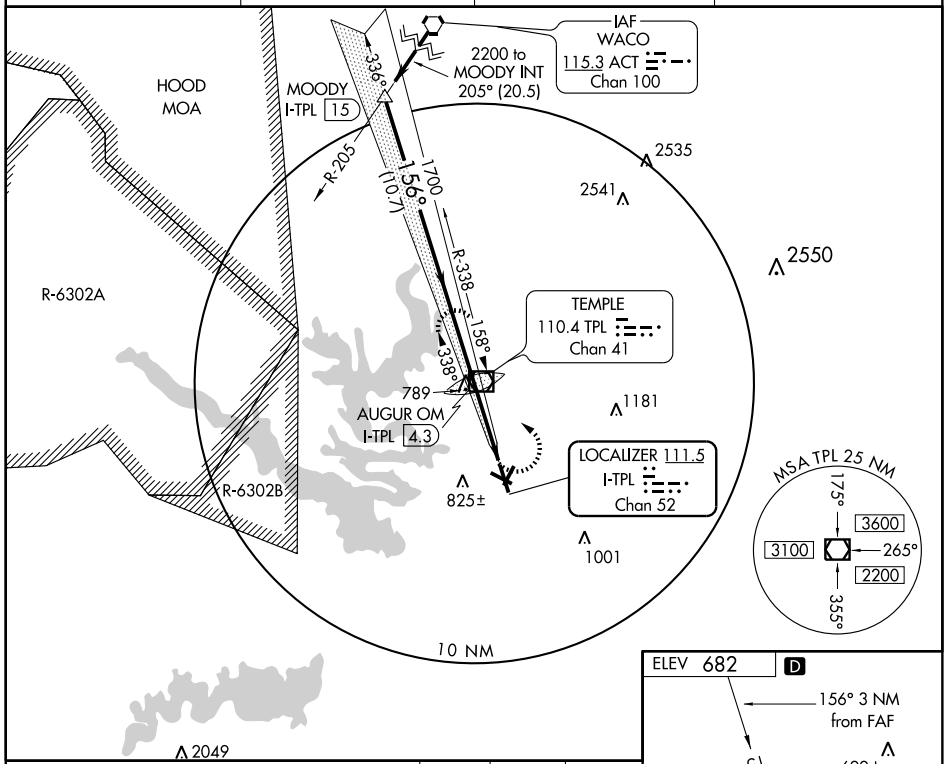
For inoperative MALSR increase S-LOC 15 Cat D 1 mile.

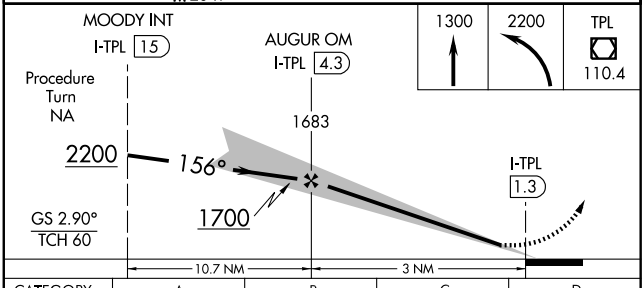
NA

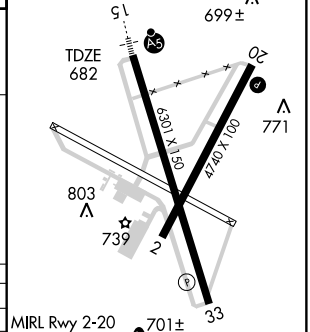
MALSR

MISSED APPROACH: Climb to 1300, then climbing left turn to 2200 direct TPL VOR/DME and hold.

AWOS-3	GRAY APP CON	CLNC DEL	UNICOM
134.975	120.075 370.0	125.9	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-ILS 15	882-½ 200 (200-½)			
S-LOC 15	980-½ 298 (300-½)			980-¾ 298 (300-¾)
CIRCLING	1140-1 458 (500-1)		1160-1½ 478 (500-1½)	1240-2 558 (600-2)

FAF to MAP 3 NM

Knots	60	90	120	150	180
Min:Sec	3:00	2:00	1:30	1:12	1:00

SC-3. 08 APR 2010 to 06 MAY 2010

WAAS Ch 72701 W02A	APP CRS 021°	Rwy Idg 4740 TDZE 675 Apt Elev 682

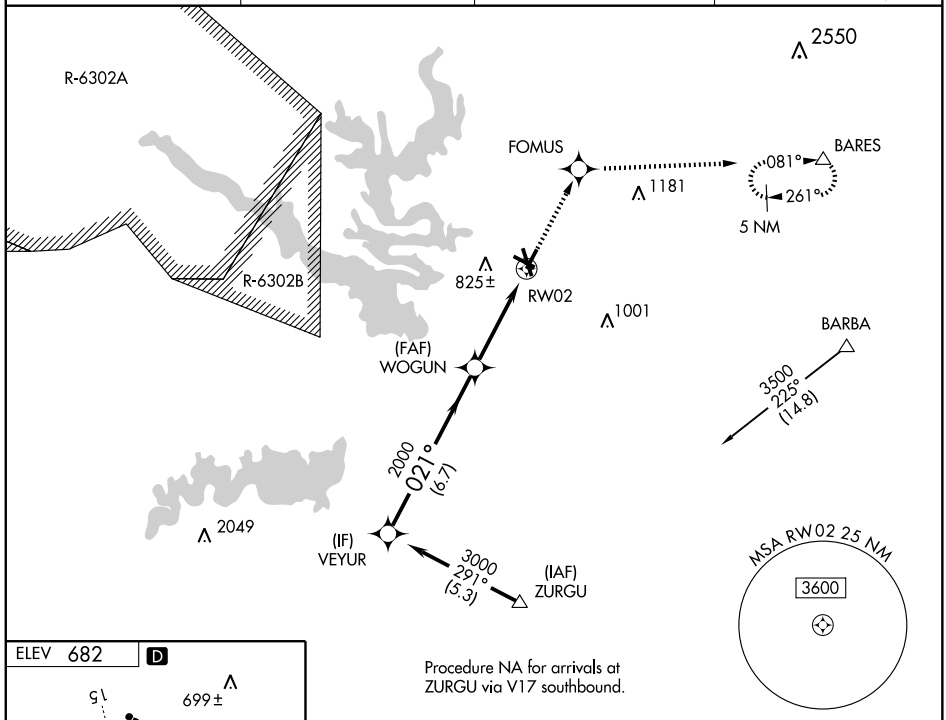
RNAV (GPS) RWY 2

TEMPLE/ DRAUGHON-MILLER CENTRAL TEXAS RGNL (TPL)

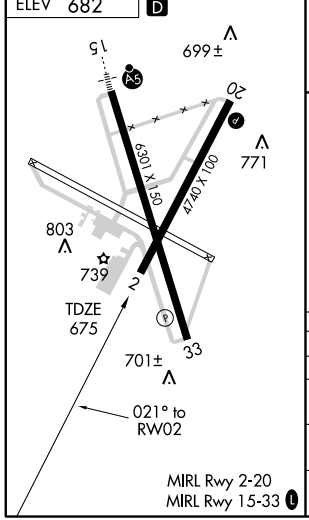
DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). If local altimeter setting not received, use Killeen altimeter setting and increase all DAs/MDAs 60 feet. Baro-VNAV and VDP NA when using Killeen altimeter setting.

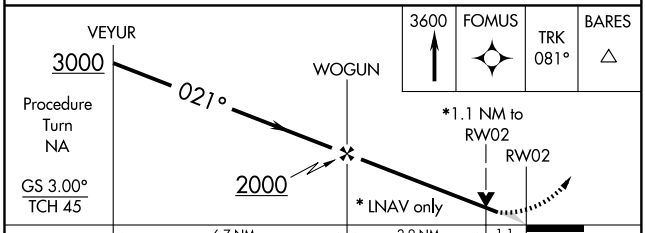
MISSED APPROACH: Climb to 3600 direct FOMUS and via 081° track to BARES and hold, continue climb-in-hold to 3600.

AWOS-3	GRAY APP CON	CLNC DEL	UNICOM
134.975	120.075 370.0	125.9	123.0 (CTAF) L



Procedure NA for arrivals at ZURGU via V17 southbound.





CATEGORY	A	B	C	D
LPV DA	925-1 250 (300-1)			
LNAV/VNAV DA	1145-1¾ 470 (500-1¾)			
LNAV MDA	1060-1 385 (400-1)			1060-1¼ 385 (400-1¼)
CIRCLING	1160-1¾ 478 (500-1¾)	1180-1¾ 498 (500-1¾)		1240-2 558 (600-2)

SC-3, 08 APR 2010 to 06 MAY 2010

WAAS Ch 78101 W15A	APP CRS 156°	Rwy Idg 6301 TDZE 682 Apt Elev 682

RNAV (GPS) RWY 15

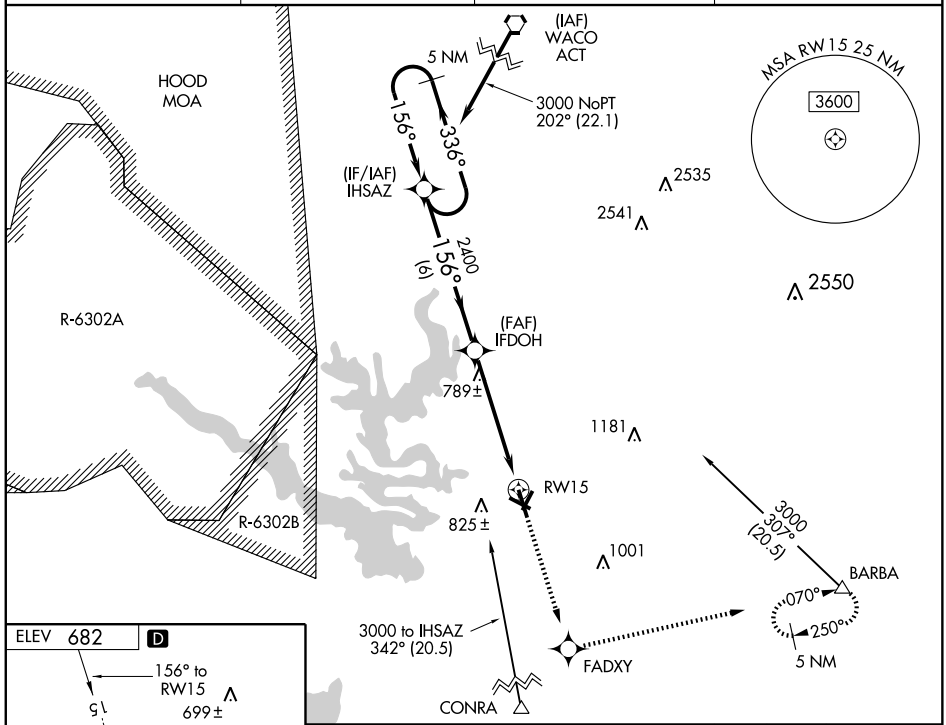
TEMPLE/ DRAUGHON-MILLER CENTRAL TEXAS RGNL (TPL)

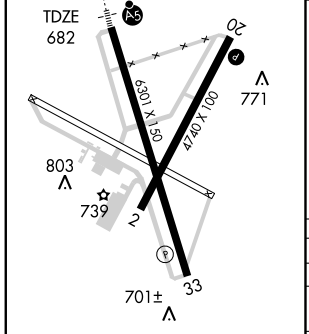
DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (117°F). If local altimeter setting not received, use Killeen altimeter setting and increase all DAs/MDAs 60 feet. Baro-VNAV and VDP NA when using Killeen altimeter setting. For inoperative MALSR, increase LPV all Cats visibility to ¾ mile, and LNAV Cat D visibility to 1¼ mile.

MALSR

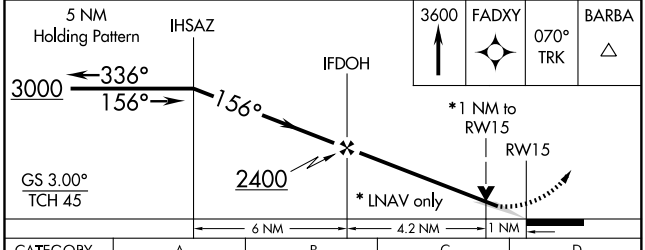
MISSED APPROACH: Climb to 3600 direct FADXY and via 070° track to BARBA and hold, continue climb-in-hold to 3600.

AWOS-3	GRAY APP CON	CLNC DEL	UNICOM
134.975	120.075 370.0	125.9	123.0 (CTAF) L





MIRL Rwy 2-20
MIRL Rwy 15-33 L



CATEGORY	A	B	C	D
LPV DA	932-½ 250 (300-½)			
LNAV/VNAV DA	1025-¾ 343 (400-¾)			
LNAV MDA	1040-½ 358 (400-½)			1040-1 358 (400-1)
CIRCLING	1120-1¼ 438 (500-1¼)	1180-1¼ 498 (500-1¼)	1180-1½ 498 (500-1½)	1240-2 558 (600-2)

SC-3. 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	6301
Ch 82401	336°	TDZE	675
W33A		Apt Elev	682

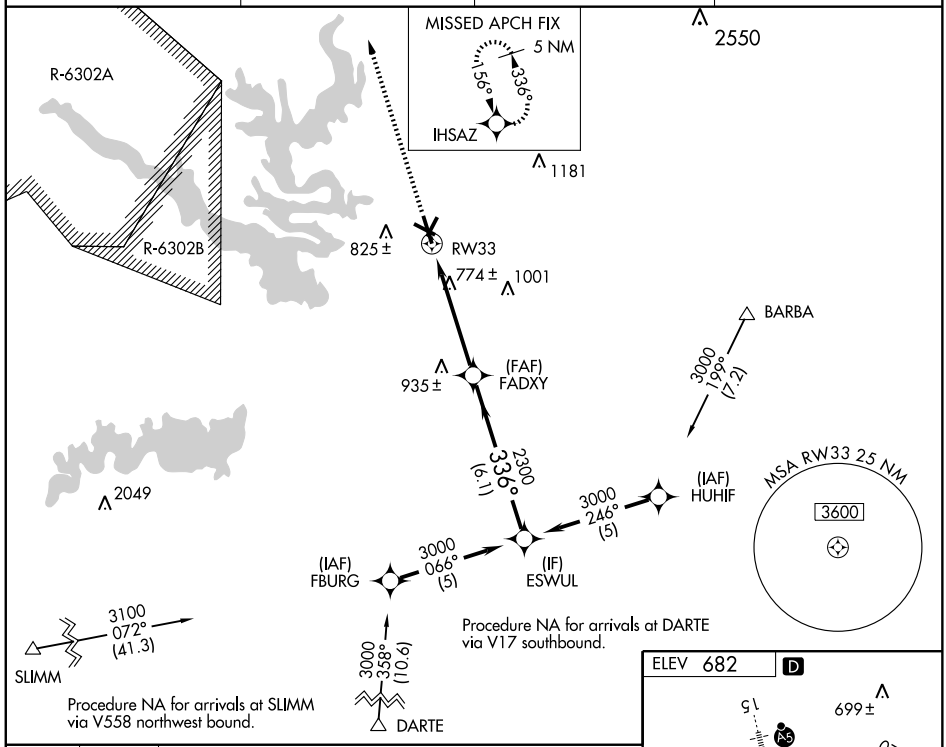
RNAV (GPS) RWY 33

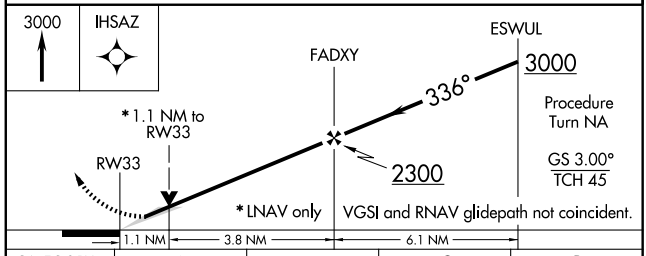
TEMPLE/ DRAUGHON-MILLER CENTRAL TEXAS RGNL (TPL)

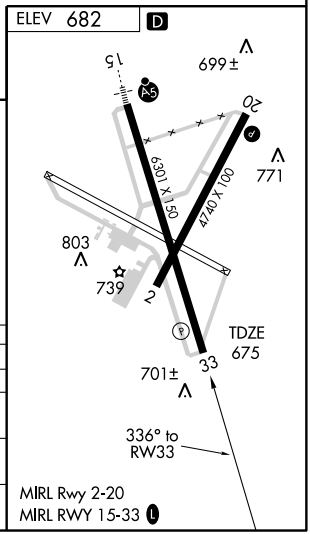
DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (117°F). If local altimeter setting not received, use Killeen altimeter setting and increase all DAs/MDAs 60 feet. Baro-VNAV and VDP NA when using Killeen altimeter setting.

MISSED APPROACH: Climb to 3000 direct IHSAZ and hold.

AWOS-3	GRAY APP CON	CLNC DEL	UNICOM
134.975	120.075 370.0	125.9	123.0 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	925-1 250 (300-1)			
LNAV/VNAV DA	951-1 276 (300-1)			
LNAV MDA	1040-1 365 (400-1)			1040-1¼ 365 (400-1¼)
CIRCLING	1120-1 438 (500-1)	1180-1 498 (500-1)	1180-1½ 498 (500-1½)	1240-2 558 (600-2)

SC-3. 08 APR 2010 to 06 MAY 2010

VOR/DME TPL	APP CRS	Rwy Idg	6301
110.4	158°	TDZE	682
Chan 41		Apt Elev	682

VOR RWY 15

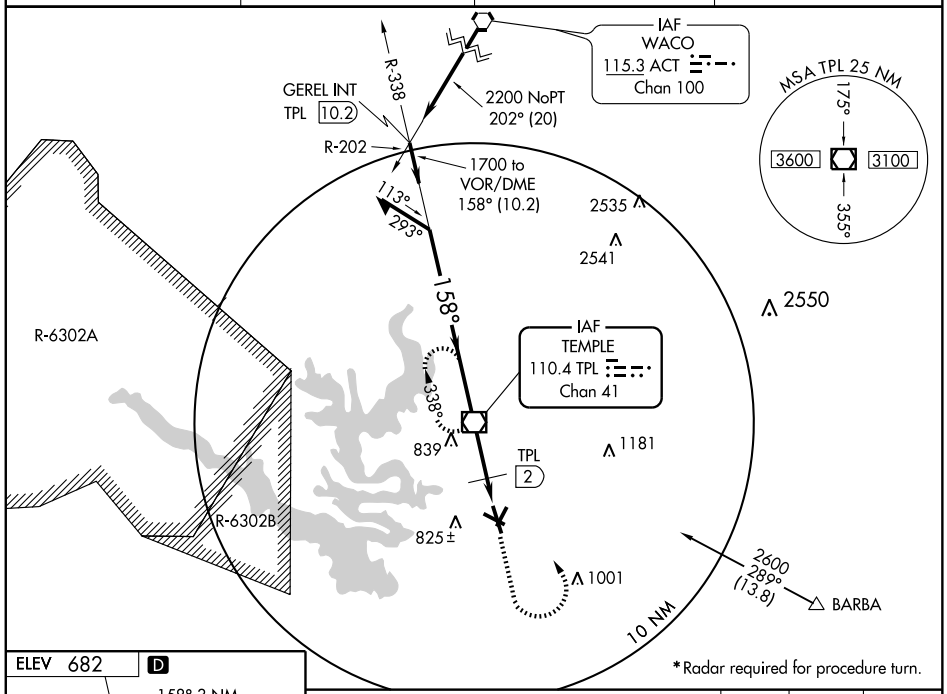
TEMPLE/ DRAUGHON-MILLER CENTRAL TEXAS RGNL (TPL)

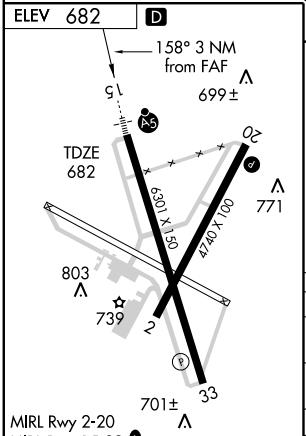
For inoperative MALSR, increase S-15 Cat D visibility ¼ mile.
DME MINIMUMS: Inoperative table does not apply to Cat D.

MALSR

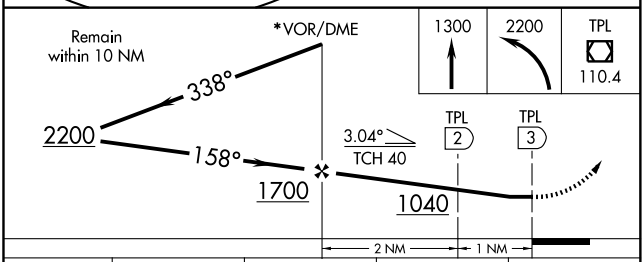
MISSED APPROACH: Climb to 1300, then climbing left turn to 2200 direct TPL VOR/DME and hold.

AWOS-3	GRAY APP CON	CLNC DEL	UNICOM
134.975	120.075 370.0	125.9	123.0 (CTAF) L





FAF to MAP 3 NM					
Knots	60	90	120	150	180
Min:Sec	3:00	2:00	1:30	1:12	1:00



CATEGORY	A	B	C	D
S-15	1040-½ 358 (400-½)			1040-1 358 (400-1)
CIRCLING	1140-1 458 (500-1)		1160-1½ 478 (500-1½)	1240-2 558 (600-2)
DME MINIMUMS				
S-15	980-½ 298 (300-½)			980-1 298 (300-1)
CIRCLING	1140-1 458 (500-1)		1160-1½ 478 (500-1½)	1240-2 558 (600-2)

SC-3. 08 APR 2010 to 06 MAY 2010

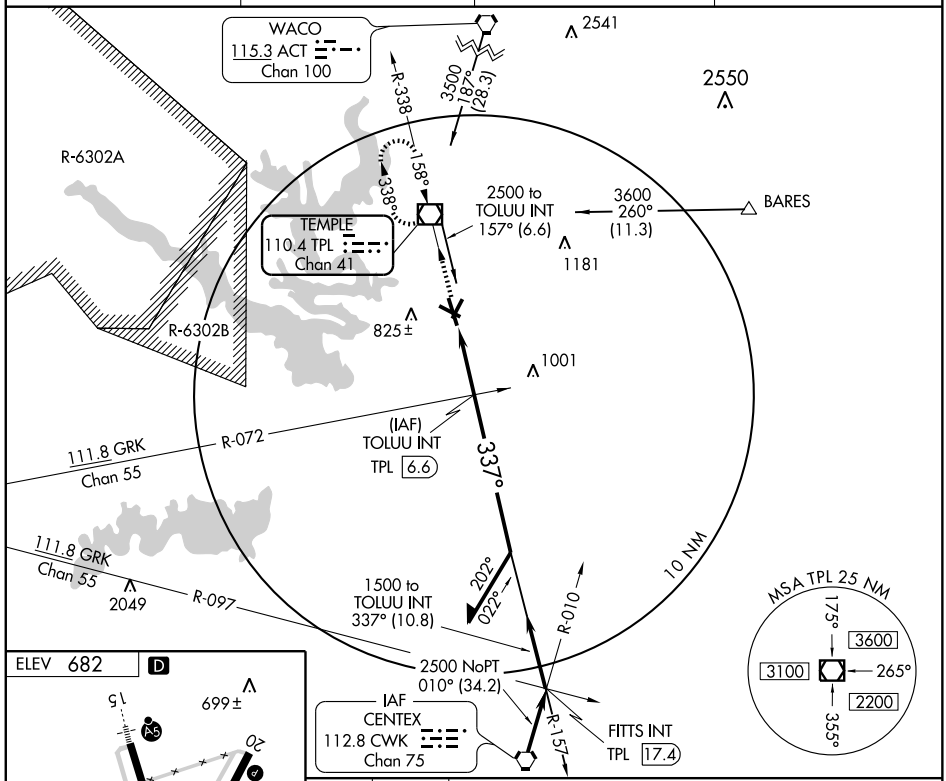
VOR/DME TPL	APP CRS	Rwy Idg	6301
110.4	337°	TDZE	675
Chan 41		Apt Elev	682

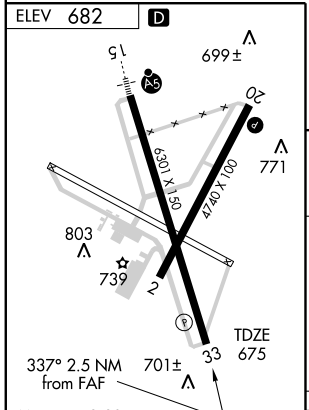
VOR RWY 33

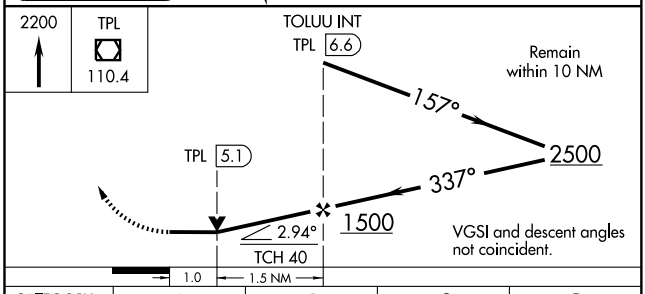
TEMPLE/ DRAUGHON-MILLER CENTRAL TEXAS RGNL (TPL)

MISSED APPROACH: Climb to 2200 direct TPL VOR/DME and hold.

AWOS-3	GRAY APP CON	CLNC DEL	UNICOM
134.975	120.075 370.0	125.9	123.0 (CTAF) L







FAF to MAP 2.5 NM					
Knots	60	90	120	150	180
Min:Sec	2:30	1:40	1:15	1:00	0:50

CATEGORY	A	B	C	D
S-33	1040-1 365 (400-1)			1040-1¼ 365 (400-1¼)
CIRCLING	1140-1 458 (500-1)		1160-1½ 478 (500-1½)	1240-2 558 (600-2)

SC-3. 08 APR 2010 to 06 MAY 2010

NDB AVZ	APP CRS	Rwy Idg	5006
260	193°	TDZE	474
		Apt Elev	474

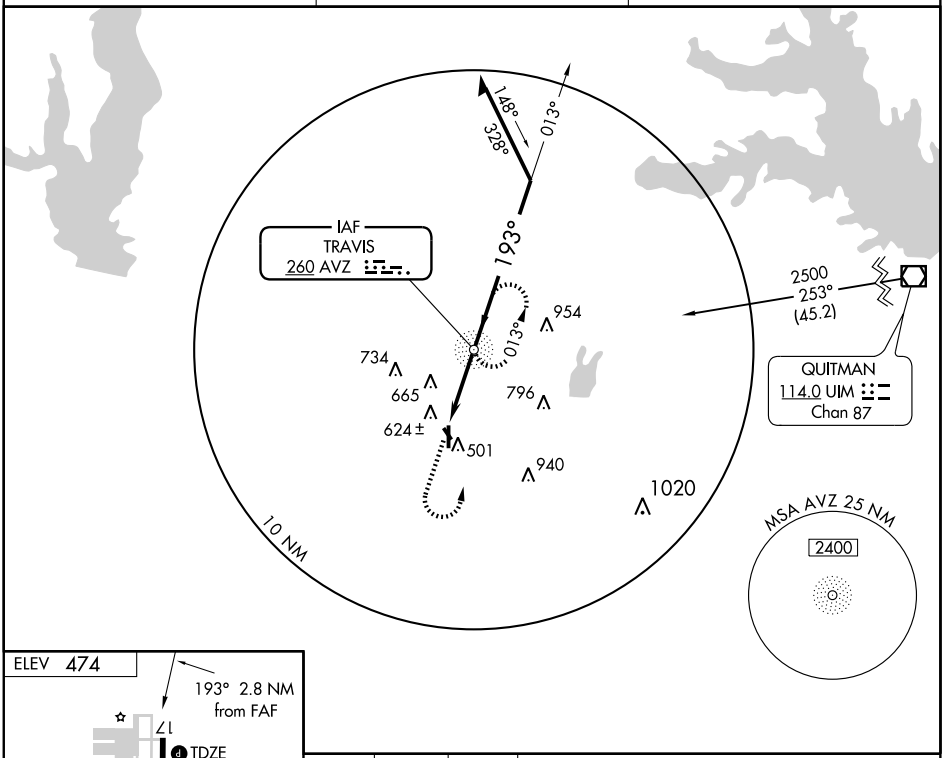
NDB RWY 17
TERRELL MUNI (TRL)

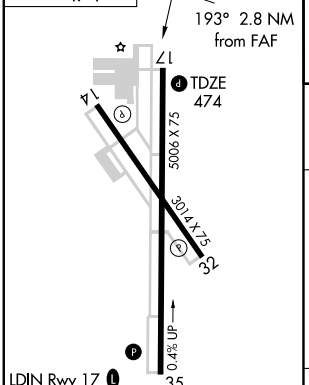
When VGSI inoperative, straight-in/circling Rwy 17 procedure not authorized at night. If local altimeter setting not received, use Dallas-Love Field altimeter setting and increase all MDAs 80 feet.

NA

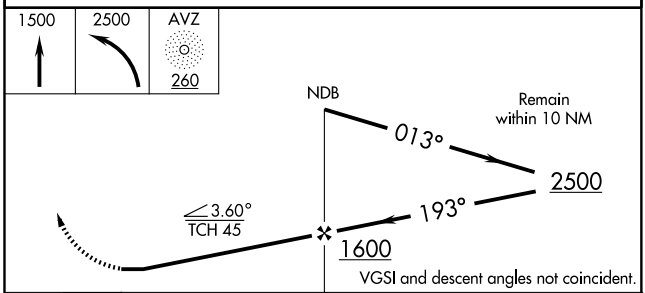
MISSED APPROACH: Climb to 1500 then climbing left turn to 2500 direct AVZ NDB and hold.

ASOS	FORT WORTH CENTER	UNICOM
119.275	132.85 397.9	122.8 (CTAF) L





FAF to MAP 2.8 NM					
Knots	60	90	120	150	180
Min:Sec	2:48	1:52	1:24	1:07	0:56



CATEGORY	A	B	C	D
S-17	980-1	506 (600-1)	980-1½ 506 (600-1½)	NA
CIRCLING	980-1	506 (600-1)	980-1½ 506 (600-1½)	NA

SC-2, 08 APR 2010 to 06 MAY 2010

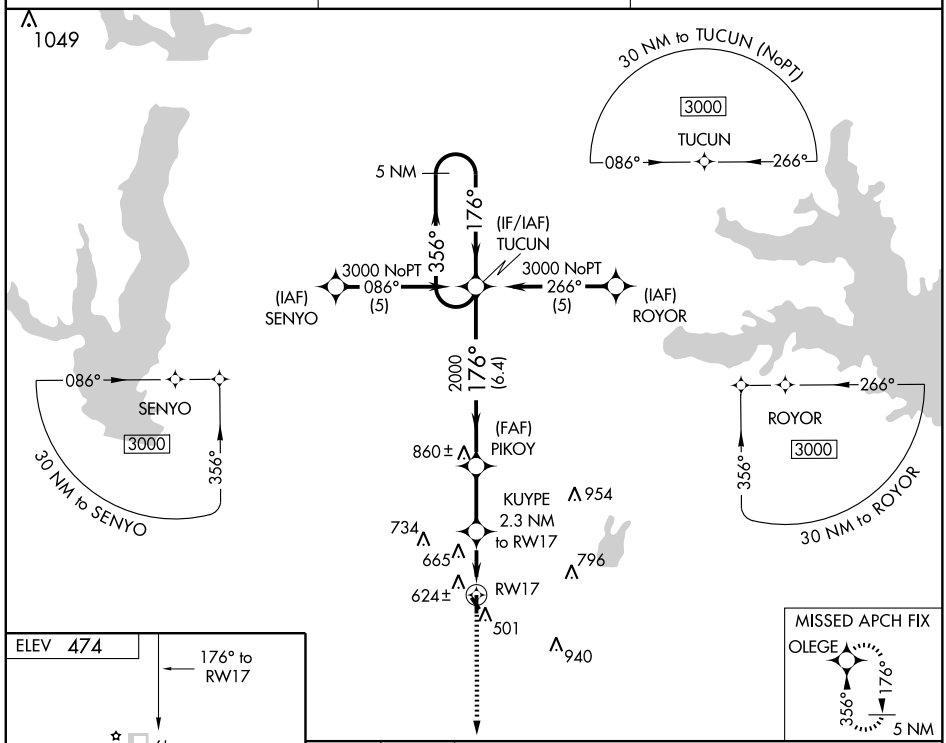
WAAS CH 77699 W17A	APP CRS 176°	Rwy Idg 5006 TDZE 474 Apt Elev 474

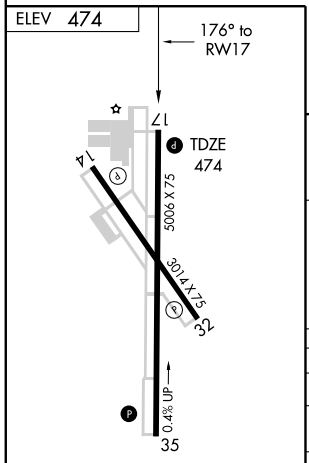
RNAV (GPS) RWY 17
TERRELL MUNI (TRL)

When VGSI inoperative, straight-in/circling Rwy 17 procedure NA at night. If local altimeter setting not received, use Dallas-Love Field altimeter setting and increase all DAs 73 feet and all MDAS 80 feet. Baro-VNAV NA when using Dallas-Love Field altimeter setting. Baro-VNAV NA below-15°C (5°F). DME/DME RNP-0.3 NA.

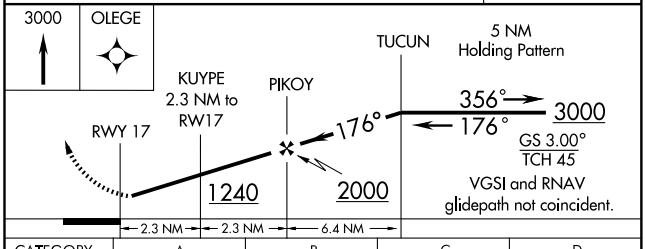
MISSED APPROACH: Climb to 3000 direct OLEGE and hold.

ASOS	FORT WORTH CENTER	UNICOM
119.275	132.85 397.9	122.8 (CTAF) L





LDIN Rwy 17 L
REIL Rwys 17 and 35
MIRL Rwys 14-32 and 17-35



CATEGORY	A	B	C	D
LPV DA	756-1 282 (300-1)			NA
LNAV/VNAV DA	983-1¾ 509 (600-1¾)			NA
LNAV MDA	920-1 446 (500-1)		920-1¼ 446 (500-1¼)	NA
CIRCLING	1000-1¾ 526 (600-1¾)			NA

SC-2, 08 APR 2010 to 06 MAY 2010

WAAS CH 81999 W35A	APP CRS 356°	Rwy Idg 5006 TDZE 472 Apt Elev 474

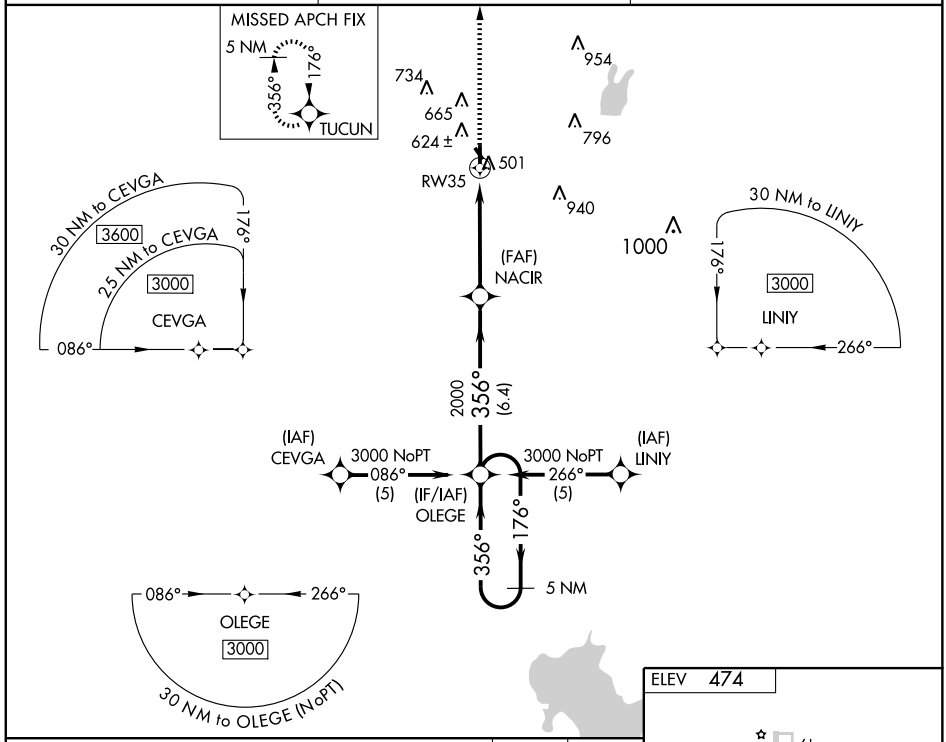
RNAV (GPS) RWY 35

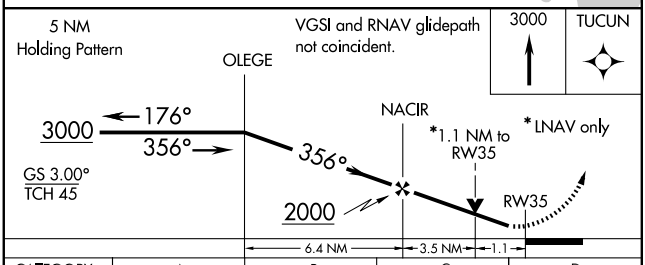
TERRELL MUNI (TRL)

Baro-VNAV and VDP NA when using Dallas-Love Field altimeter setting. Baro-VNAV NA below -15°C (5°F). DME/DME RNP-0.3 NA. If local altimeter setting not received, use Dallas-Love Field altimeter setting and increase all DAs 73 feet and all MDAs 80 feet.

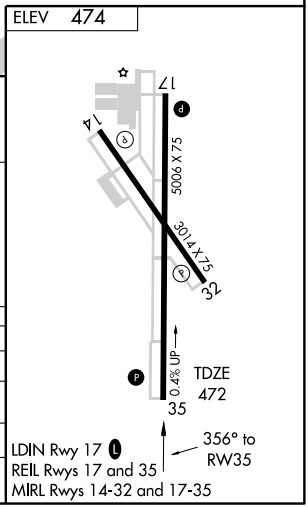
MISSED APPROACH: Climb to 3000 direct TUCUN and hold.

ASOS	FORT WORTH CENTER	UNICOM
119.275	132.85 397.9	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	730-1	258 (300-1)		NA
LNAV/VNAV DA	801-1¼	329 (400-1¼)		NA
LNAV MDA	820-1	348 (400-1)		NA
CIRCLING	980-1¼ 506 (600-1¼)		980-1½ 506 (600-1½)	NA



SC-2, 08 APR 2010 to 06 MAY 2010

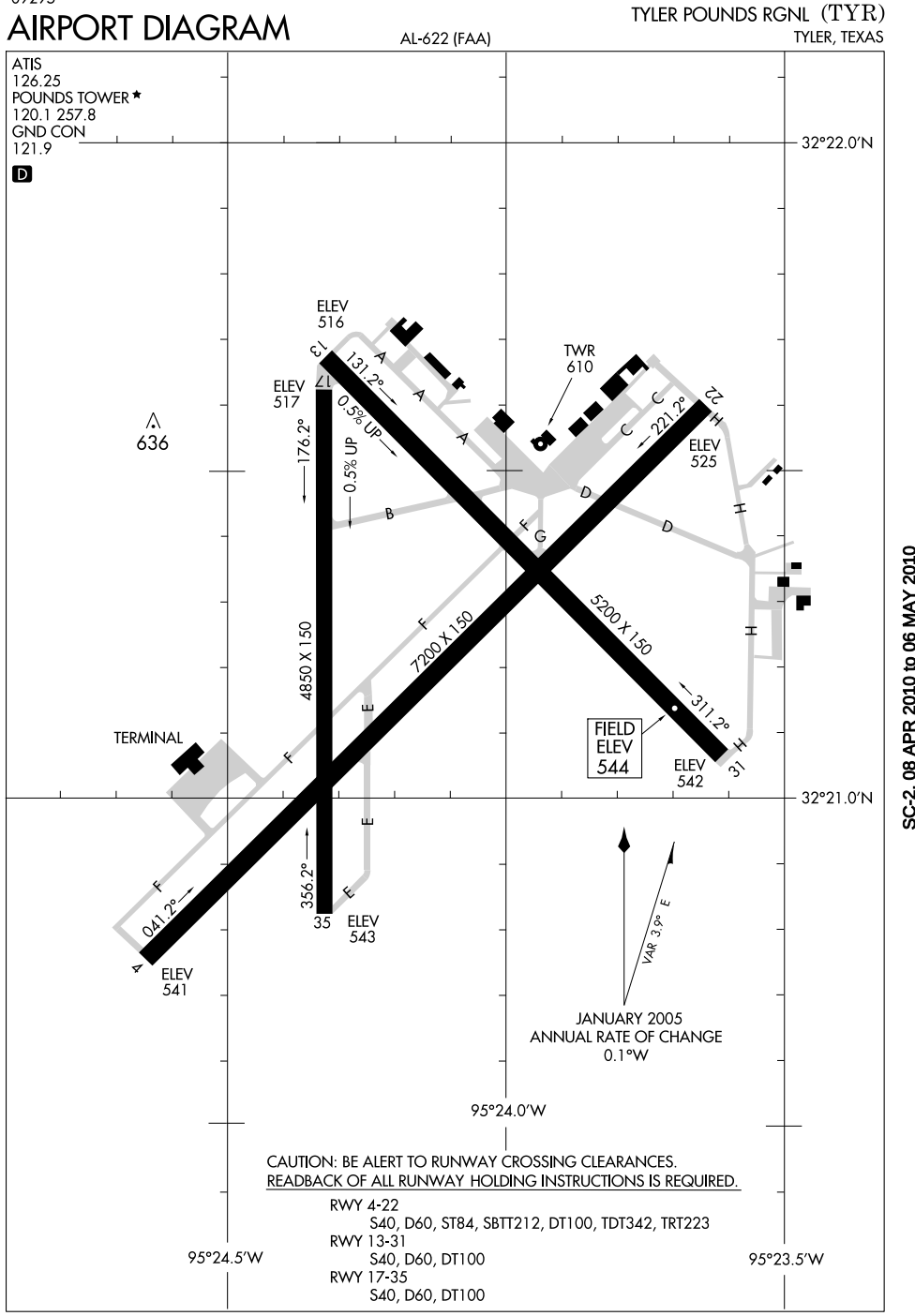
AIRPORT DIAGRAM

TYLER POUNDS RGNL (TYR)
TYLER, TEXAS
AL-622 (FAA)

ATIS
126.25
POUNDS TOWER ★
120.1 257.8
GND CON
121.9

D

32°22.0'N
32°21.0'N
95°24.0'W
95°24.5'W
95°23.5'W



CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

RWY 4-22
S40, D60, ST84, SBTT212, DT100, TDT342, TRT223
RWY 13-31
S40, D60, DT100
RWY 17-35
S40, D60, DT100

SC-2, 08 APR 2010 to 06 MAY 2010

LOC I-TYR	APP CRS	Rwy Idg	5200
109.9	129°	TDZE	540
		Apt Elev	544

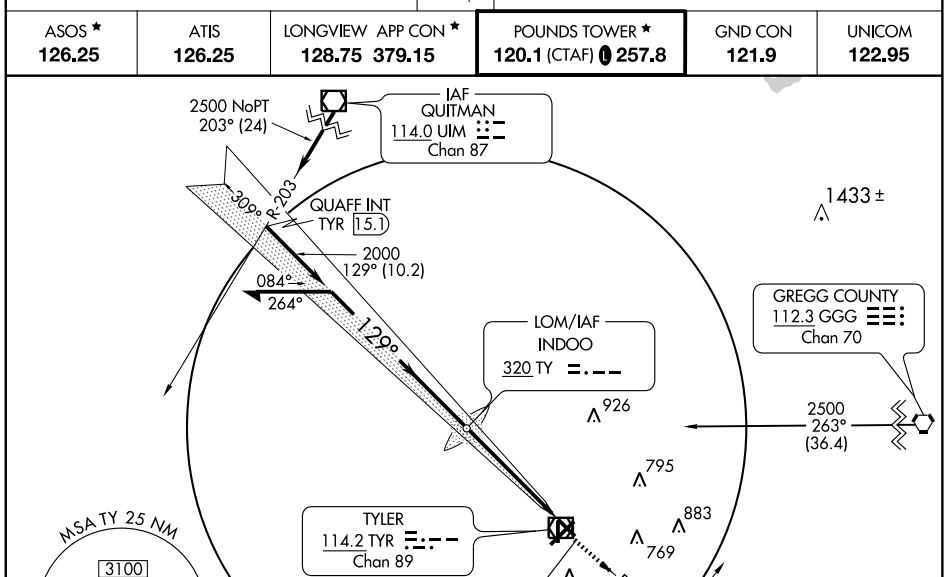
ILS RWY 13
TYLER POUNDS RGNL (TYR)

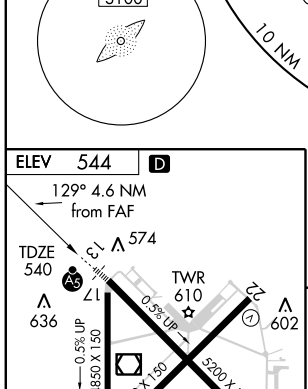
For inoperative MALSR, increase S-LOC 13 Cat D visibility to 1.

MALSR

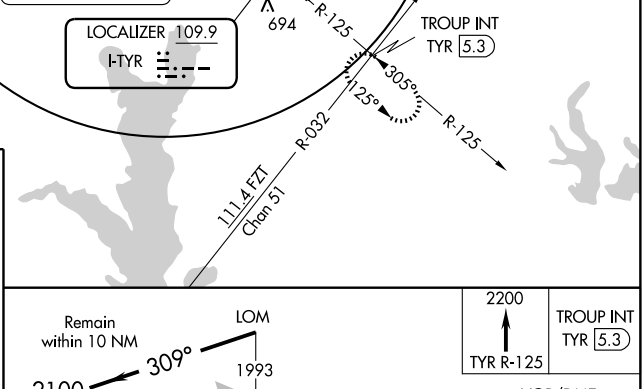
MISSED APPROACH: Climb to 2200 via TYLER VOR/DME R-125 to TROUP Int/5.3 DME and hold.

ASOS ★	ATIS	LONGVIEW APP CON ★	POUNDS TOWER ★	GND CON	UNICOM
126.25	126.25	128.75 379.15	120.1 (CTAF) L 257.8	121.9	122.95





REIL Rwys 4 and 22
HIRL Rwy 13-31 L
MIRL Rwys 4-22 and 17-35 L



FAF to MAP 4.6 NM					
Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32

CATEGORY	A	B	C	D
S-ILS 13	740-½ 200 (200-½)			
S-LOC 13	880-½ 340 (400-½)			880-1 340 (400-1)
CIRCLING	960-1 416 (500-1)	1000-1 456 (500-1)	1000-1½ 456 (500-1½)	1120-2 576 (600-2)

SC-2, 08 APR 2010 to 06 MAY 2010

WAAS CH 40014 W04A	APP CRS 039°	Rwy Idg 7200 TDZE 541 Apt Elev 544

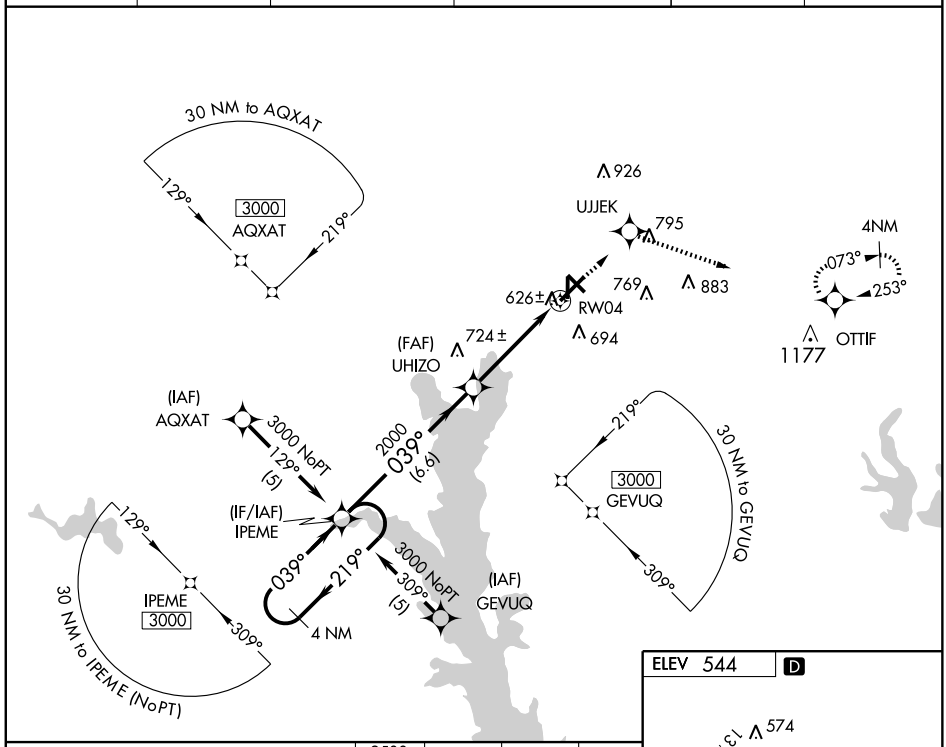
RNAV (GPS) RWY 4

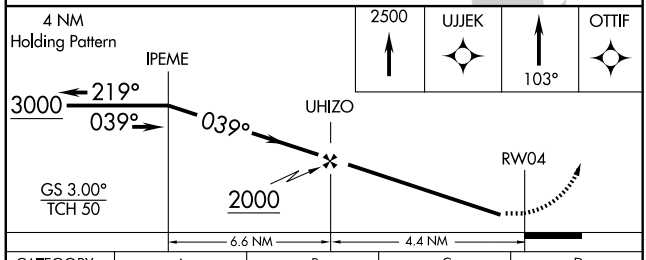
TYLER POUNDS RGNL (TYR)

DME/DME RNP-0.3 NA.
Baro-VNAV NA below -16°C (4°F).
Circling NA at night to Rwy 17.

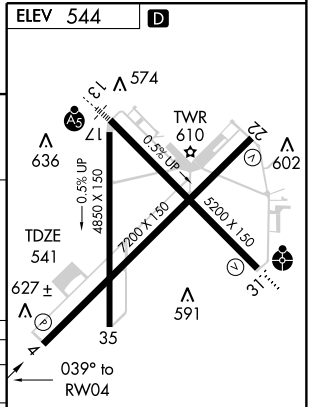
MISSED APPROACH: Climb to 2500 direct UJJEK and via 103° track to OTTIF and hold.

ASOS *	ATIS	LONGVIEW APP CON *	POUNDS TOWER *	GND CON	UNICOM
126.25	126.25	128.75 379.15	120.1 (CTAF) L 257.8	121.9	122.95





CATEGORY	A	B	C	D
LPV DA	834-1 293 (300-1)			
LNAV/VNAV DA	941-1½ 400 (400-1½)			
LNAV MDA	880-1 339 (400-1)			
CIRCLING	960-1½ 416 (500-1½)	1000-1½ 456 (500-1½)		1120-2 576 (600-2)



REIL Rwys 4 and 22
HIRL Rwy 13-31 L
MIRL Rwys 4-22 and 17-35 L

SC-2, 08 APR 2010 to 06 MAY 2010

WAAS CH 45701 W13A	APP CRS 129°	Rwy Idg 5200 TDZE 539 Apt Elev 544

RNAV (GPS) RWY 13

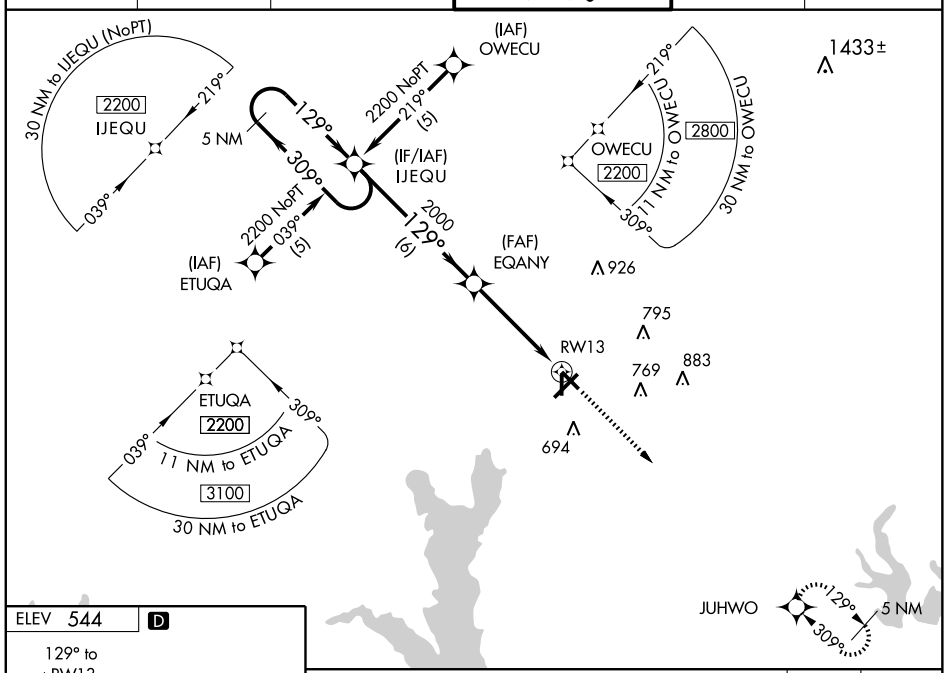
TYLER POUNDS RGNL (TYR)

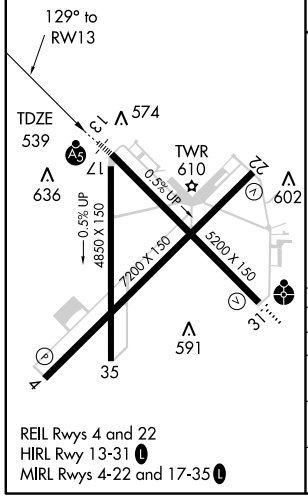
Circling to Rwy 17 NA at night. For inoperative MALSR increase LPV all Cats visibility to 1, and LNAV Cat D visibility to 1¼. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (117°F). If local altimeter setting not received, use East Texas Rgnl altimeter setting and increase all DAs/MDAs 120 feet. VDP and Baro-VNAV NA when using East Texas Rgnl altimeter setting. DME/DME RNP-0.3 NA.

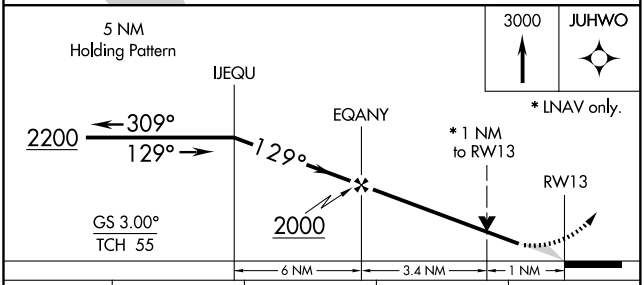
MALSR

MISSED APPROACH: Climb to 3000 direct JUHWO and hold.

ASOS*	ATIS	LONGVIEW APP CON*	POUNDS TOWER*	GND CON	UNICOM
126.25	126.25	128.75 379.15	120.1 (CTAF) L 257.8	121.9	122.95







CATEGORY	A	B	C	D
LPV DA	789-½ 250 (300-½)			
LNAV/VNAV DA	886-¾ 347 (400-¾)			
LNAV MDA	900-½ 361 (400-½)			900-1 361 (400-1)
CIRCLING	960-1¼ 416 (500-1¼)	1000-1¼ 456 (500-1¼)	1000-1½ 456 (500-1½)	1120-2 576 (600-2)

SC-2, 08 APR 2010 to 06 MAY 2010

WAAS CH 45514 W22A	APP CRS 219°	Rwy Idg 7200 TDZE 538 Apt Elev 544

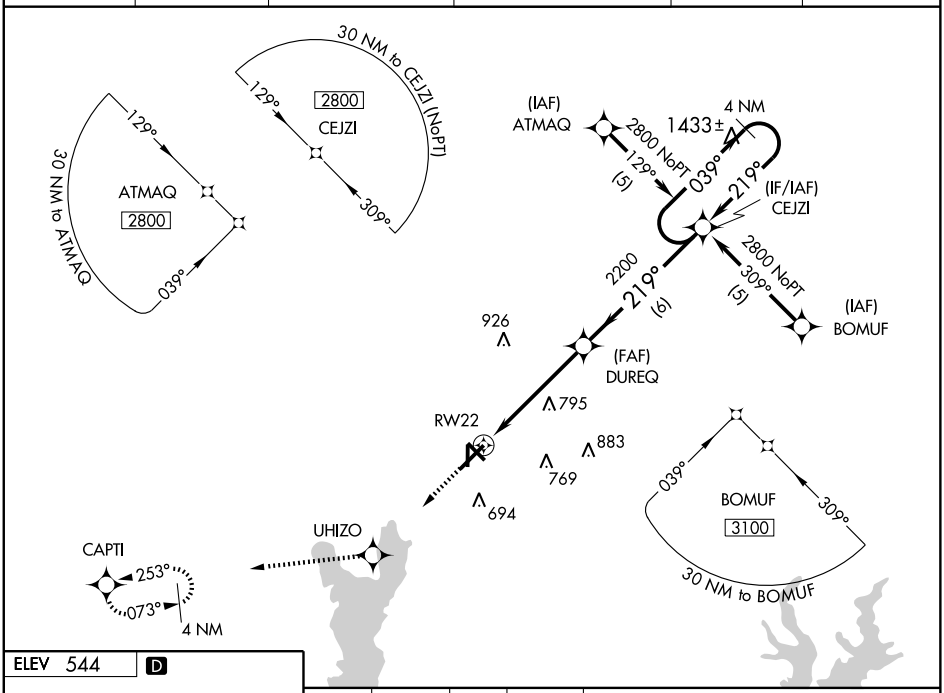
RNAV (GPS) RWY 22

TYLER POUNDS RGNL (TYR)

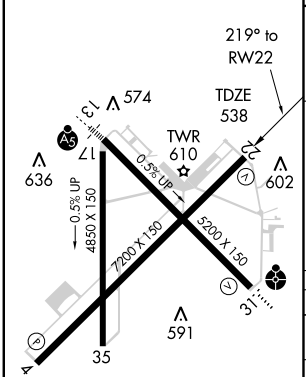
DME/DME RNP-0.3 NA.
Baro-VNAV NA below -16°C (4°F)
Circling NA at night Rwy 17.

MISSED APPROACH: Climb to 2500 direct UHIZO and via 258° track to CAPTI and hold.

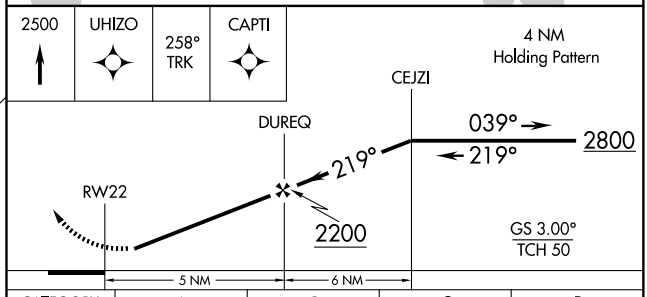
ASOS ★	ATIS	LONGVIEW APP CON ★	POUNDS TOWER ★	GND CON	UNICOM
126.25	126.25	128.75 379.15	120.1 (CTAF) L 257.8	121.9	122.95



ELEV 544 D



REIL Rwys 4 and 22
HIRL Rwys 13-31 L
MIRL Rwys 4-22 and 17-35 L



CATEGORY	A	B	C	D
LPV DA	892-1¼ 354 (400-1¼)			
LNAV/VNAV DA	915-1¼ 377 (400-1¼)			
LNAV MDA	1100-1 562 (600-1)		1100-1½ 562 (600-1½)	1100-1¾ 562 (600-1¾)
CIRCLING	1100-1¼ 556 (600-1¼)		1100-1½ 556 (600-1½)	1120-2 576 (600-2)

SC-2, 08 APR 2010 to 06 MAY 2010

WAAS CH 61101 W31A	APP CRS 309°	Rwy Idg 5200 TDZE 544 Apt Elev 544

RNAV (GPS) RWY 31

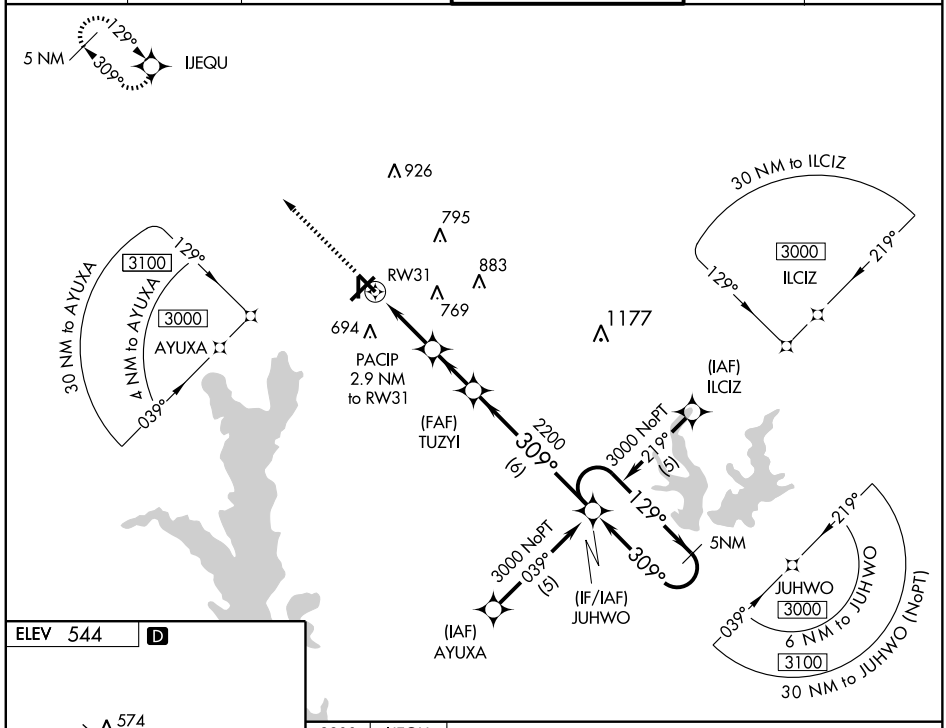
TYLER POUNDS RGNL (TYR)

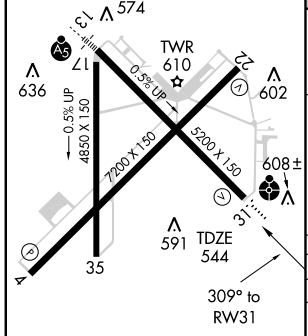
Circling to Rwy 17 NA at night. Inoperative table does not apply to LPV. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (118°F). DME/DME RNP-0.3 NA. If local altimeter setting not received, use East Texas Rgnl altimeter setting and increase all DAs/MDAs 120 feet. VDP and Baro-VNAV NA when using East Texas Rgnl altimeter setting. Visibility reduction by helicopters NA.

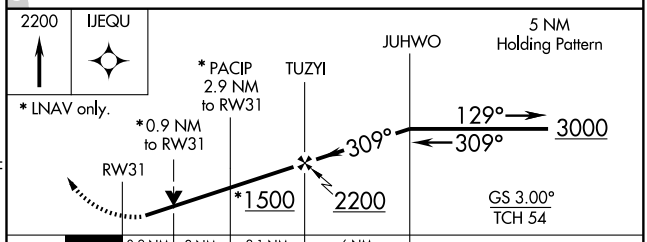
ODALS

MISSED APPROACH: Climb to 2200 direct IJEQU and hold.

ASOS ★	ATIS	LONGVIEW APP CON ★	POUNDS TOWER ★	GND CON	UNICOM
126.25	126.25	128.75 379.15	120.1 (CTAF) L 257.8	121.9	122.95







CATEGORY	A	B	C	D
LPV DA	805-1 261 (300-1)			
LNAV/VNAV DA	858-¾ 314 (400-¾)			858-1 314 (400-1)
LNAV MDA	880-¾ 336 (400-¾)			880-1 336 (400-1)
CIRCLING	960-1 416 (500-1)	1000-1 456 (500-1)	1000-1½ 456 (500-1½)	1120-2 576 (600-2)

REIL Rwys 4 and 22
HIRL Rwy 13-31 L
MIRL Rwys 4-22 and 17-35 L

SC-2, 08 APR 2010 to 06 MAY 2010

TYLER, TEXAS

AL-622 (FAA)

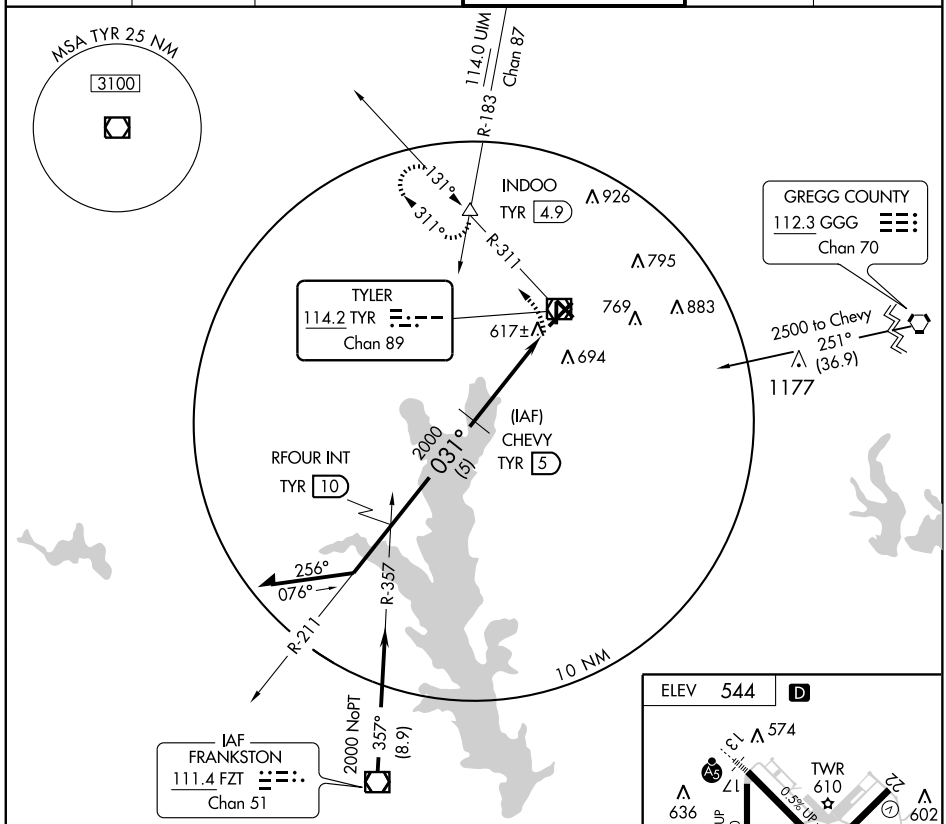
VOR/DME TYR	APP CRS	Rwy Idg	7200
114.2	031°	TDZE	541
Chan 89		Apt Elev	544

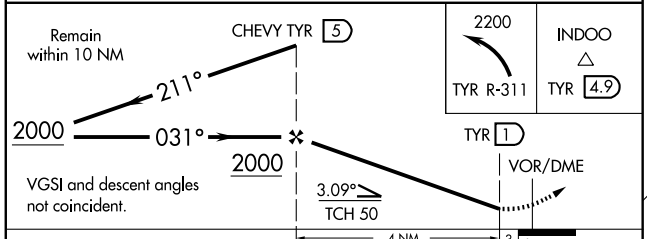
VOR/DME RWY 4

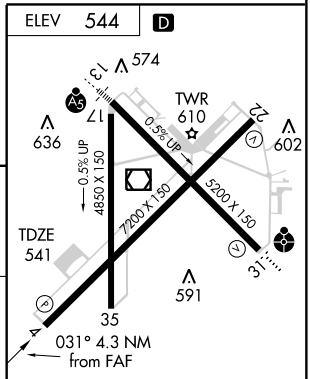
TYLER POUNDS RGNL (TYR)

MISSED APPROACH: Climbing left turn to 2200 via TYR VOR/DME R-311 to INDOO Int/4.9 DME and hold.

ASOS ★	ATIS	LONGVIEW APP CON ★	POUNDS TOWER ★	GND CON	UNICOM
126.25	126.25	128.75 379.15	120.1 (CTAF) L 257.8	121.9	122.95







CATEGORY	A	B	C	D
S-4	880-1 339 (400-1)			
CIRCLING	960-1 416 (500-1)	1000-1 456 (500-1)	1000-1½ 456 (500-1½)	1120-2 576 (600-2)

REIL Rwys 4 and 22
HIRL Rwy 13-31 L
MIRL Rwys 4-22 and 17-35 L

SC-2, 08 APR 2010 to 06 MAY 2010

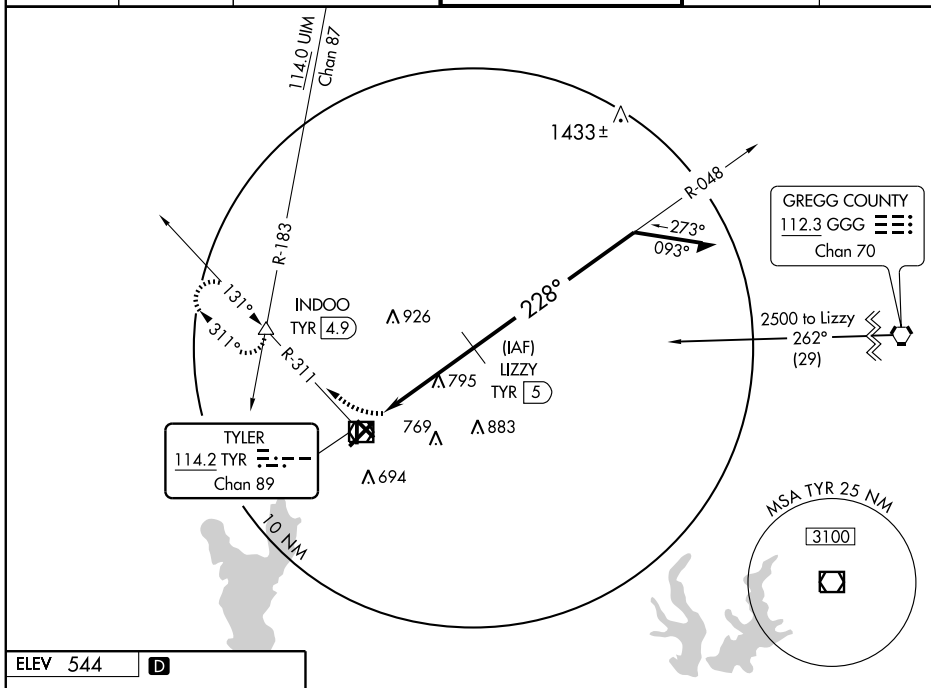
VOR/DME TYR	APP CRS	Rwy Idg	7200
114.2	228°	TDZE	538
Chan 89		Apt Elev	544

VOR/DME RWY 22

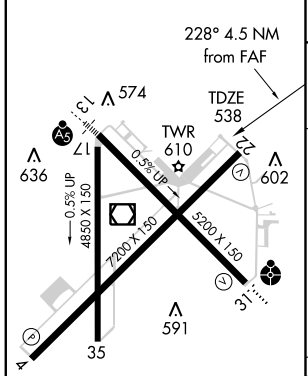
TYLER POUNDS RGNL (TYR)

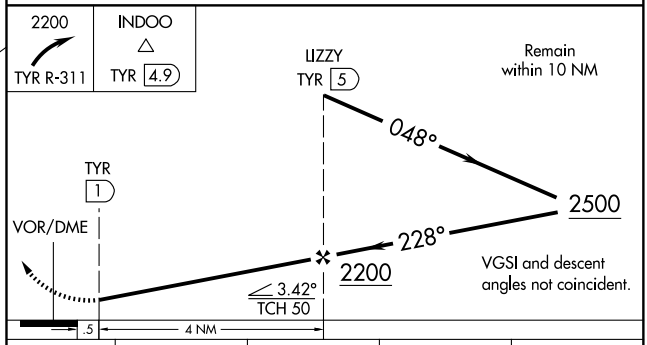
MISSED APPROACH: Climbing right turn to 2200 via TYR VOR/DME R-311 to INDOO Int/4.9 DME and hold.

ASOS *	ATIS	LONGVIEW APP CON *	POUNDS TOWER *	GND CON	UNICOM
126.25	126.25	128.75 379.15	120.1 (CTAF) L 257.8	121.9	122.95



ELEV 544 D





CATEGORY	A	B	C	D
S-22	1060-1 522 (600-1)		1060-1½ 522 (600-1½)	1060-1¾ 522 (600-1¾)
CIRCLING	1060-1 516 (600-1)		1060-1½ 516 (600-1½)	1120-2 576 (600-2)

REIL Rwys 4 and 22
HIRL Rwy 13-31 L
MIRL Rwys 4-22 and 17-35 L

SC-2. 08 APR 2010 to 06 MAY 2010

VOR/DME TYR	APP CRS	Rwy Idg	5200
114.2	305°	TDZE	544
Chan 89		Apt Elev	544

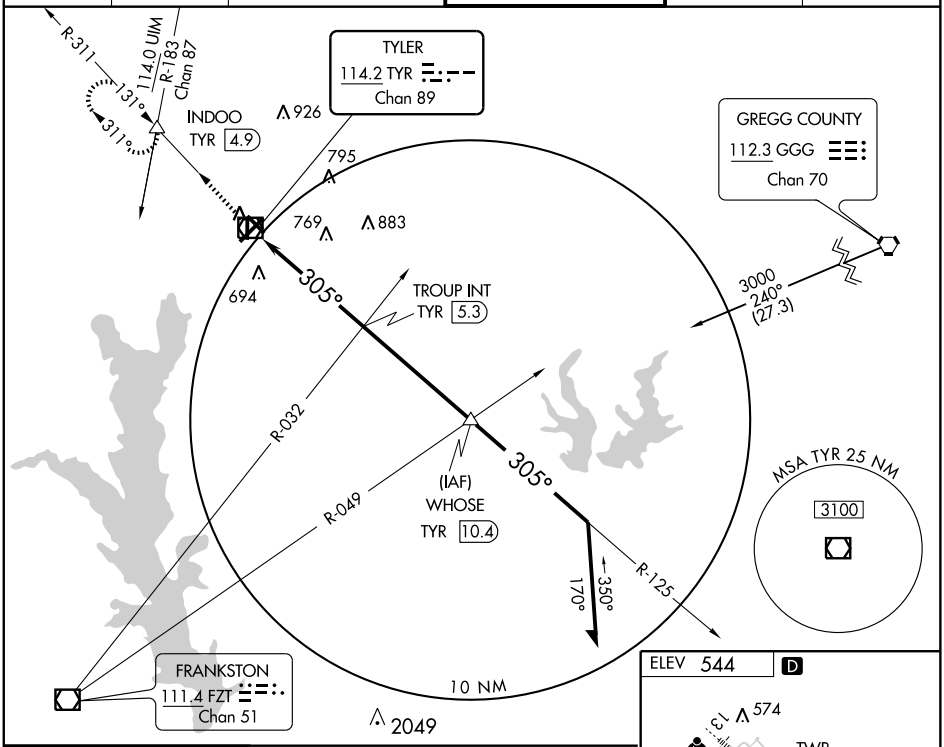
VOR RWY 31
TYLER POUNDS RGNL (TYR)

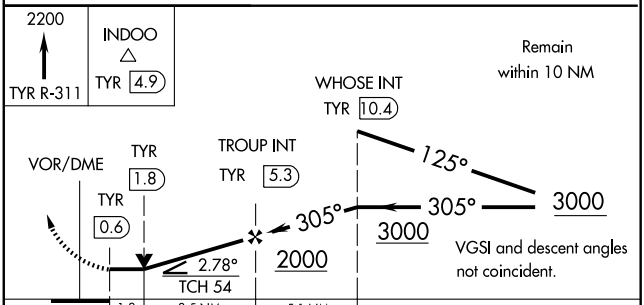
A Inoperative table does not apply to Cat C.

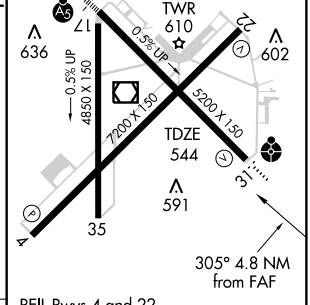
ODALS

MISSED APPROACH: Climb to 2200 via TYR VOR/DME R-311 to INDOO Int/4.9 DME and hold.

ASOS ★	ATIS	LONGVIEW APP CON ★	POUNDS TOWER ★	GND CON	UNICOM
126.25	126.25	128.75 379.15	120.1 (CTAF) L 257.8	121.9	122.95







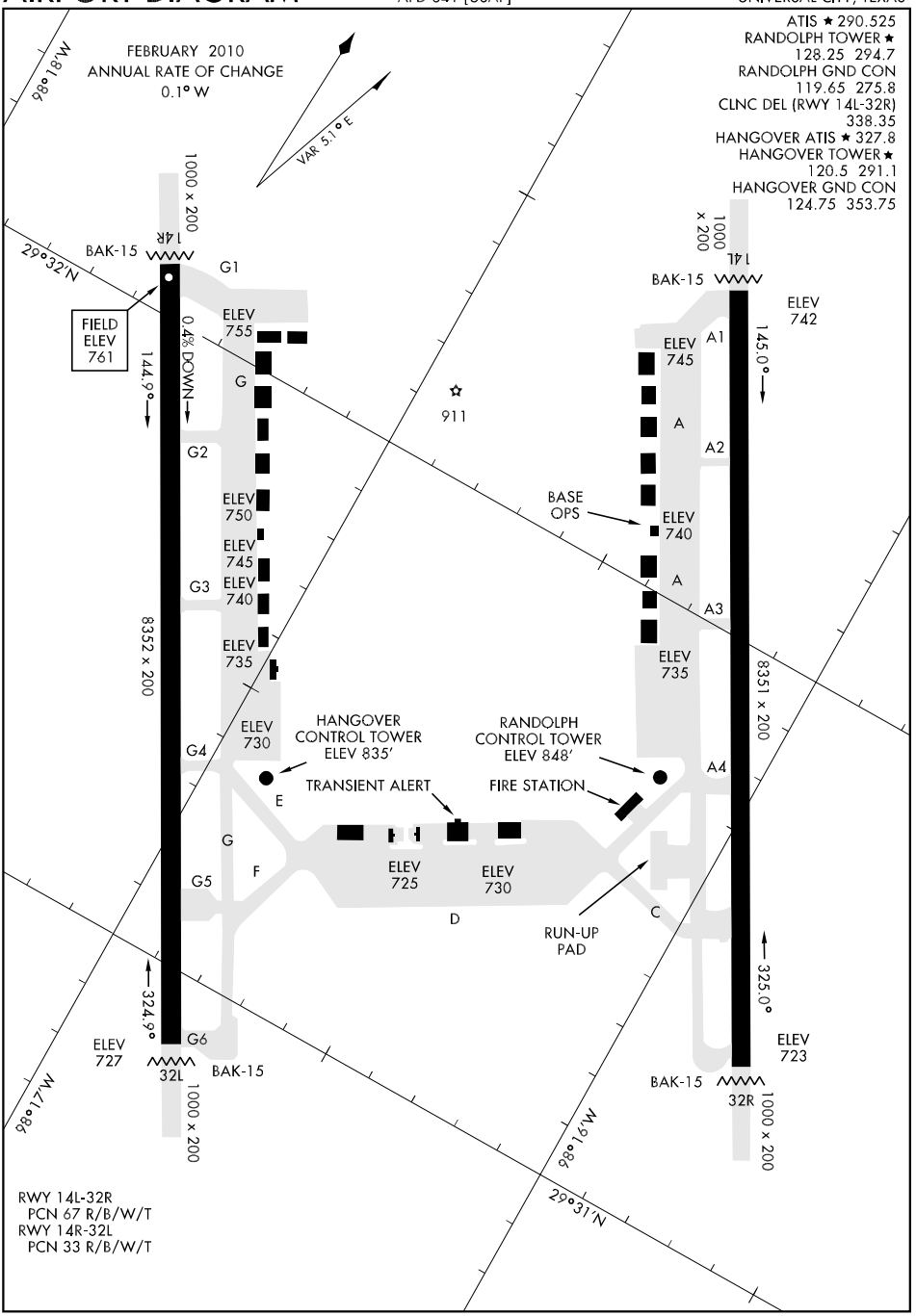
REIL Rwys 4 and 22
HIRL Rwy 13-31 L
MIRL Rwys 4-22 and 17-35 L

CATEGORY	A	B	C	D
S-31	1000- ¾	456 (500- ¾)	1000- 1¼ 456 (500-1¼)	1000-1½ 456 (500-1½)
CIRCLING	1000- 1	456 (500- 1)	1000-1½ 456 (500-1½)	1120- 2 576 (600- 2)

FAF to MAP 4.8 NM

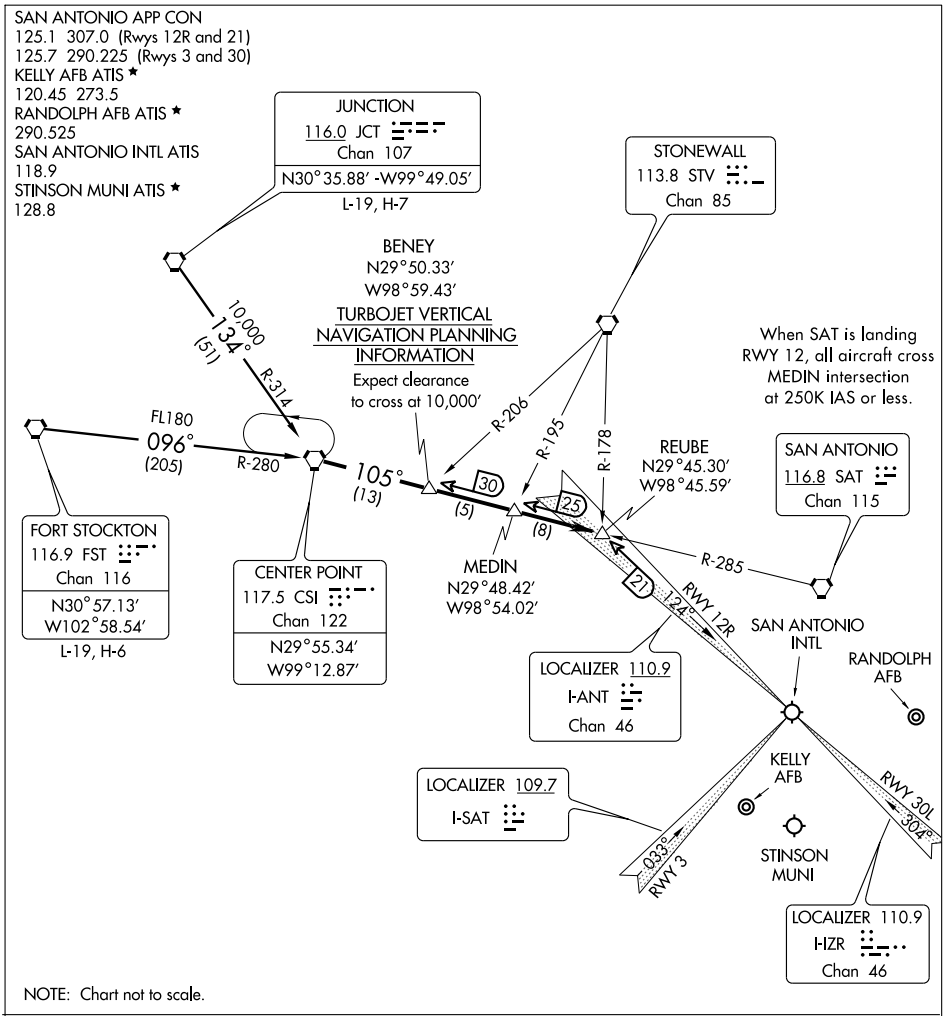
Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

SC-2, 08 APR 2010 to 06 MAY 2010


ATIS ★ 290.525
RANDOLPH TOWER ★
128.25 294.7
RANDOLPH GND CON
119.65 275.8
CLNC DEL (RWY 14L-32R)
338.35
HANGOVER ATIS ★ 327.8
HANGOVER TOWER ★
120.5 291.1
HANGOVER GND CON
124.75 353.75
FEBRUARY 2010
ANNUAL RATE OF CHANGE
0.1° W
VAR 5.1° E
98°18'W
29°32'N
1000 x 200
14R
BAK-15
G1
FIELD ELEV 761
0.4% DOWN
144.9°
ELEV 755
G
G2
ELEV 750
ELEV 745
ELEV 740
G3
ELEV 735
8352 x 200
ELEV 730
G4
911
BASE OPS
HANGOVER CONTROL TOWER ELEV 835'
RANDOLPH CONTROL TOWER ELEV 848'
TRANSIENT ALERT
FIRE STATION
E
G
F
G5
ELEV 725
ELEV 730
D
RUN-UP PAD
C
324.9°
ELEV 727
G6
32L
BAK-15
1000 x 200
98°17'W
RWY 14L-32R
PCN 67 R/B/W/T
RWY 14R-32L
PCN 33 R/B/W/T
1000 x 200
14L
BAK-15
ELEV 742
A1
ELEV 745
145.0°
A
A2
A
A3
ELEV 735
8351 x 200
A4
325.0°
ELEV 723
BAK-15
32R
1000 x 200
98°16'W
29°31'N

CENTERPOINT ONE ARRIVAL (CSI.CSI1)

SAN ANTONIO, TEXAS



NOTE: Chart not to scale.

FORT STOCKTON TRANSITION (FST.CSI1): From over FST VORTAC via FST R-096 and CSI R-280 to CSI VORTAC. Thence . . . .

JUNCTION TRANSITION (JCT.CSI1): From over JCT VORTAC via JCT R-134 and CSI R-314 to CSI VORTAC. Thence . . . .

. . . . From over CSI VORTAC via CSI R-105 to REUBE INT. Expect vector to final approach course.

SATELLITE AIRPORTS: Conform to SAT routing and frequency assignment.

SC-3, 08 APR 2010 to 06 MAY 2010

HI-ILS or LOC/DME RWY 14L

LOC I-TRT	APCH CRS	Rwy ldg / TDZE / Arpt Elev
109.9	145°	8351 / 742 / 761

JAL-341 [USAF]

RANDOLPH AFB (KRND)

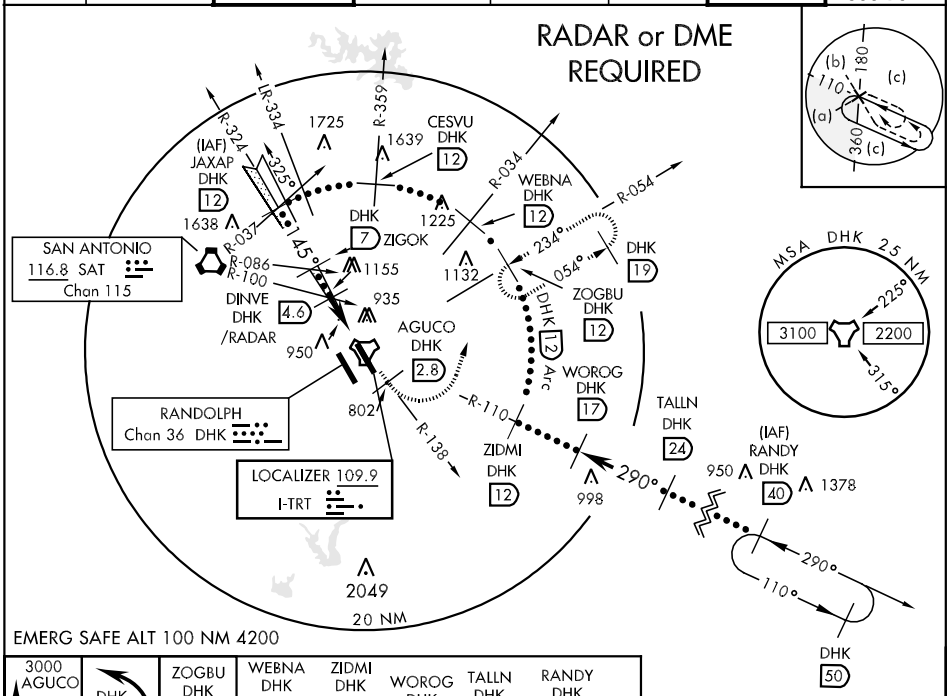
* When ALS inop, increase RVR CAT C to 60 and vis to 1¼ miles, CAT D vis to 1½ miles, and CAT E vis to 1¾ miles.
** Circling not authorized SW of Rwy 14L-32R.

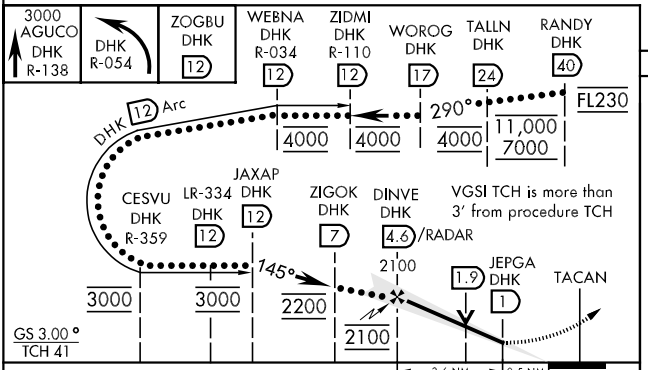
ALSF-1

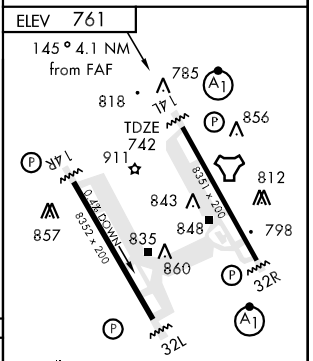
MISSED APPROACH: Climb to 3000 out DHK TACAN R-138 to AGUCO. Then turn left intercept DHK R-054 direct ZOGBU and hold.

ATIS ★	SAN ANTONIO APP CON	RANDOLPH TOWER ★	RANDOLPH GND CON	CLNC DEL (RWY 14L-32R)	HANGOVER ATIS ★	HANGOVER TOWER ★	HANGOVER GND CON
290.525	128.05 318.1	128.25 294.7	119.65 275.8	338.35	327.8	120.5 291.1	124.75 353.75

RADAR or DME REQUIRED







HIRL all Rwy
ALS Rwy 14L nstd len 2100'

CATEGORY	C	D	E
S-ILS 14L	942/40	200	(200-¾)
S-LOC/DME 14L *	1220/50 478 (500-1)	1220/60 478 (500-1¼)	1220-1½ 478 (500-1½)
CIRCLING **	1220-1½ 459 (500-1½)	1320-2 559 (600-2)	1800-3 1039 (1100-3)

FAF to MAP 3.6 NM

Knots	120	140	160	180	200
Min:Sec	1:48	1:33	1:21	1:12	1:05

HI-ILS or LOC/DME RWY 32R

LOC I-RND	APCH CRS	Rwy ldg	8351
109.3	325°	TDZE	734
		Arpt Elev	761

JAL-341 [USAF]

RANDOLPH AFB (KRND)

* When ALS inop, increase RVR all CATS to 40 and vis to ¾ mile.
** When ALS inop, increase RVR CAT C to 50 and vis to 1 mile, CAT DE RVR to 60 and vis to 1¼ miles.

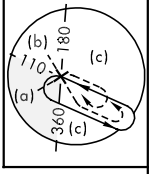
ALSF-1

MISSED APPROACH: Climb to 3000, intercept the DHK TACAN R-333 to 2.6 DME (OALLY), then turn right intercept DHK R-054 to 12 DME (ZOGBU), hold as published.

ATIS ★	SAN ANTONIO APP CON	RANDOLPH TOWER ★	RANDOLPH GND CON	CLNC DEL (RWY 14L-32R)	HANGOVER ATIS ★	HANGOVER TOWER ★	HANGOVER GND CON
290.525	128.05 318.1	128.25 294.7	119.65 275.8	338.35	327.8	120.5 291.1	124.75 353.75

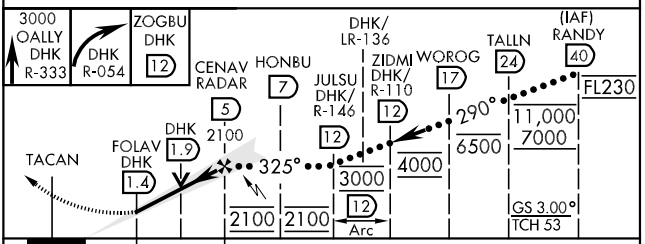
*** Circling not authorized SW of Rwy 14L-32R.

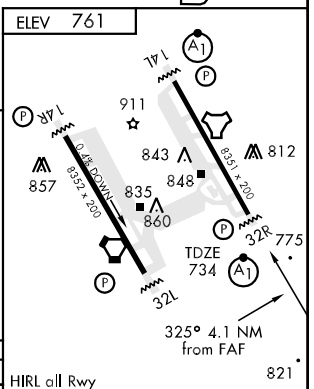
RADAR or DME REQUIRED



EMERG SAFE ALT 100 NM 4200

VGSI TCH is more than 3′ from procedure TCH





CATEGORY	C	D	E
S-ILS 32R *	934/24	200	(200-½)
S-LOC/ ** DME 32R	1080/40	346	(400-¾)
CIRCLING ***	1220-1½ 459 (500-1½)	1320-2 559 (600-2)	1800-3 1039 (1100-3)

HIRL all Rwy
ALS Rwy 14L nstd len 2100′

FAF to MAP 3.6 NM					
Knots	120	140	160	180	200
Min:Sec	1:48	1:33	1:21	1:12	1:05

SC-3, 08 APR 2010 to 06 MAY 2010

HI-TACAN A

TACAN DHK Chan 36	APCH CRS 144°	Rwy Idg N/A TDZE N/A Arpt Elev 761

JAL-341 [USAF]

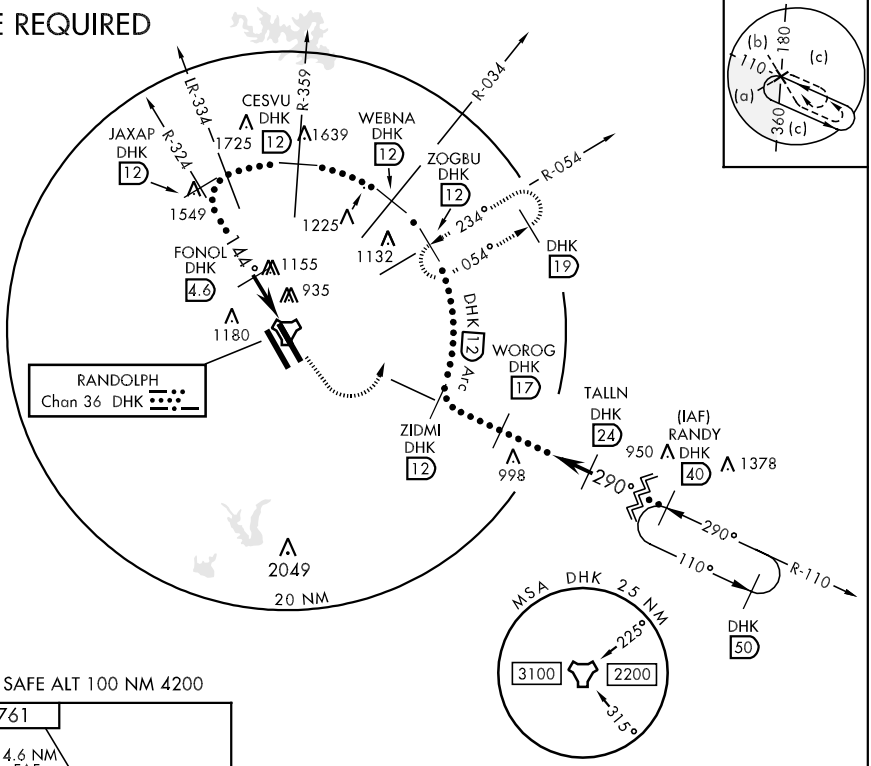
RANDOLPH AFB (KRND)

* Circling not authorized SW of Rwy 14L-32R.

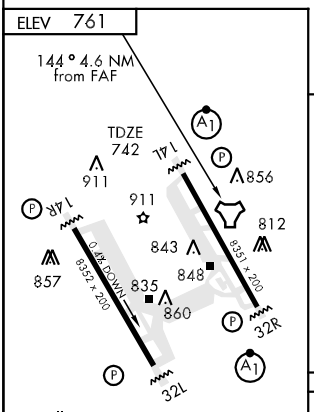
MISSED APPROACH: Track 145° to 1500. Then climbing left turn to 3000. Intercept DHK TACAN R-054 direct ZOGBU and hold as published.

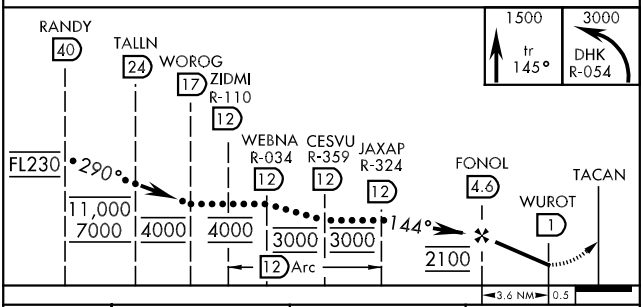
ATIS ★	SAN ANTONIO APP CON	RANDOLPH TOWER ★	RANDOLPH GND CON	CLNC DEL (RWY 14L-32R)	HANGOVER ATIS ★	HANGOVER TOWER ★	HANGOVER GND CON
290.525	128.05 318.1	128.25 294.7	119.65 275.8	338.35	327.8	120.5 291.1	124.75 353.75

DME REQUIRED



EMERG SAFE ALT 100 NM 4200





CATEGORY	C	D	E
CIRCLING *	1420-1¾ 659 (700-1¾)	1420-2 659 (700-2)	1800-3 1039 (1100-3)

HI-TACAN B

TACAN	APCH CRS	Rwy Idg	
DHK Chan 36	326°	TDZE	N/A
		Arpt Elev	761

JAL-341 [USAF]

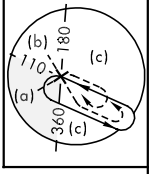
RANDOLPH AFB (KRND)

* Circling not authorized SW of Rwy 14L-32R.

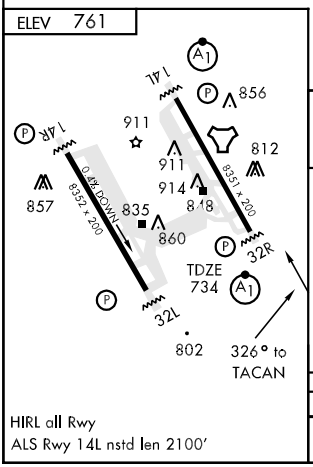
MISSED APPROACH: Track 337° to 1500, then climbing right turn to 3000, intercept DHK TACAN R-054 direct ZOGBU and hold.

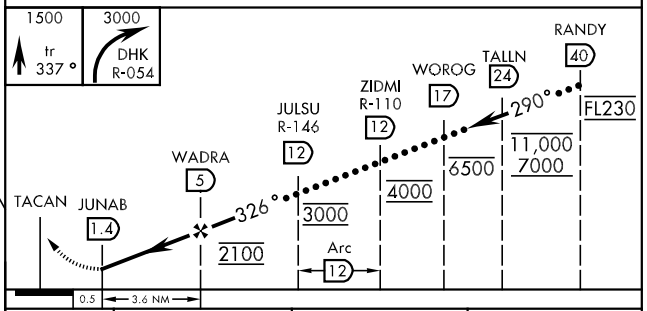
ATIS ★	SAN ANTONIO APP CON	RANDOLPH TOWER ★	RANDOLPH GND CON	CLNC DEL (RWY 14L-32R)	HANGOVER ATIS ★	HANGOVER TOWER ★	HANGOVER GND CON
290.525	128.05 318.1	128.25 294.7	119.65 275.8	338.35	327.8	120.5 291.1	124.75 353.75

DME REQUIRED



EMERG SAFE ALT 100 NM 4200





HIRL all Rwy
ALS Rwy 14L nstd len 2100'

CATEGORY	C	D	E
CIRCLING *	1220-1½ 459 (500-1½)	1320-2 559 (600-2)	1800-3 1039 (1100-3)

ILS or LOC/DME RWY 14L

LOC I-TRT	APCH CRS	Rwy ldg / TDZE / Arpt Elev
109.9	145°	8351 / 742 / 761

AL-341 [USAF] — RANDOLPH AFB (KRND)

* When ALS inop, increase RVR CATS AB to 40 and vis to ¾ mile.
** When ALS inop, increase RVR CATS AB to 50 and vis to 1 mile, CAT C to 60 and vis to 1¼ miles, CAT D vis to 1½ miles, Cat E vis to 1¾ miles.

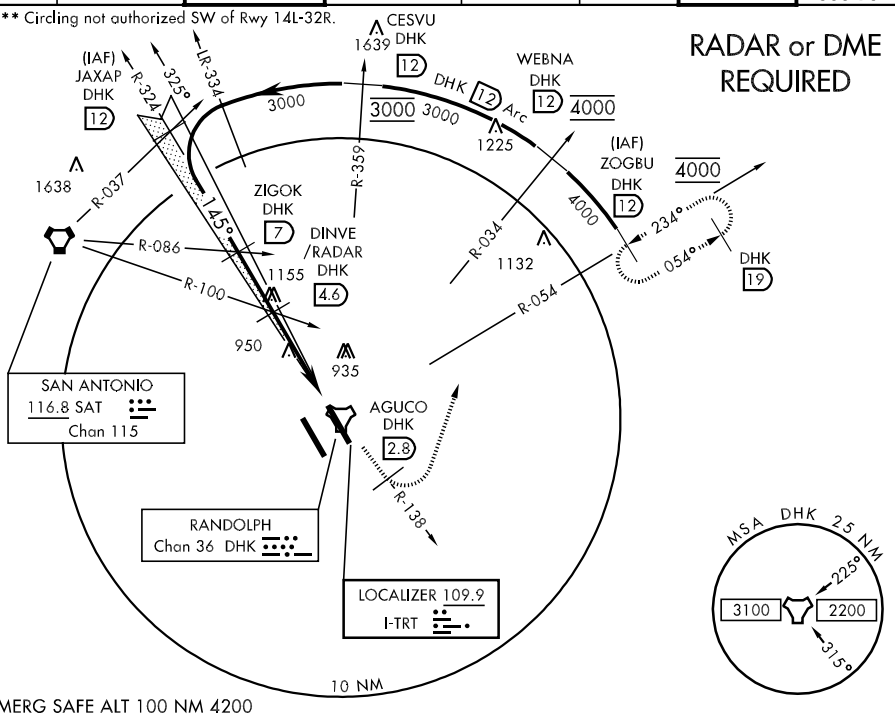
ALSF-1

MISSED APPROACH: Climb to 3000 out DHK TACAN R-138 to AGUCO. Then turn left intercept DHK R-054 to ZOGBU and hold.

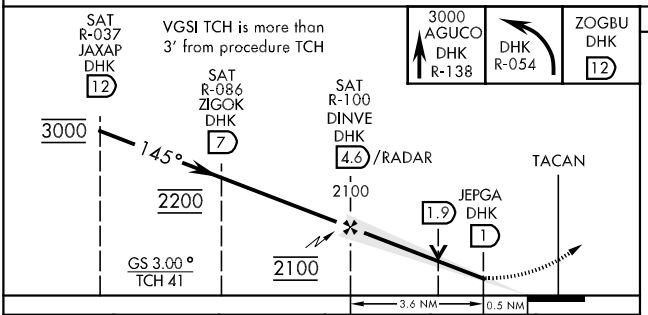
ATIS ★	SAN ANTONIO APP CON	RANDOLPH TOWER ★	RANDOLPH GND CON	CLNC DEL (RWY 14L-32R)	HANGOVER ATIS ★	HANGOVER TOWER ★	HANGOVER GND CON
290.525	128.05 318.1	128.25 294.7	119.65 275.8	338.35	327.8	120.5 291.1	124.75 353.75

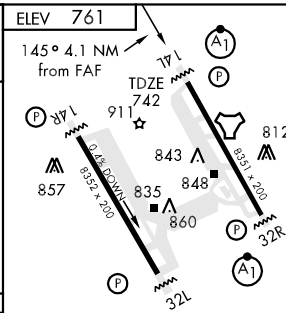
*** Circling not authorized SW of Rwy 14L-32R.

RADAR or DME REQUIRED



EMERG SAFE ALT 100 NM 4200





CATEGORY	A	B	C	D	E
S-ILS 14L*	942/24 200 (200-½)		942/40 200 (200-¾)		
S-LOC/DME 14L **	1220/40 478 (500-¾)		1220/50 478 (500-1)	1220/60 478 (500-1¼)	1220-1½ 478 (500-1½)
CIRCLING ***	1220-1 459 (500- 1)		1220-1½ 459 (500-1½)	1320-2 559 (600-2)	1800-3 1039(1100-3)

HIRL all Rwy
ALS Rwy 14L nstd len 2100'

FAF to MAP 3.6 NM

Knots	60	90	120	150	180
Min:Sec	3:36	2:24	1:48	1:26	1:12

SC-3, 08 APR 2010 to 06 MAY 2010

UNIVERSAL CITY, TEXAS

ILS or LOC/DME RWY 14R

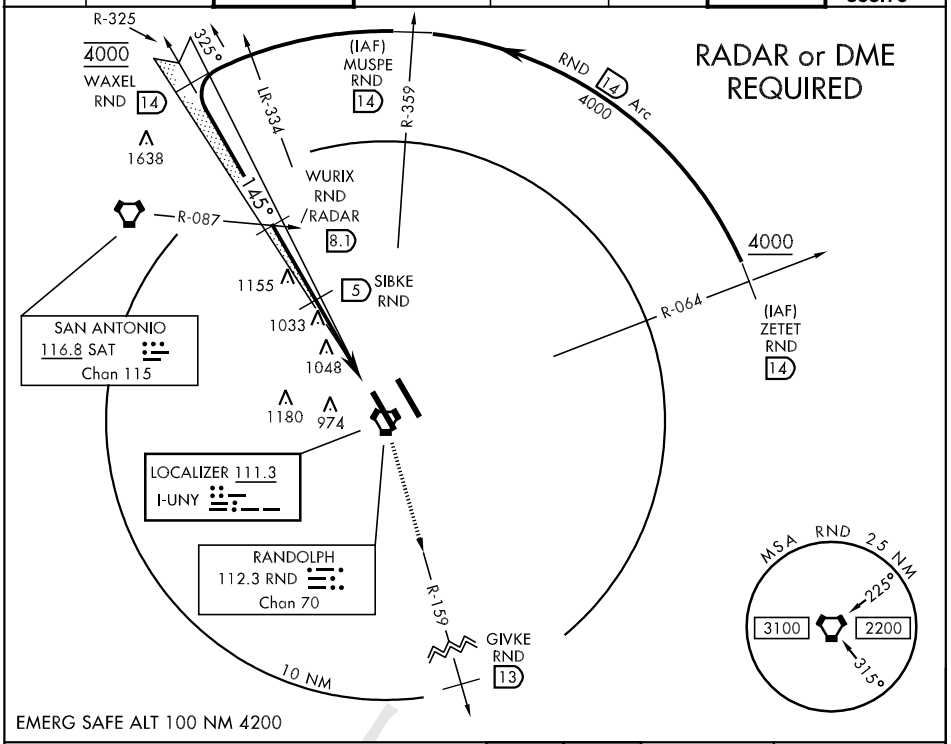
LOC I-UNY	APCH CRS	Rwy ldg / TDZE / Arpt Elev
111.3	145°	8352 / 761 / 761

AL-341 [USAF] — RANDOLPH AFB (KRND)

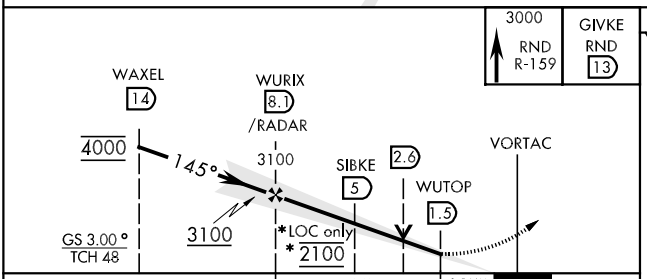
** Circling not authorized NE of Rwy 14R-32L.

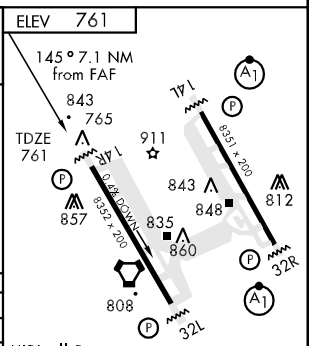
MISSED APPROACH: Climb to 3000 out RND VORTAC R-159 to 13 DME (GIVKE). Expect ATC instructions.

ATIS ★	SAN ANTONIO APP CON	RANDOLPH TOWER ★	RANDOLPH GND CON	CLNC DEL (RWY 14L-32R)	HANGOVER ATIS ★	HANGOVER TOWER ★	HANGOVER GND CON
290.525	128.05 318.1	128.25 294.7	119.65 275.8	338.35	327.8	120.5 291.1	124.75 353.75



SC-3, 08 APR 2010 to 06 MAY 2010





CATEGORY	A	B	C	D	E
S-ILS 14R	961/40		200	(200-¾)	
S-LOC/DME 14R	1300/50 539 (600-1)		1300-1½ 539 (600-1½)	1300-1¾ 539 (600-1¾)	1300-2 539 (600-2)
CIRCLING **	1300-1 539 (600-1)		1300-1½ 539 (600-1½)	1360-2 599 (600-2)	1800-3 1039 (1100-3)

HIRL all Rwy
ALS Rwy 14L nstd len 2100'

FAF to MAP 6.6 NM

Knots	60	90	120	150	180
Min:Sec	6:36	4:24	3:13	2:38	2:12

ILS or LOC/DME RWY 32L

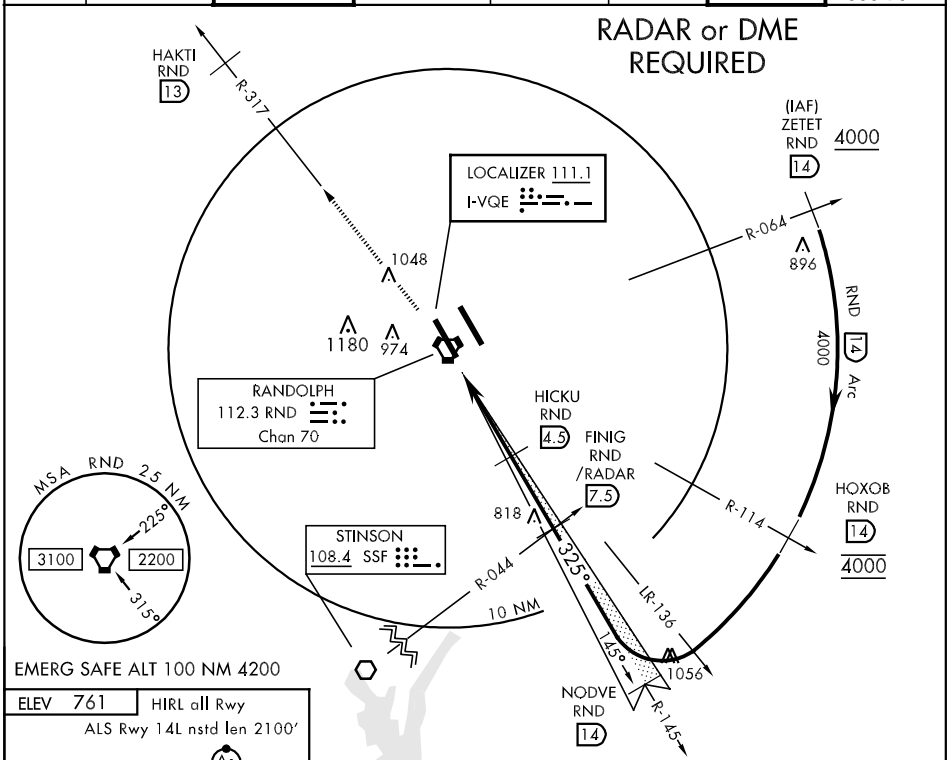
LOC I-VQE	APCH CRS	Rwy ldg	TDZE	Arpt Elev
111.1	325°	8352	734	761

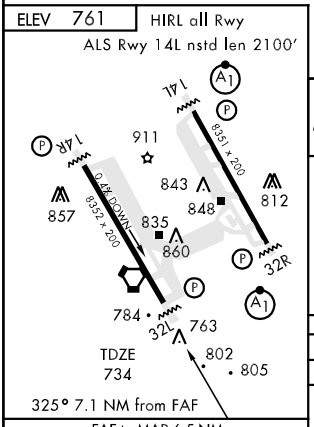
AL-341 [USAF] — RANDOLPH AFB (KRND)

** Circling not authorized NE of Rwy 14R-32L.

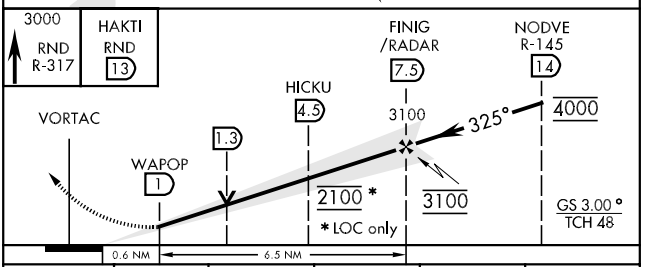
MISSED APPROACH: Climb to 3000 out RND VORTAC R-317 to 13 DME (HAKTI). Expect ATC instructions.

ATIS ★	SAN ANTONIO APP CON	RANDOLPH TOWER ★	RANDOLPH GND CON	CLNC DEL (RWY 14L-32R)	HANGOVER ATIS ★	HANGOVER TOWER ★	HANGOVER GND CON
290.525	128.05 318.1	128.25 294.7	119.65 275.8	338.35	327.8	120.5 291.1	124.75 353.75





Knots	60	90	120	150	180
Min:Sec	6:30	4:20	3:15	2:36	2:10



CATEGORY	A	B	C	D	E
S-ILS 32L	934/40		200	(200-¾)	
S-LOC/DME 32L	1060/50		326	(300-1)	1060/60 326 (300-1¼)
CIRCLING **	1240-1	479 (500-1)	1280-1½ 519 (600-1½)	1360-2 599 (600-2)	1800-3 1039 (1100-3)

SC-3, 08 APR 2010 to 06 MAY 2010

ILS or LOC/DME RWY 32R

LOC I-RND	APCH CRS	Rwy ldg / TDZE / Arpt Elev
109.3	325°	8351 / 734 / 761

AL-341 [USAF] — RANDOLPH AFB (KRND)

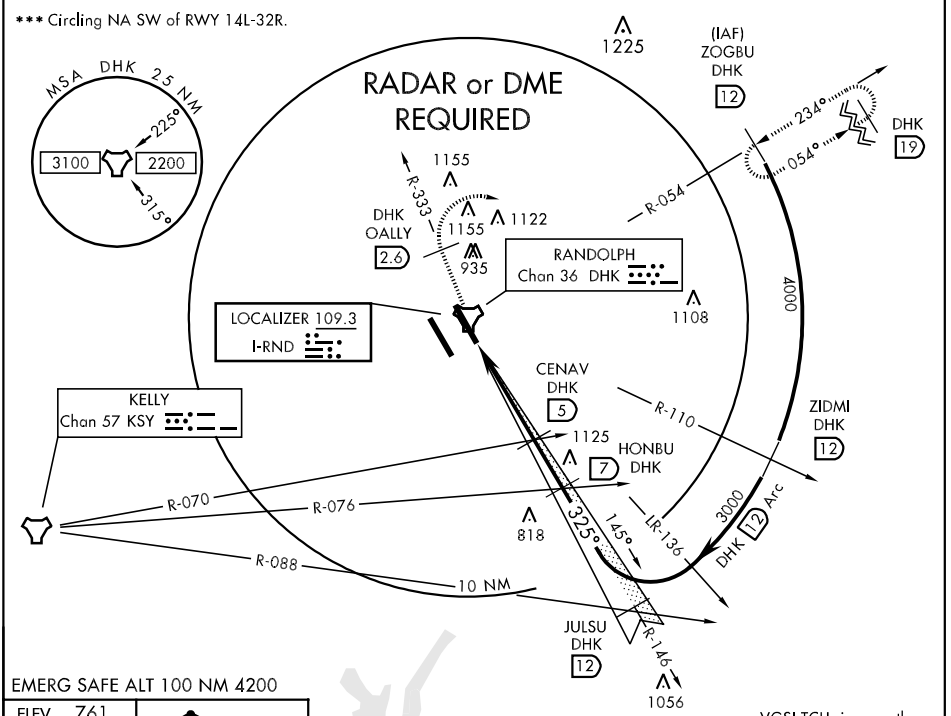
* When ALS inop, increase RVR all CATS to 40 and vis to ¾ mile.
** When ALS inop, increase CAT ABC RVR to 50 and vis to 1 mile, CAT DE RVR to 60 and vis to 1¼ miles.

ALSF-1

MISSED APPROACH: Climb to 3000, intercept the DHK TACAN R-333 to 2.6 DME (OALLY). Then turn right intercept DHK R-054 to 12 DME (ZOGBU), hold as published.

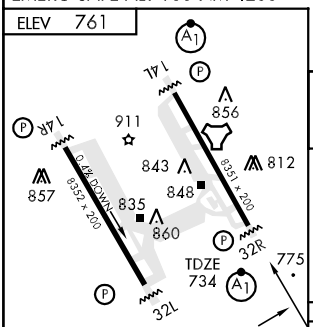
ATIS ★	SAN ANTONIO APP CON	RANDOLPH TOWER ★	RANDOLPH GND CON	CLNC DEL (RWY 14L-32R)	HANGOVER ATIS ★	HANGOVER TOWER ★	HANGOVER GND CON
290.525	128.05 318.1	128.25 294.7	119.65 275.8	338.35	327.8	120.5 291.1	124.75 353.75

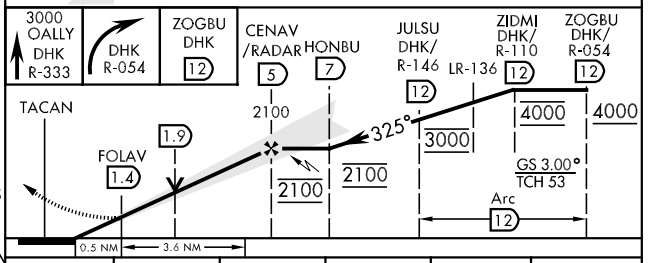
*** Circling NA SW of RWY 14L-32R.



EMERG SAFE ALT 100 NM 4200

VGSI TCH is more than 3' from procedure TCH





FAF to MAP 3.6 NM

Knots	60	90	120	150	180
Min:Sec	3:36	2:24	1:48	1:26	1:12

CATEGORY	A	B	C	D	E
S-ILS 32R *	934/24		200		(200-½)
S-LOC/ DME 32R **	1080/24	346	(400-½)	1080/40	346 (400-¾)
CIRCLING ***	1180-1 419 (500-1)	1220-1 459 (500-1)	1220-1½ 459 (500-1½)	1320-2 559 (600-2)	1800-3 1039 (1100-3)

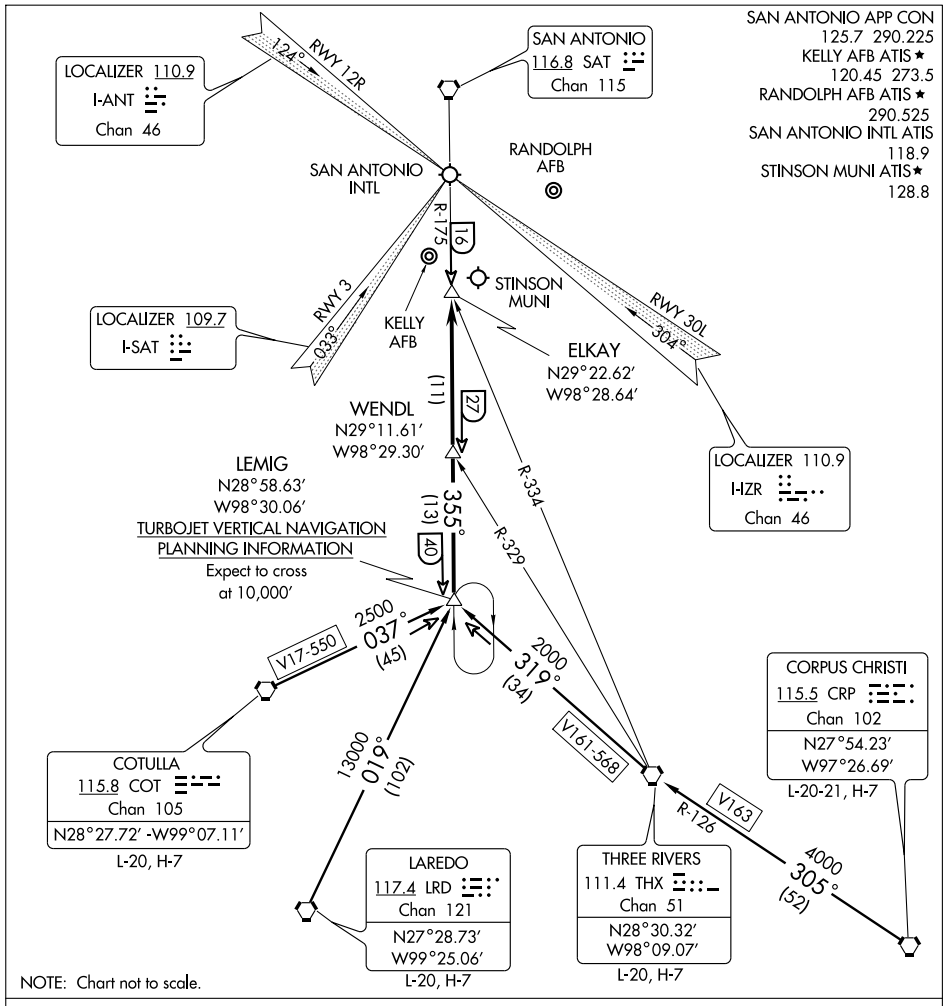
29°32'N-98°17'W

Orig 10042

ILS or LOC/DME RWY 32R

LEMIG ONE ARRIVAL (LEMIG.LEMIG1)

SAN ANTONIO, TEXAS



CORPUS CHRISTI TRANSITION (CRP.LEMIG1): From over CRP VORTAC via CRP R-305 and THX R-126 to THX VORTAC, then via THX R-319 to LEMIG INT. Thence . . . .

COTULLA TRANSITION (COT.LEMIG1): From over COT VORTAC via COT R-037 to LEMIG INT. Thence . . . .

LAREDO TRANSITION (LRD.LEMIG1): From over LRD VORTAC via LRD R-019 to LEMIG INT. Thence . . . .

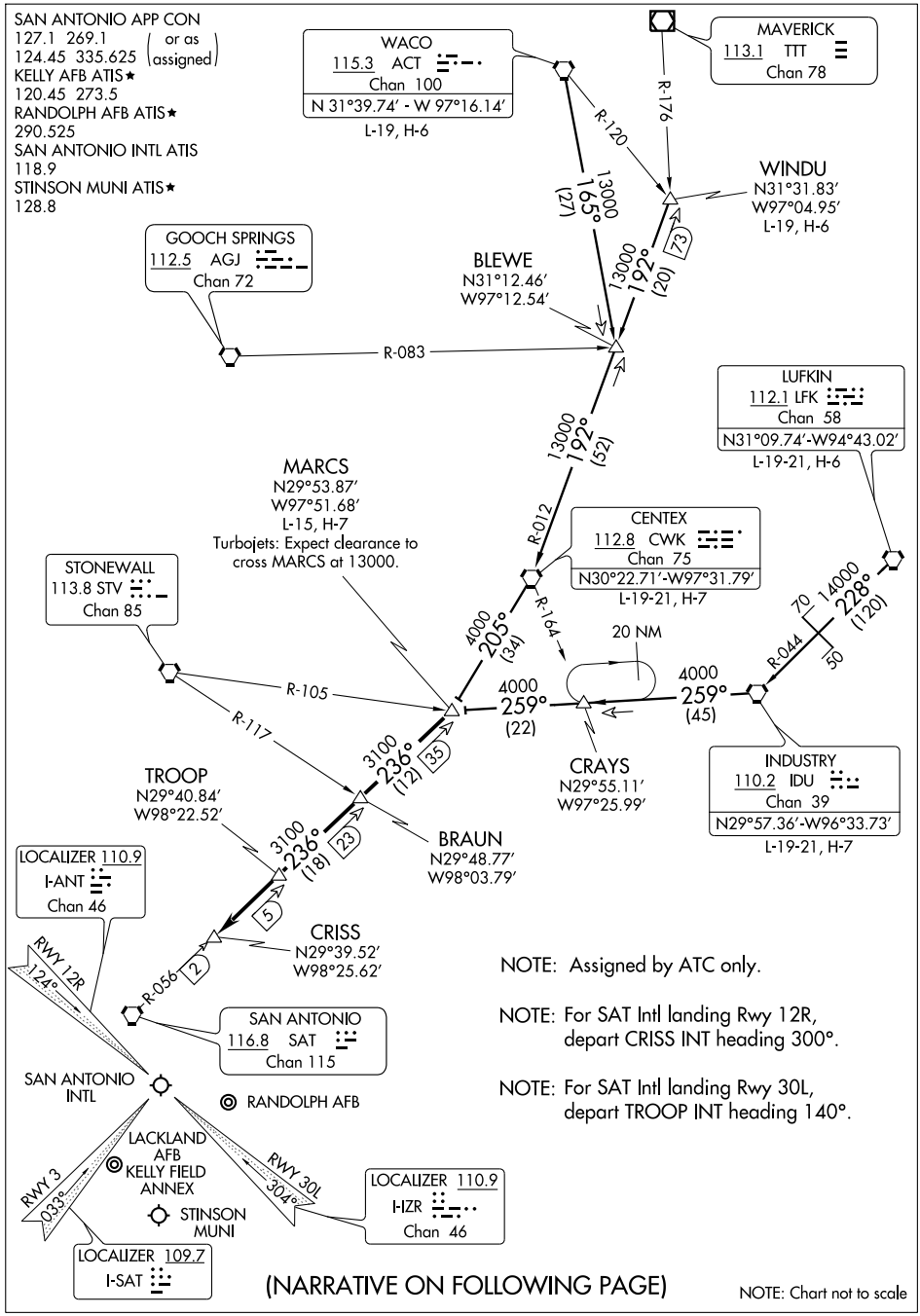
THREE RIVERS TRANSITION (THX.LEMIG1): From over THX VORTAC via THX R-319 to LEMIG INT. Thence . . . .

. . . . ALL AIRPORTS: From over LEMIG INT via SAT R-175 to ELKAY INT. Expect radar vectors to final approach course.

SC-3, 08 APR 2010 to 06 MAY 2010

MARCS NINE ARRIVAL

SAN ANTONIO, TEXAS



(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale

MARCS NINE ARRIVAL

ARRIVAL ROUTE DESCRIPTION

CENTEX TRANSITION (CWK.MARCS9): From over CWK VORTAC via CWK R-205 to MARCS INT. Thence. . . .

INDUSTRY TRANSITION (IDU.MARCS9): From over IDU VORTAC via IDU R-259 to MARCS INT. Thence. . . .

LUFKIN TRANSITION (LFK.MARCS9): From over LFK VORTAC via LFK R-228 and IDU R-044 to IDU VORTAC, then via IDU R-259 to MARCS INT. Thence. . . .

WACO TRANSITION (ACT.MARCS9): From over ACT VORTAC via ACT R-165 to BLEWE INT, then via CWK R-012 to CWK VORTAC, then via CWK R-205 to MARCS INT. Thence. . . .

WINDU TRANSITION (WINDU.MARCS9): From over WINDU INT via CWK R-012 to CWK VORTAC, then via CWK R-205 to MARCS INT. Thence. . . .

. . . . From over MARCS INT via SAT R-056 to CRISS INT. Expect radar vectors to final approach course. Landing other than SAT Rwy 12R/30L expect radar vectors to final approach course after CRISS INT.

SC-3, 08 APR 2010 to 06 MAY 2010

RNAV (GPS) RWY 14L

APCH CRS	Rwy ldg	TDZE	Arpt Elev
145°	8351	742	761

AL-341 [USAF]

RANDOLPH AFB (KRND)

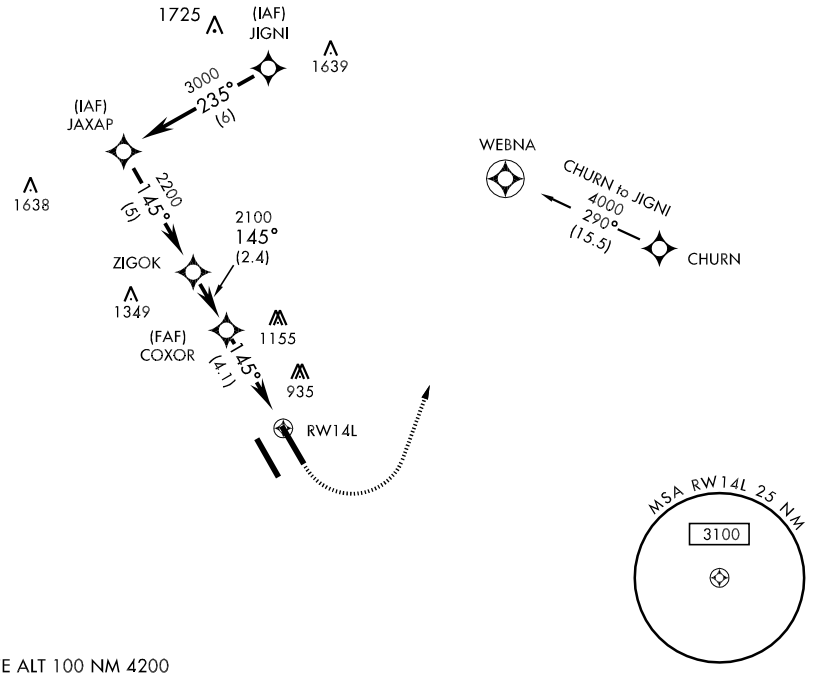
* When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT D vis to 1½ miles, CAT E vis to 1¾ miles.
** Circling not authorized SW of Rwy 14L-32R.

ALSF-1

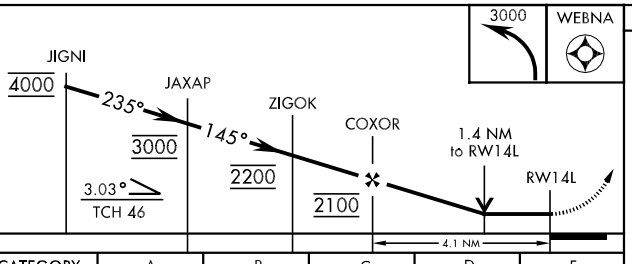
MISSED APPROACH: Climbing left turn to 3000, direct WEBNA WP. Expect ATC instructions.

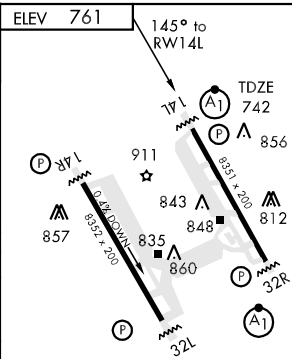
ATIS ★	SAN ANTONIO APP CON	RANDOLPH TOWER ★	RANDOLPH GND CON	CLNC DEL (RWY 14L-32R)	HANGOVER ATIS ★	HANGOVER TOWER ★	HANGOVER GND CON
290.525	128.05 318.1	128.25 294.7	119.65 275.8	338.35	327.8	120.5 291.1	124.75 353.75

DME/DME RNP-0.3 NA



EMERG SAFE ALT 100 NM 4200





CATEGORY	A	B	C	D	E
LNAV MDA *	1220/40 478 (500-¾)		1220/50 478 (500-1)	1220/60 478 (500-1¼)	1220-1½ 478 (500-1½)
CIRCLING **	1220-1 459 (500-1)		1220-1½ 459 (500-1½)	1320-2 559 (600-2)	1800-3 1039 (1100-3)

SC-3, 08 APR 2010 to 06 MAY 2010

RNAV (GPS) RWY 14R

APCH CRS	Rwy ldg	8352
145°	TDZE	761
	Arpt Elev	761

AL-341 [USAF]

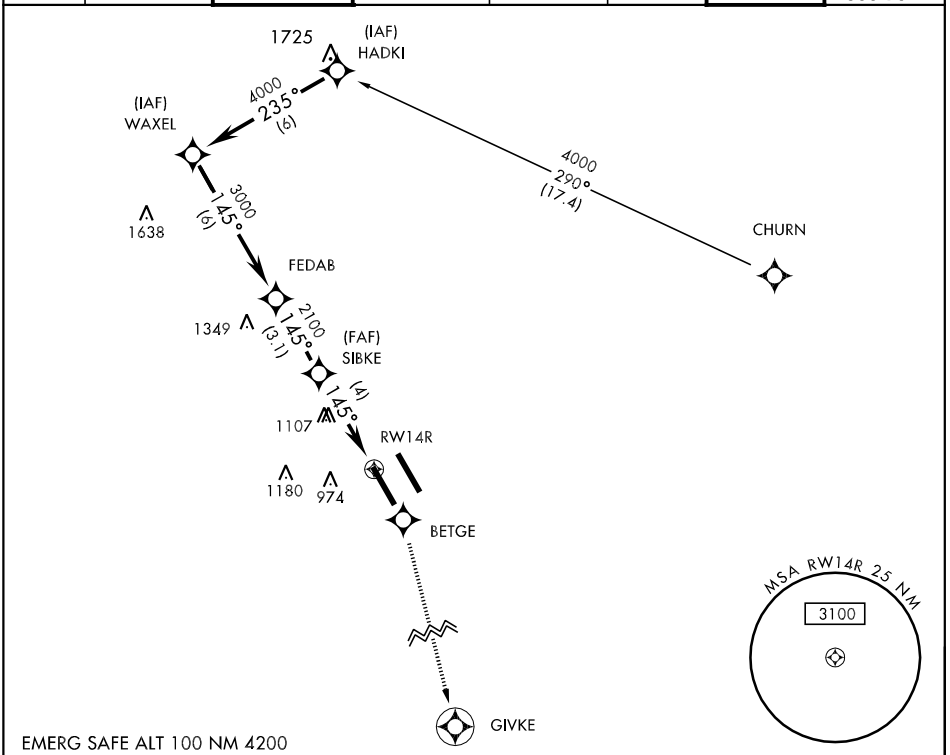
RANDOLPH AFB (KRND)

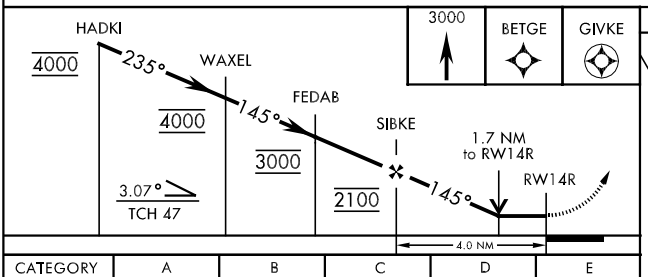
* Circling not authorized NE of Rwy 14R-32L.

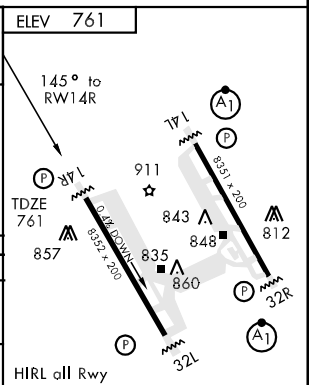
DME/DME RNP-0.3 NA

MISSED APPROACH: Climb to 3000 direct BETGE WPT, then out to GIVKE WPT. Expect ATC instructions.

ATIS ★	SAN ANTONIO APP CON	RANDOLPH TOWER ★	RANDOLPH GND CON	CLNC DEL (RWY 14L-32R)	HANGOVER ATIS ★	HANGOVER TOWER ★	HANGOVER GND CON
290.525	128.05 318.1	128.25 294.7	119.65 275.8	338.35	327.8	120.5 291.1	124.75 353.75







CATEGORY	A	B	C	D	E
LNAV MDA	1360-1 599 (600-1)		1360-1½ 599 (600-1½)	1360-1¾ 599 (600-1¾)	1360-2 599 (600-2)
CIRCLING *	1360-1 599 (600-1)		1360-1½ 599 (600-1½)	1360-2 599 (600-2)	1800-3 1039 (1100-3)

RNAV (GPS) RWY 32L

APCH CRS	Rwy ldg	8352
325°	TDZE	734
	Arpt Elev	761

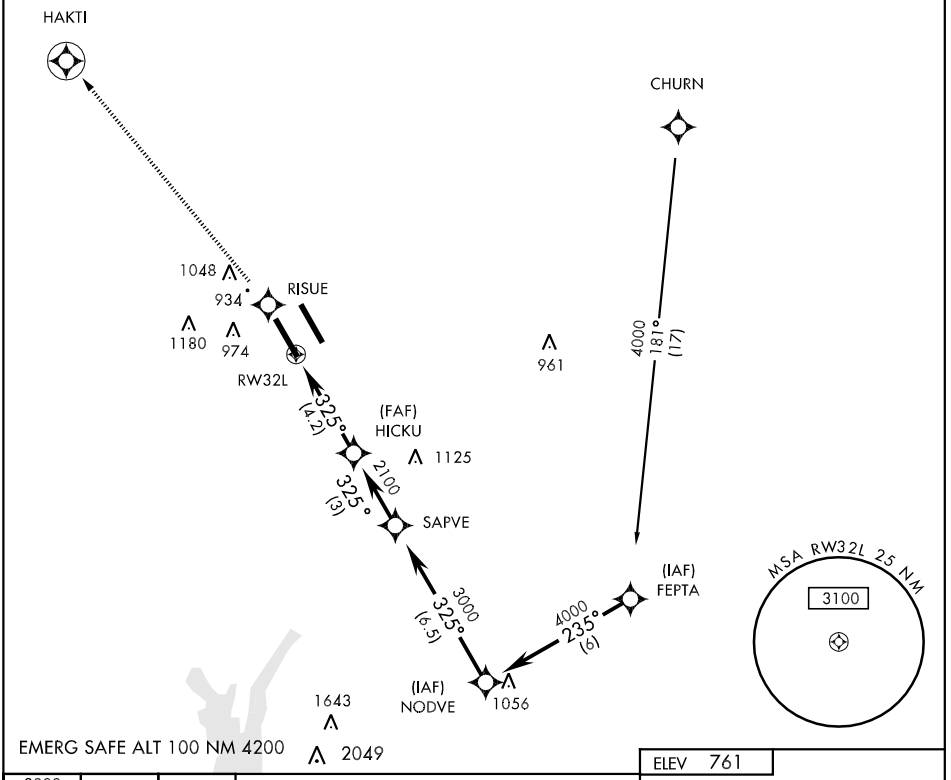
AL-341 [USAF]

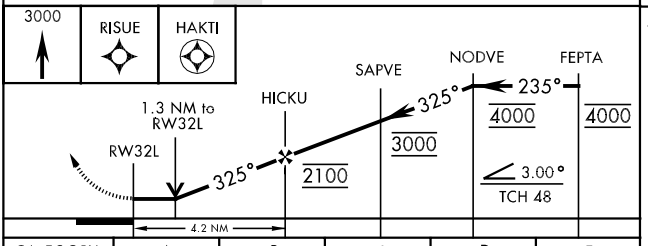
RANDOLPH AFB (KRND)

*Circling not authorized NE of Rwy 14R-32L.
DME/DME RNP-0.3 NA

MISSED APPROACH: Climb to 3000 direct RISUE WPT, then out to HAKTI WPT. Expect ATC instructions.

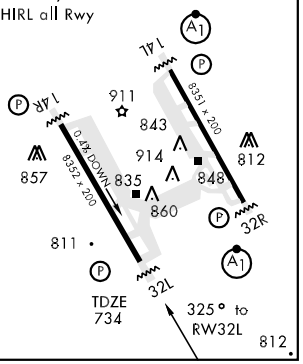
ATIS ★	SAN ANTONIO APP CON	RANDOLPH TOWER ★	RANDOLPH GND CON	CLNC DEL (RWY 14L-32R)	HANGOVER ATIS ★	HANGOVER TOWER ★	HANGOVER GND CON
290.525	128.05 318.1	128.25 294.7	119.65 275.8	338.35	327.8	120.5 291.1	124.75 353.75





CATEGORY	A	B	C	D	E
LNAV MDA	1180-1 446 (500-1)		1180-1¼ 446 (500-1¼)	1180-1½ 446 (500-1½)	
CIRCLING *	1240-1 479 (500-1)		1280-1½ 519 (600-1½)	1360-2 599 (600-2)	1800-3 1039 (1100-3)

ELEV 761
ALS Rwy 14L nstd len 2100'
HIRL all Rwy



SC-3, 08 APR 2010 to 06 MAY 2010

RNAV (GPS) RWY 32R

APCH CRS	Rwy ldg	8351
325°	TDZE	734
	Arpt Elev	761

AL-341 [USAF]

RANDOLPH AFB (KRND)

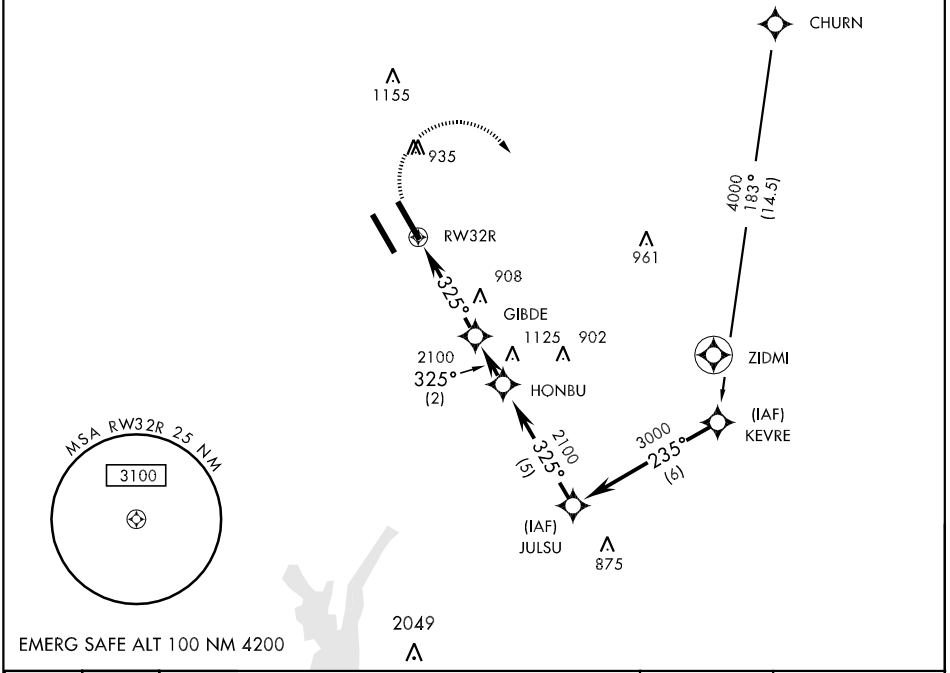
* When ALS inop, increase RVR CATS AB to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT DE vis to 1½ miles.
** Circling not authorized SW of Rwy 14L-32R.

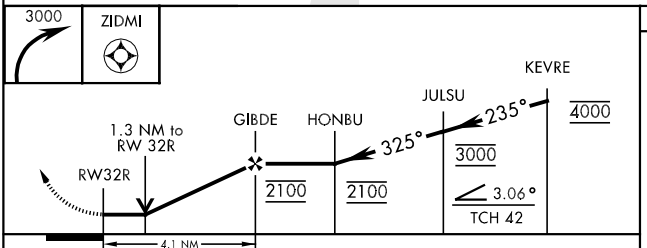
ALSF-1

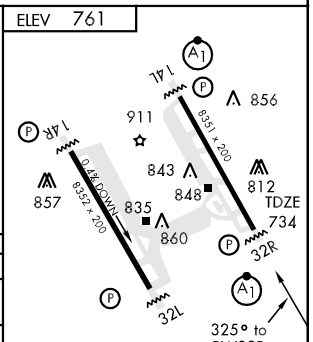
MISSED APPROACH: Climbing right turn to 3000, direct ZIDMI WP. Expect ATC instructions.

ATIS ★	SAN ANTONIO APP CON	RANDOLPH TOWER ★	RANDOLPH GND CON	CLNC DEL (RWY 14L-32R)	HANGOVER ATIS ★	HANGOVER TOWER ★	HANGOVER GND CON
290.525	128.05 318.1	128.25 294.7	119.65 275.8	338.35	327.8	120.5 291.1	124.75 353.75

DME/DME RNP-0.3 NA





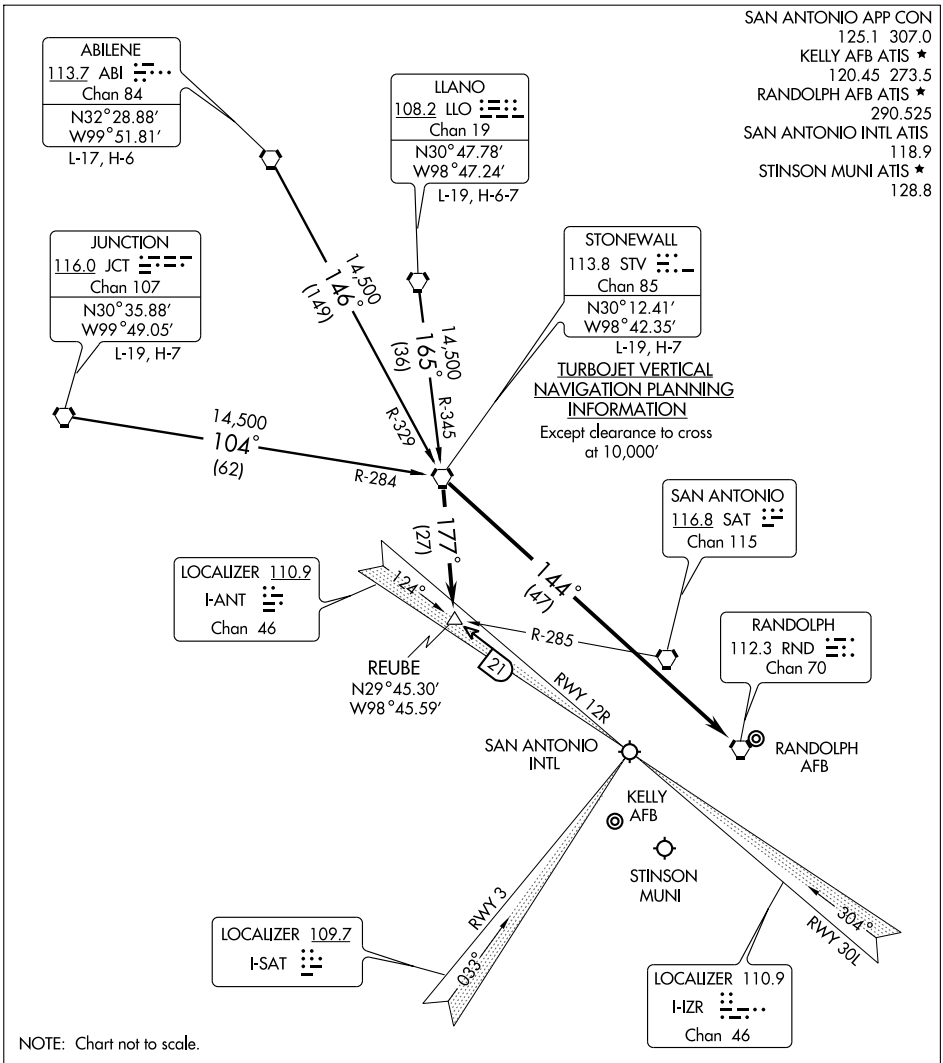


CATEGORY	A	B	C	D	E
LNAV MDA *	1180/24 446 (500-½)		1180/40 446 (500-¾)	1180/50 446 (500-1)	
CIRCLING **	1180-1 419 (500-1)	1220-1 459 (500-1)	1220-1½ 459 (500-1½)	1320-2 559 (600-2)	1800-3 1039 (1100-3)

HIRL all Rwy
ALS Rwy 14L nstd len 2100'

STONEWALL ONE ARRIVAL (STV. STV1)

SAN ANTONIO, TEXAS



SC-3, 08 APR 2010 to 06 MAY 2010

ABILENE TRANSITION (ABI.STV1): From over ABI VORTAC via ABI R-146 and STV R-329 to STV VORTAC. Thence . . . .

JUNCTION TRANSITION (JCT.STV1): From over JCT VORTAC via JCT R-104 and STV R-284 to STV VORTAC. Thence . . . .

LLANO TRANSITION (LLO.STV1): From over LLO VORTAC via LLO R-165 and STV R-345 to STV VORTAC. Thence . . . .

ALL AIRPORTS EXCEPT RANDOLPH AIR FORCE BASE: . . . . From over STV VORTAC via STV R-177 to REUBE INT. Expect radar vectors to final approach course.

RANDOLPH AIR FORCE BASE: . . . . From over STV VORTAC via direct RND VORTAC.

VOR/DME or TACAN RWY 14R

VORTAC RND	APCH CRS	Rwy ldg	8352
112.3	146°	TDZE	761
Chan 70		Arpt Elev	761

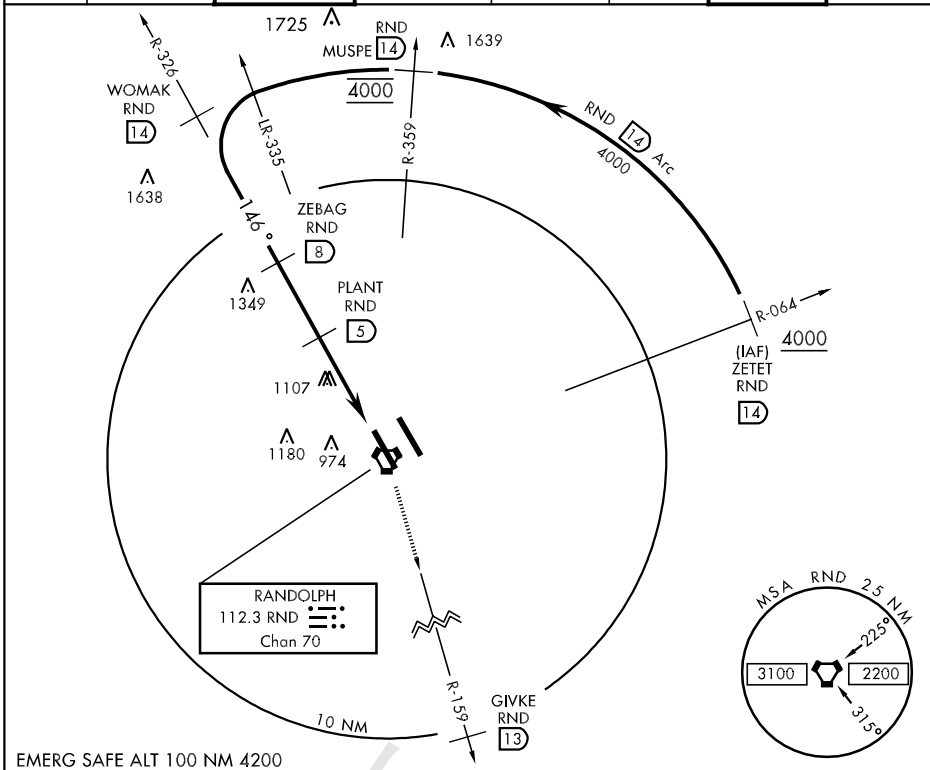
AL-341 [USAF]

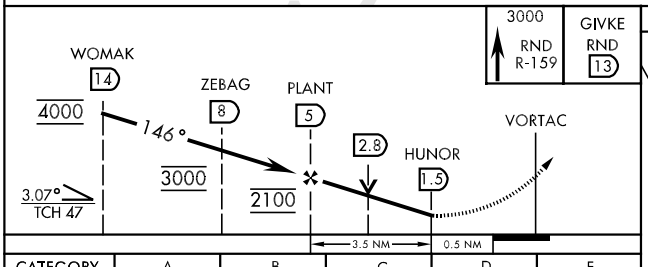
RANDOLPH AFB (KRND)

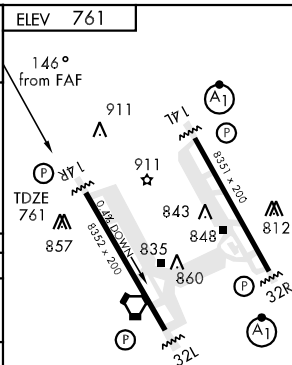
* Circling not authorized NE of Rwy 14R-32L.

MISSED APPROACH: Climb to 3000 out RND VORTAC R-159 to 13 DME (GIVKE.). Expect ATC instructions.

ATIS ★	SAN ANTONIO APP CON	RANDOLPH TOWER ★	RANDOLPH GND CON	CLNC DEL (RWY 14L-32R)	HANGOVER ATIS ★	HANGOVER TOWER ★	HANGOVER GND CON
290.525	128.05 318.1	128.25 294.7	119.65 275.8	338.35	327.8	120.5 291.1	124.75 353.75







CATEGORY	A	B	C	D	E
S-14R	1360-1	599 (600-1)	1360-1½ 599 (600-1½)	1360-1¾ 599 (600-1¾)	1360-2 599 (600-2)
CIRCLING *	1360-1	599 (600-1)	1360-1½ 599 (600-1½)	1360-2 599 (600-2)	1800-3 1039 (1100-3)

HIRL all Rwy
ALS Rwy 14L nstd len 2100'

VOR/DME or TACAN RWY 32L

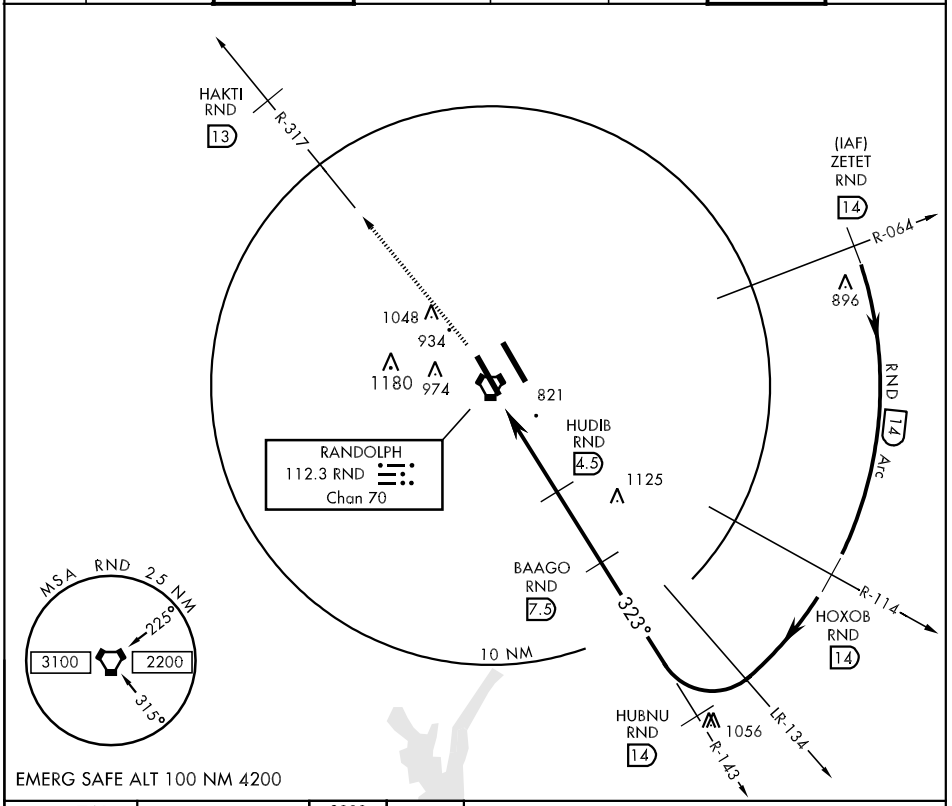
VORTAC RND	APCH CRS	Rwy ldg 8352
112.3	323°	TDZE 734
Chan 70		Arpt Elev 761

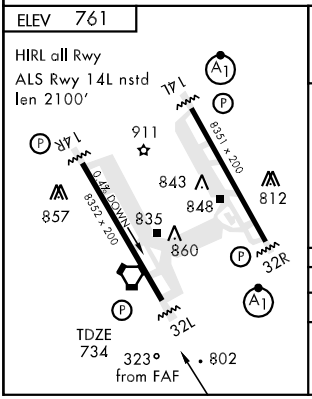
AL-341 [USAF] RANDOLPH AFB (KRND)

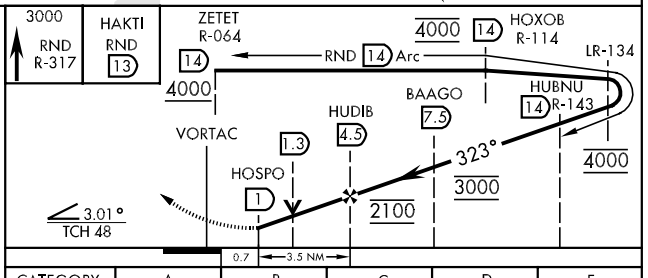
* Circling not authorized NE of Rwy 14R-32L.

MISSED APPROACH: Climb to 3000 out RND VORTAC R-317 to RND 13 DME (HAKTI). Expect ATC instructions.

ATIS ★	SAN ANTONIO APP CON	RANDOLPH TOWER ★	RANDOLPH GND CON	CLNC DEL (RWY 14L-32R)	HANGOVER ATIS ★	HANGOVER TOWER ★	HANGOVER GND CON
290.525	128.05 318.1	128.25 294.7	119.65 275.8	338.35	327.8	120.5 291.1	124.75 353.75







CATEGORY	A	B	C	D	E
S-32L	1080-1	346	(400-1)	1080-1¼	346 (400-1¼)
CIRCLING *	1240-1	479 (500-1)	1280-1½ 519 (600-1½)	1360-2 599 (600-2)	1800-3 1039 (1100-3)

SC-3, 08 APR 2010 to 06 MAY 2010

UVALDE, TEXAS

NDB UVA	APP CRS	Rwy Idg	5256
281	328°	TDZE	933
		Apt Elev	942

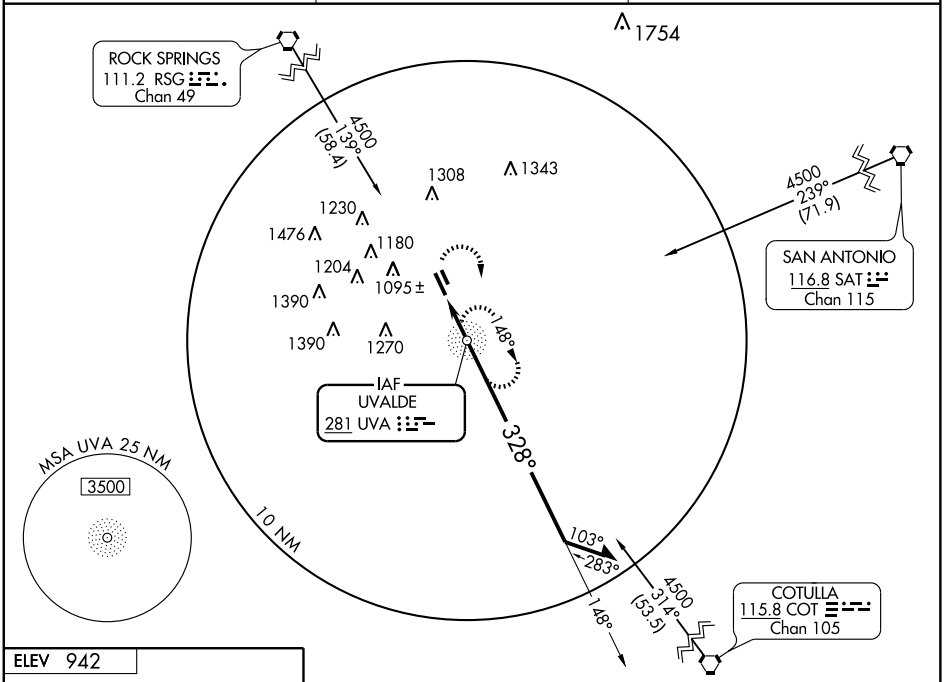
NDB RWY 33

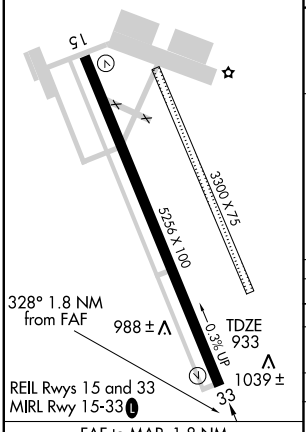
UVALDE/GARNER FIELD (UVA)

NA Obtain local altimeter setting on CTAF; when not received, use Hondo Muni altimeter setting.

MISSED APPROACH: Climbing right turn to 2900 direct UVA NDB and hold.

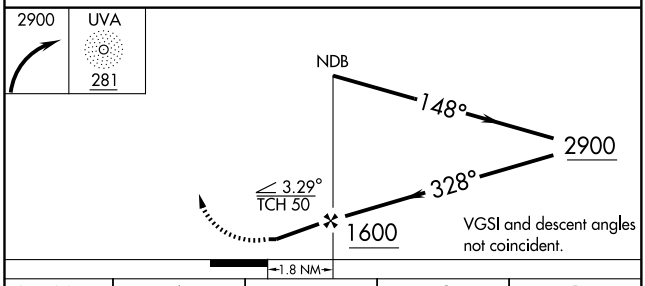
AWOS-3	HOUSTON CENTER	UNICOM
124.175	134.95 269.4	122.8 (CTAF) L





FAF to MAP 1.8 NM

Knots	60	90	120	150	180
Min:Sec	1:48	1:12	0:54	0:43	0:36



CATEGORY	A	B	C	D
S-33	1340-1 407 (400-1)		1340-1¼ 407 (400-1¼)	
CIRCLING	1340-1 398 (400-1)	1460-1 518 (600-1)	1460-1½ 518 (600-1½)	1500-2 558 (600-2)
HONDO MUNI ALTIMETER SETTING MINIMUMS				
S-33	1440-1 507 (500-1)		1440-1½ 507 (500-1½)	
CIRCLING	1440-1 498 (500-1)	1560-1 618 (700-1)	1560-1¾ 618 (700-1¾)	1600-2 658 (700-2)

SC-3, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	5256
328°	TDZE	933
	Apt Elev	942

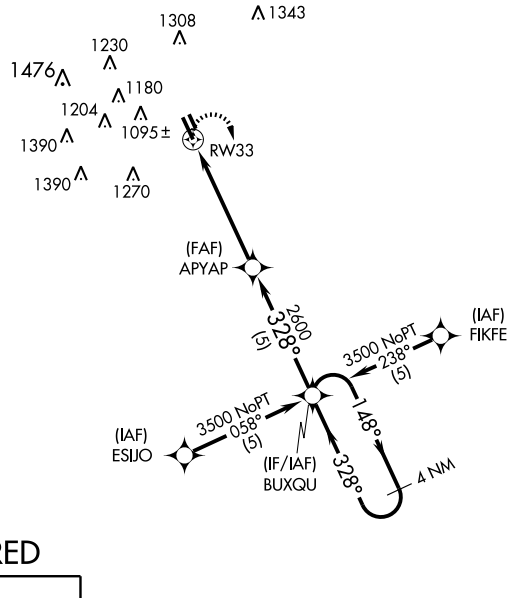
RNAV (GPS) RWY 33

UVALDE/GARNER FIELD (UVA)

NA Obtain local altimeter setting on CTAF; when not received, use Hondo Muni altimeter setting and increase all MDA's 100 feet and visibility Cat's C and D 1/4 mile.
GPS or RNP-0.3 REQUIRED, DME/DME RNP-0.3 NA

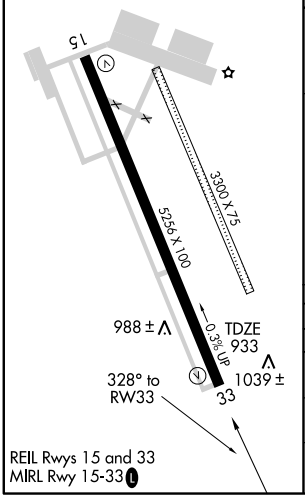
MISSED APPROACH: Climbing right turn to 3500 direct BUXQU WP and hold.

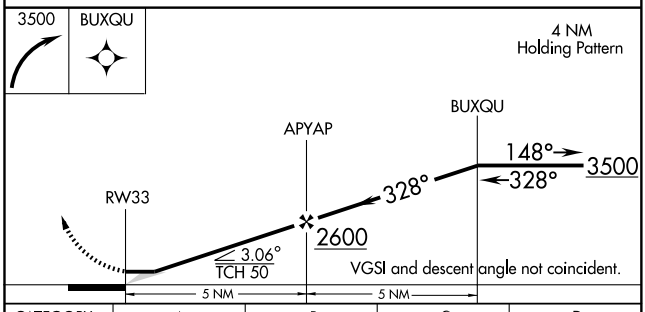
AWOS-3	HOUSTON CENTER	UNICOM
124.175	134.95 269.4	122.8 (CTAF) L



RADAR REQUIRED

ELEV 942





CATEGORY	A	B	C	D
GLS DA	NA			
LNAV/VNAV DA	NA			
LNAV MDA	1380-1 447 (500-1)		1380-1¼ 447 (500-1¼)	1380-1½ 447 (500-1½)
CIRCLING	1380-1 438 (500-1)	1460-1 518 (600-1)	1460-1½ 518 (600-1½)	1500-2 558 (600-2)

SC-3. 08 APR 2010 to 06 MAY 2010

NDB VHN	APP CRS	Rwy Idg	6000
233	223°	TDZE	3939
		Apt Elev	3957

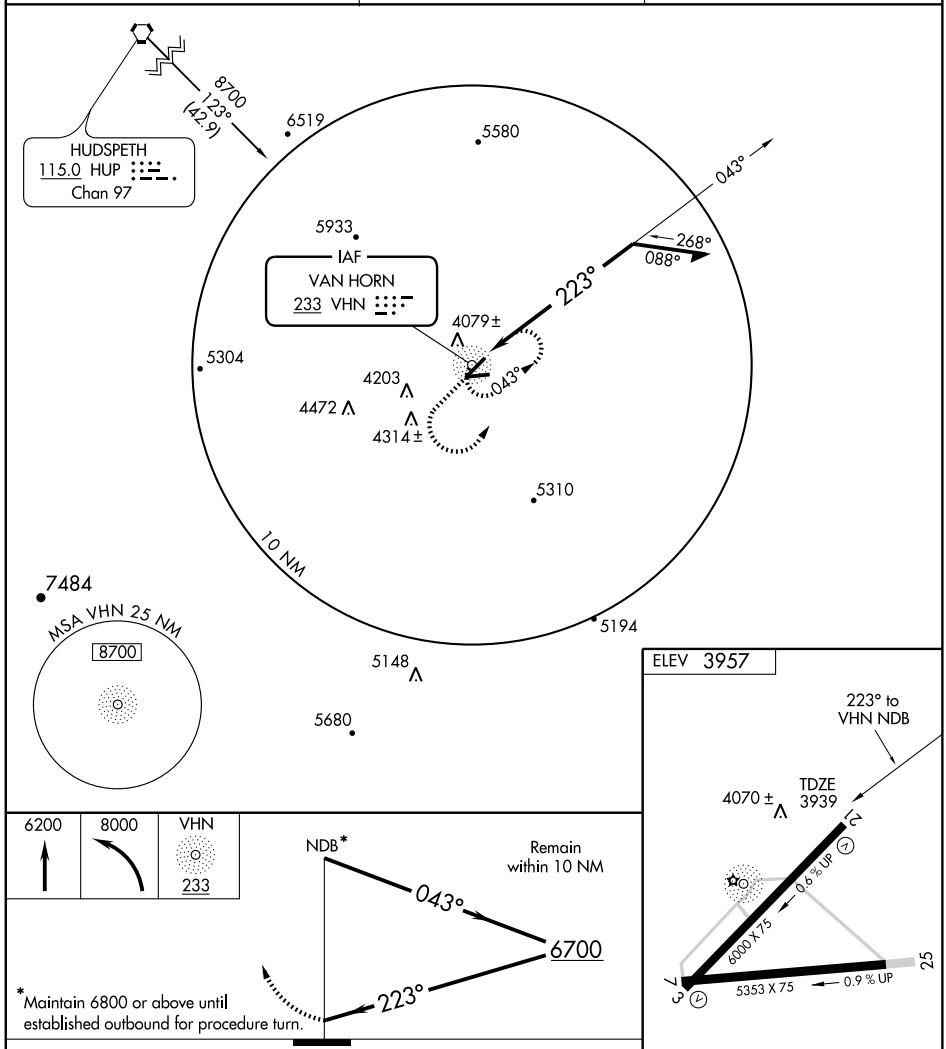
NDB RWY 21

VAN HORN/CULBERSON COUNTY (VHN)

Obtain local altimeter setting on CTAF; when not received, procedure not authorized.

MISSED APPROACH: Climb to 6200 then climbing left turn to 8000 direct VHN NDB and hold.

ALBUQUERQUE CENTER	CTAF	GCO
135.875 292.15	122.9 L	121.725



MIRL Rwys 3-21 and 7-25 L

CATEGORY	A	B	C	D
S-21	4400-1 501 (500-1)		4440-1½ 501 (500-1½)	
CIRCLING	4440-1 483 (500-1)	4460-1 503 (600-1)	4480-1½ 523 (600-1½)	4840-3 883 (900-3)

Knots	60	90	120	150	180
Min:Sec					

SC-3. 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	6000
215°	TDZE	3939
	Apt Elev	3957

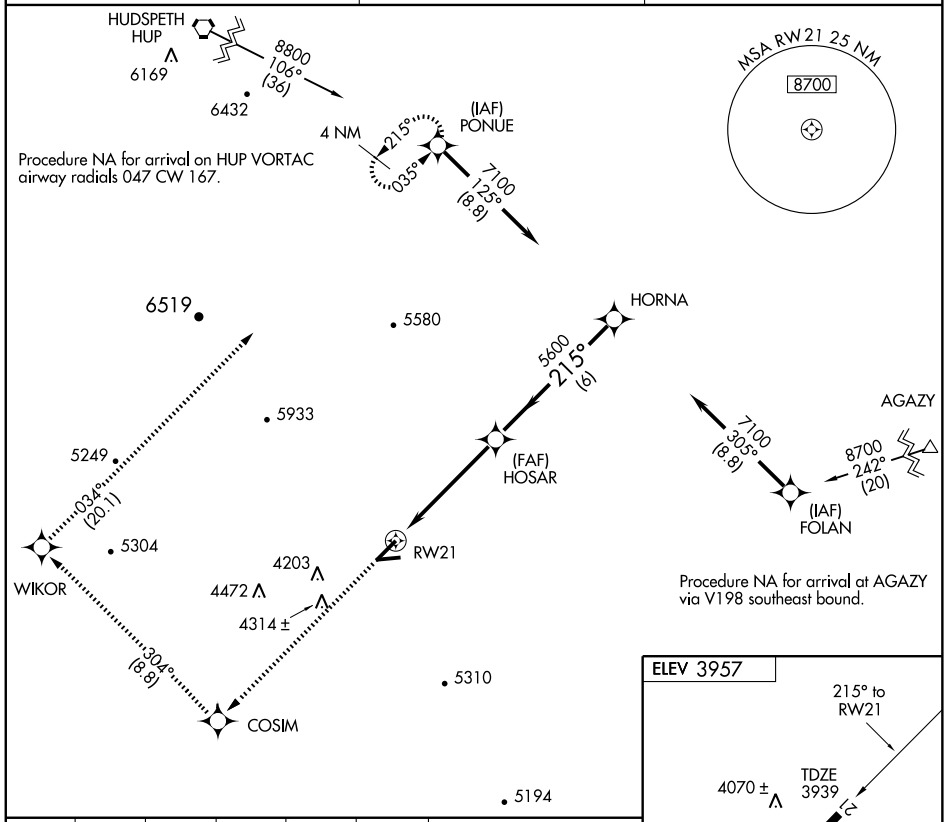
RNAV (GPS) RWY 21

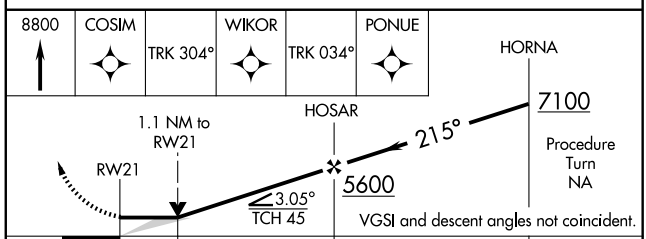
VAN HORN/CULBERSON COUNTY (VHN)

Obtain local altimeter setting on CTAF; when not received, procedure NA.
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

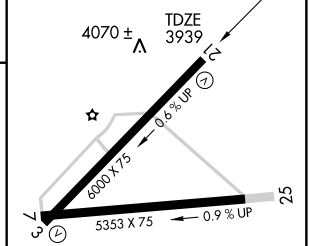
MISSED APPROACH: Climb to 8800 direct COSIM WP, and via 304° track to WIKOR WP and via 034° track to PONUE WP and hold.

ALBUQUERQUE CENTER	CTAF	GCO
135.875 292.15	122.9 L	121.725





CATEGORY	A	B	C	D
LNAV MDA	4300-1 361 (400-1)			4300-1¼ 361 (400-1¼)
CIRCLING	4440-1 483 (500-1)	4460-1 503 (600-1)	4480-1½ 523 (600-1½)	4840-3 883 (900-3)



MIRL Rwys 3-21 and 7-25 L

SC-3, 08 APR 2010 to 06 MAY 2010

NDB VRT	APP CRS	Rwy Idg	5099
230	186°	TDZE	1257
		Apt Elev	1264

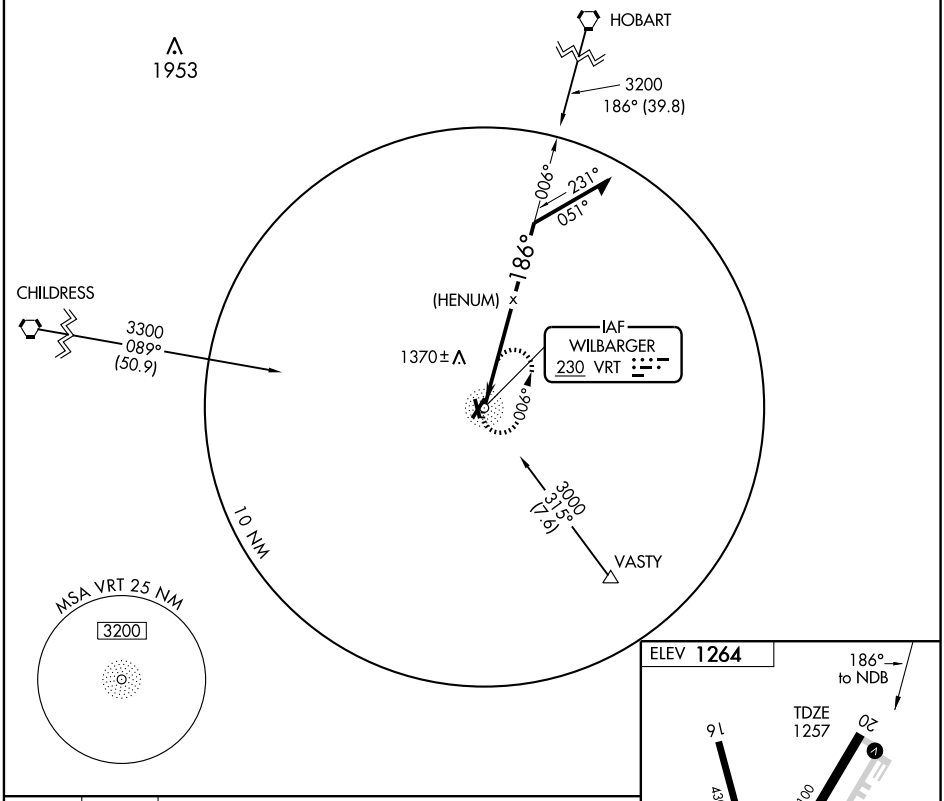
NDB or GPS RWY 20

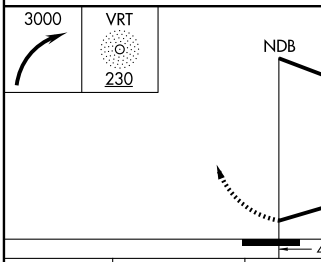
VERNON/ WILBARGER COUNTY (F05)

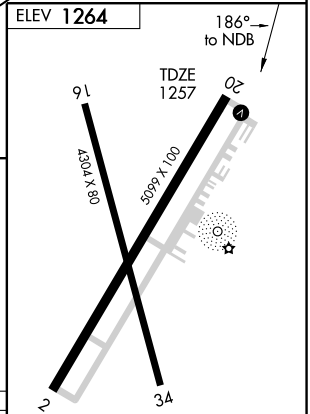
NA — Use Altus AFB, OK altimeter setting.

MISSED APPROACH: Climbing right turn to 3000 to VRT NDB and hold.

AWOS-3	ALTUS APP CON ★	UNICOM
118.525	125.1 259.3	122.8 (CTAF) L







MIRL Rwy 2-20 and 16-34

CATEGORY	A	B	C	D
S-20	1820-1	563 (600-1)	1820-1½ 563 (600-1½)	NA
CIRCLING	1820-1	556 (600-1)	1820-1½ 556 (600-1½)	NA

Knots	60	90	120	150	180
Min:Sec					

SC-2, 08 APR 2010 to 06 MAY 2010

LOC/DME I-VCT	APP CRS	Rwy Idg 9101
111.5	126°	TDZE 115
Chan 52		Apt Elev 115

ILS or LOC RWY 12L

VICTORIA RGNL (VCT)

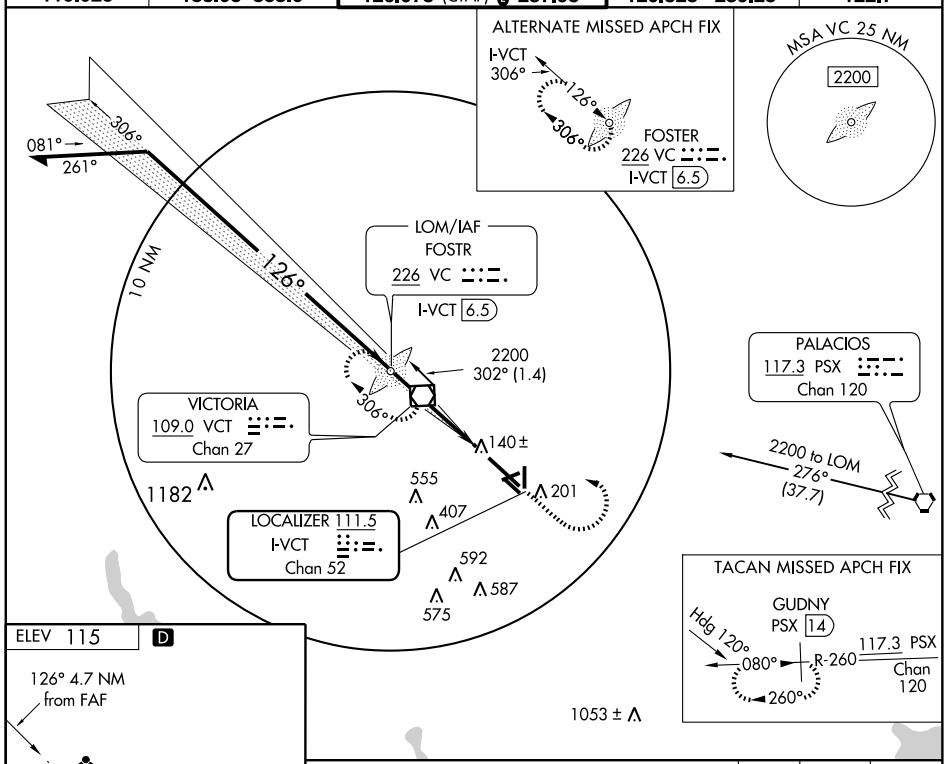
For inoperative MALSR, increase S-LOC 12L Cat D and E visibility to 1 mile and S-ILS Cat E visibility to ¾ mile. VDP NA when using Port Lavaca altimeter setting. For inoperative MALSR when using Port Lavaca altimeter setting, increase S-LOC 12L Cat E visibility to 1¼ mile. When local altimeter setting not received, use Port Lavaca altimeter setting and increase DA 52 feet and all MDA 60 feet.

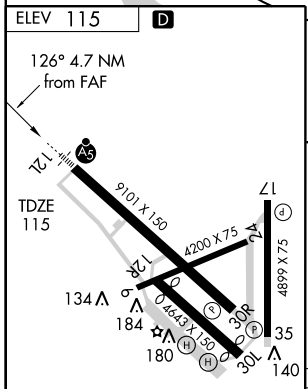
NA

MALSR

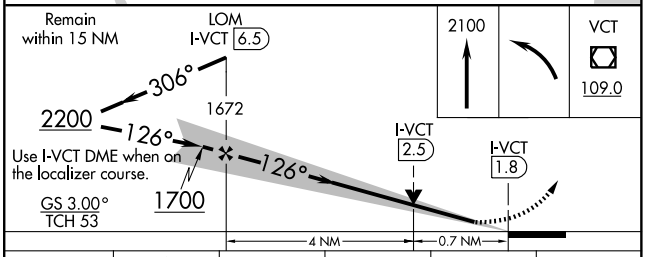
MISSED APPROACH: Climb to 2100 then left turn direct VCT VOR/DME and hold. (TACAN aircraft climb to 2100 via heading 120° and PSX VORTAC R-260 to GUDNY/14 DME and hold W, RT, 080° inbound.)

ATIS	HOUSTON CENTER	VICTORIA TOWER ★	GND CON	UNICOM
119.025	135.05 353.6	126.075 (CTAF) L 257.95	120.525 239.25	122.7





FAF to MAP 4.7 NM					
Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34



CATEGORY	A	B	C	D	E
S-ILS 12L	315-½ 200 (200-½)				
S-LOC 12L	400-½ 285 (300-½)			400-¾ 285 (300-¾)	
CIRCLING	520-1 405 (500-1)	580-1 465 (500-1)	580-1½ 465 (500-1½)	680-2 565 (600-2)	NA

SC-5, 08 APR 2010 to 06 MAY 2010

WAAS CH 82709 W12A	APP CRS 126°	Rwy Idg 9101 TDZE 115 Apt Elev 115

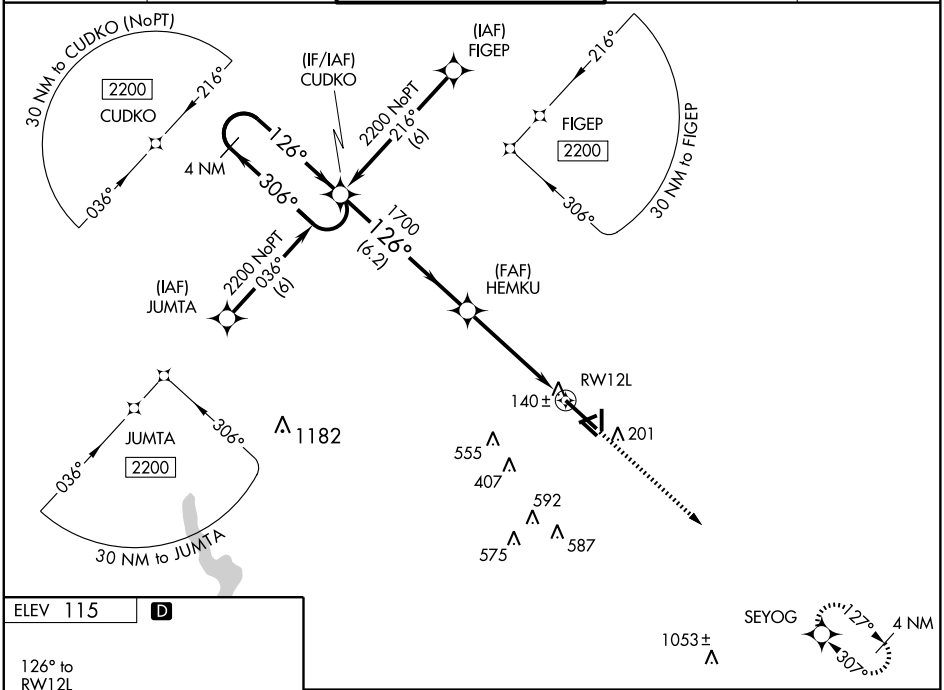
RNAV (GPS) RWY 12L
VICTORIA RGNL (VCT)

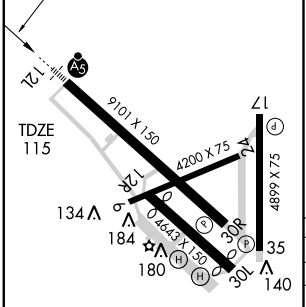
Baro-VNAV NA when using Port Lavaca altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. For inoperative MALSR, increase LPV Cat E and LNAV/VNAV Cat D and E visibility ¼ mile and LNAV Cat E visibility ½ mile. VDP NA when using Port Lavaca altimeter setting. For inoperative MALSR when using Port Lavaca altimeter setting, increase LPV all Cats visibility ½ mile, LNAV/VNAV and LNAV Cat E visibility ½ mile. When local altimeter setting not received, use Port Lavaca altimeter setting and increase all DA 52 feet and all MDA 60 feet, increase LNAV/VNAV Cat A, B, and C and LNAV Cat C, D, and E visibility ¼ mile.

MALSR

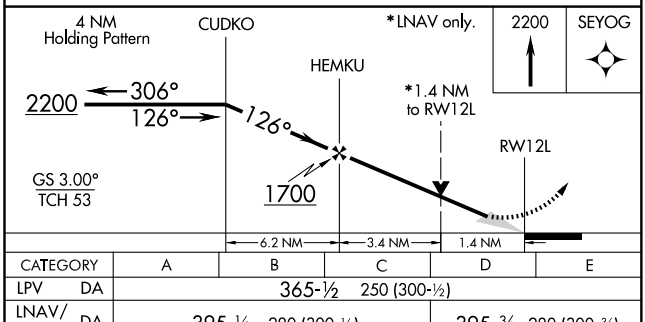
MISSED APPROACH: Climb to 2200 direct SEYOG and hold.

ATIS	HOUSTON CENTER	VICTORIA TOWER ★	GND CON	UNICOM
119.025	135.05 353.6	126.075 (CTAF) L 257.95	120.525 239.25	122.7





MIRL Rwy 17-35
REIL Rwy 17 and 35
HIRL Rwy 12L-30R L



CATEGORY	A	B	C	D	E
LPV DA	365-½ 250 (300-½)				
LNAV/VNAV DA	395-½ 280 (300-½)			395-¾ 280 (300-¾)	
LNAV MDA	600-½ 485 (500-½)		600-¾ 485 (500-¾)	600-1 485 (500-1)	600-1¼ 485 (500-1¼)
CIRCLING	600-1 485 (500-1)		600-1½ 485 (500-1½)	680-2 565 (600-2)	NA

SC-5, 08 APR 2010 to 06 MAY 2010

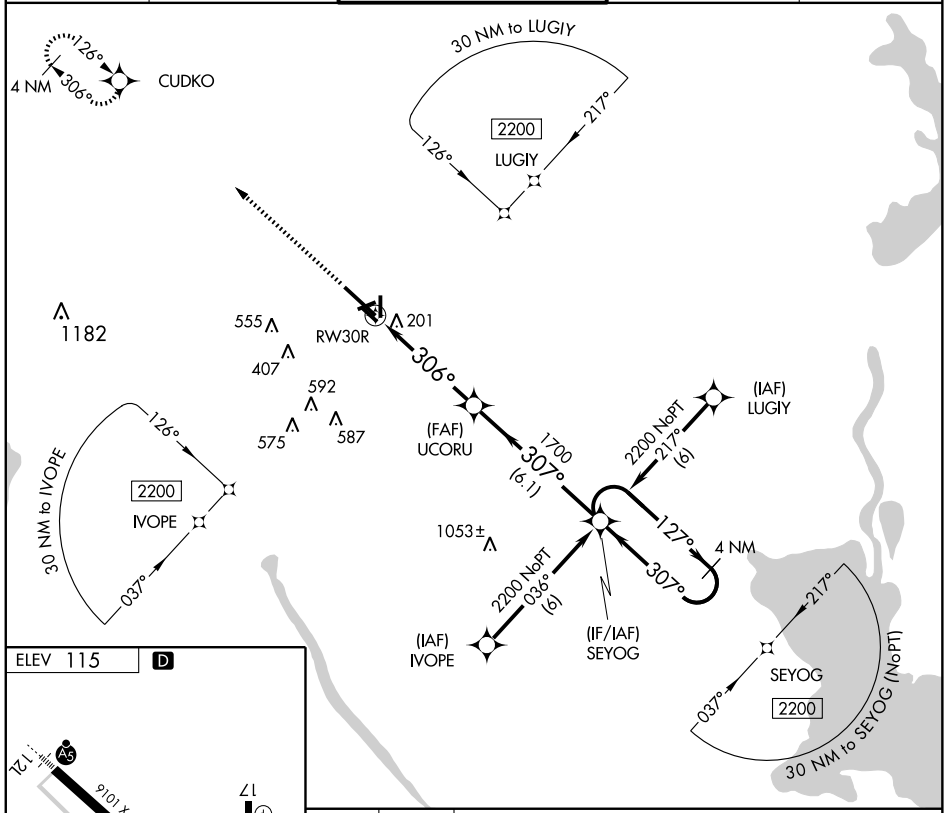
APP CRS	Rwy Idg	9101
306°	TDZE	106
	Apt Elev	115

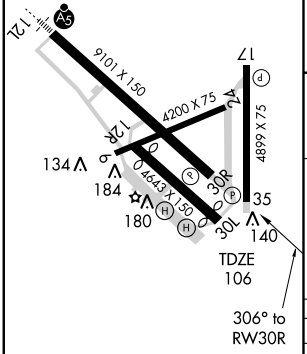
RNAV (GPS) RWY 30R
VICTORIA RGNL (VCT)

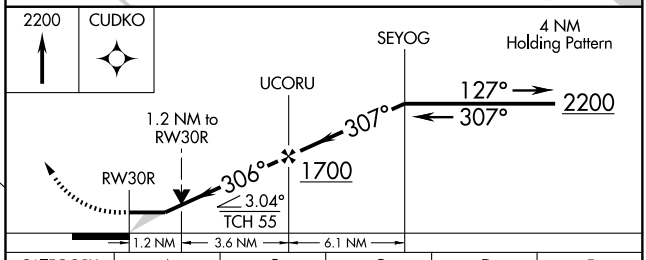
DME/DME RNP-0.3 NA. VDP NA when using Port Lavaca altimeter setting. When local altimeter setting not received, use Port Lavaca altimeter setting and increase all MDA 60 feet, increase LNAV Cat E visibility ¼ mile.

MISSED APPROACH: Climb to 2200 direct CUDKO and hold.

ATIS	HOUSTON CENTER	VICTORIA TOWER ★	GND CON	UNICOM
119.025	135.05 353.6	126.075 (CTAF) L 257.95	120.525 239.25	122.7







CATEGORY	A	B	C	D	E
LNAV MDA	540-1 434 (500-1)		540-1¼ 434 (500-1¼)	540-1½ 434 (500-1½)	
CIRCLING	540-1 425 (500-1)	580-1 465 (500-1)	580-1½ 465 (500-1½)	680-2 565 (600-2)	NA

MIRL Rwy 17-35
REIL Rwy 17 and 35
HIRL Rwy 12L-30R L

SC-5, 08 APR 2010 to 06 MAY 2010

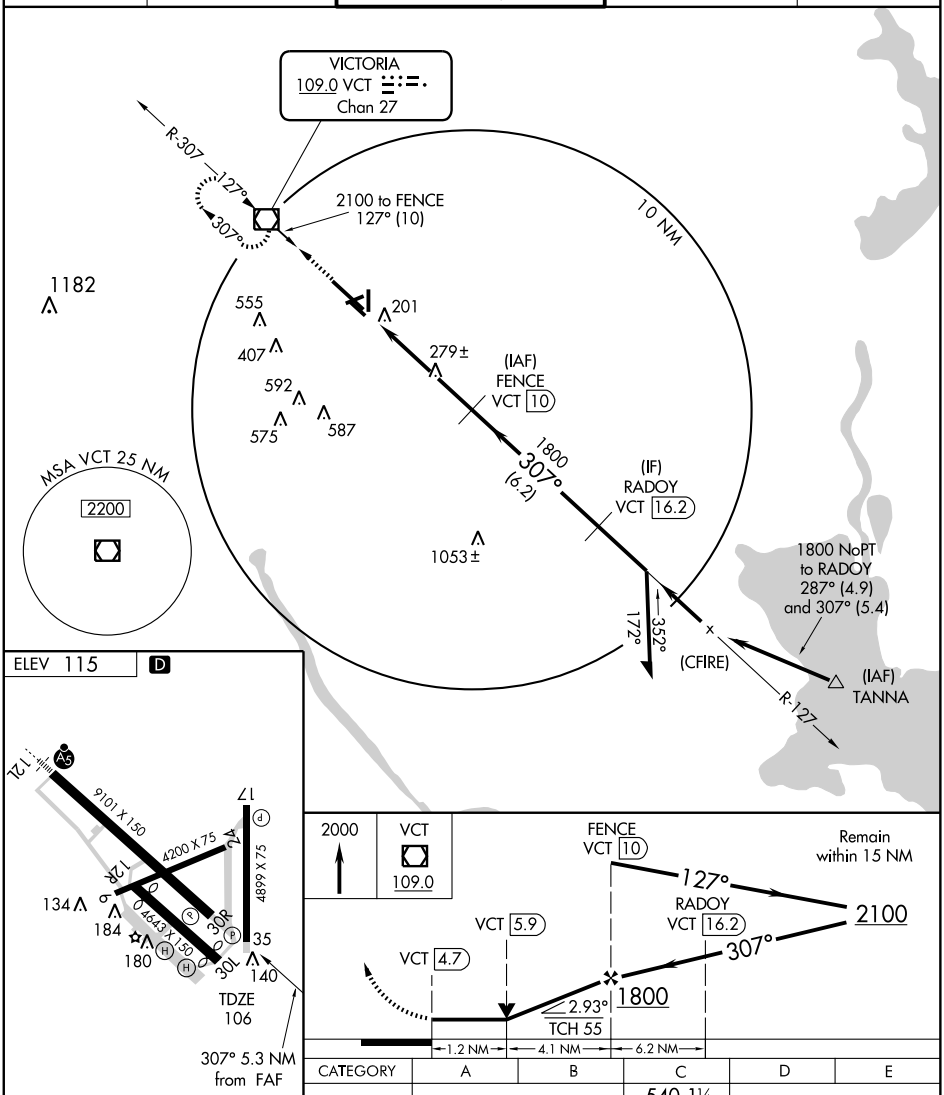
VOR/DME VCT	APP CRS	Rwy Idg	9101
109.0	307°	TDZE	106
Chan 27		Apt Elev	115

VOR/DME RWY 30R
VICTORIA RGNL (VCT)

VDP NA when using Port Lavaca altimeter setting. When local altimeter setting not received, use Port Lavaca altimeter setting and increase all MDA 80 feet, increase S-30R Cat E visibility ¼ mile.

MISSED APPROACH: Climb to 2000 direct VCT VOR/DME and hold.

ATIS	HOUSTON CENTER	VICTORIA TOWER ★	GND CON	UNICOM
119.025	135.05 353.6	126.075 (CTAF) L 257.95	120.525 239.25	122.7



CATEGORY	A	B	C	D	E
S-30R	540-1 434 (500-1)		540-1¼ 434 (500-1¼)	540-1½ 434 (500-1½)	
CIRCLING	540-1 425 (500-1)	580-1 465 (500-1)	580-1½ 465 (500-1½)	680-2 565 (600-2)	NA

MIRL Rwy 17-35
REIL Rwy 17 and 35
HIRL Rwy 12L-30R L

SC-5, 08 APR 2010 to 06 MAY 2010

VOR/DME VCT	APP CRS	Rwy Idg	9101
109.0	127°	TDZE	115
Chan 27		Apt Elev	115

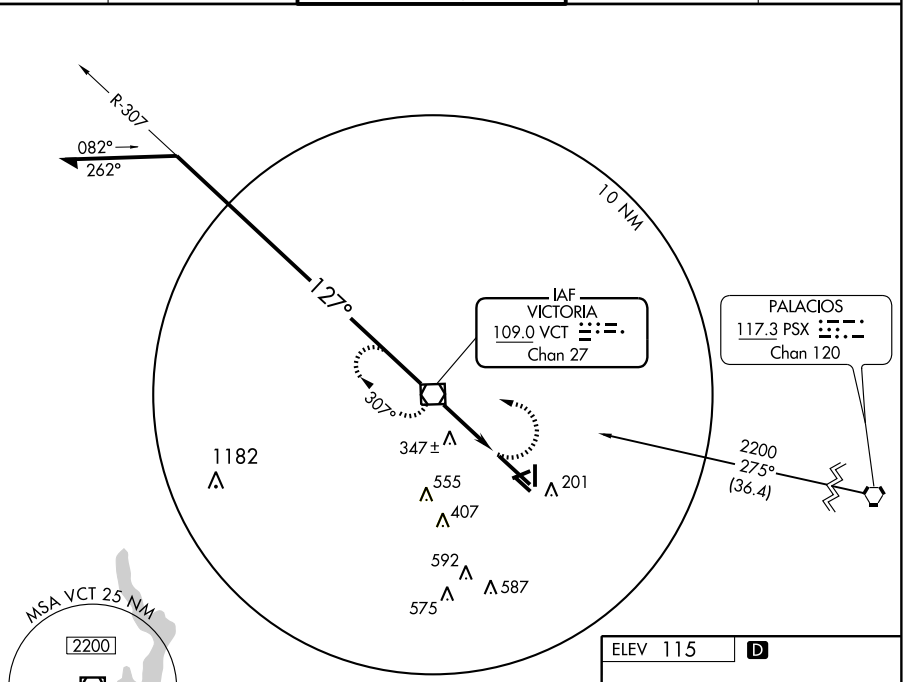
VOR RWY 12L
VICTORIA RGNL (VCT)

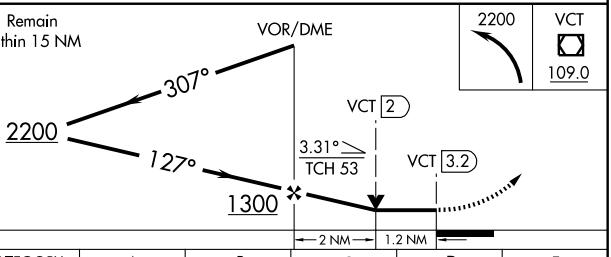
For inoperative MALSR, increase S-12L Cat E visibility to 1¾ miles. VDP NA when using Port Lavaca altimeter setting. For inoperative MALSR when using Port Lavaca altimeter setting, increase S-12L Cat E visibility to 2 miles. When local altimeter setting not received, use Port Lavaca altimeter setting and increase all MDA 60 feet, increase S-12L Cat C, D, and E visibility ¼ mile.

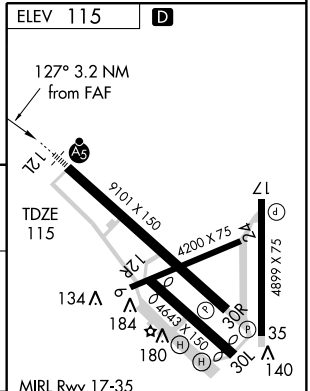
MALSR

MISSED APPROACH: Climbing left turn to 2200 direct VCT VOR/DME and hold, continue climb-in-hold to 2200.

ATIS	HOUSTON CENTER	VICTORIA TOWER ★	GND CON	UNICOM
119.025	135.05 353.6	126.075 (CTAF) L 257.95	120.525 239.25	122.7







CATEGORY	A	B	C	D	E
S-12L	600-½	485 (500-½)	600-¾ 485 (500-¾)	600-1 485 (500-1)	600-1¼ 485 (500-1¼)
CIRCLING	600-1	485 (500-1)	600-1½ 485 (500-1½)	680-2 565 (600-2)	NA

FAF to MAP 3.2 NM

Knots	60	90	120	150	180
Min:Sec	3:12	2:08	1:36	1:17	1:04

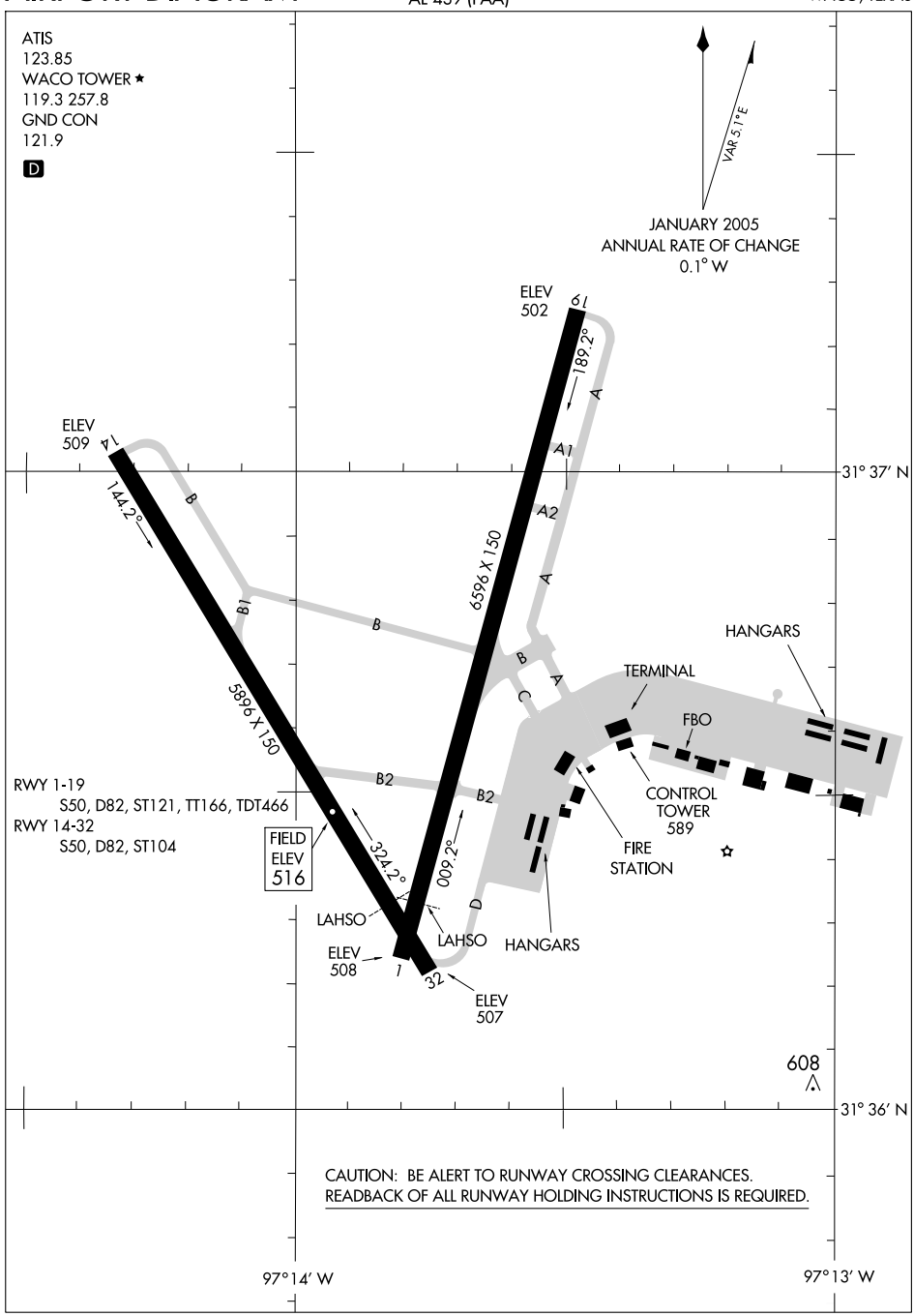
SC-5, 08 APR 2010 to 06 MAY 2010

09295

AIRPORT DIAGRAM

AL-439 (FAA)

WACO RGNL (ACT)
WACO, TEXAS



SC-3, 08 APR 2010 to 06 MAY 2010

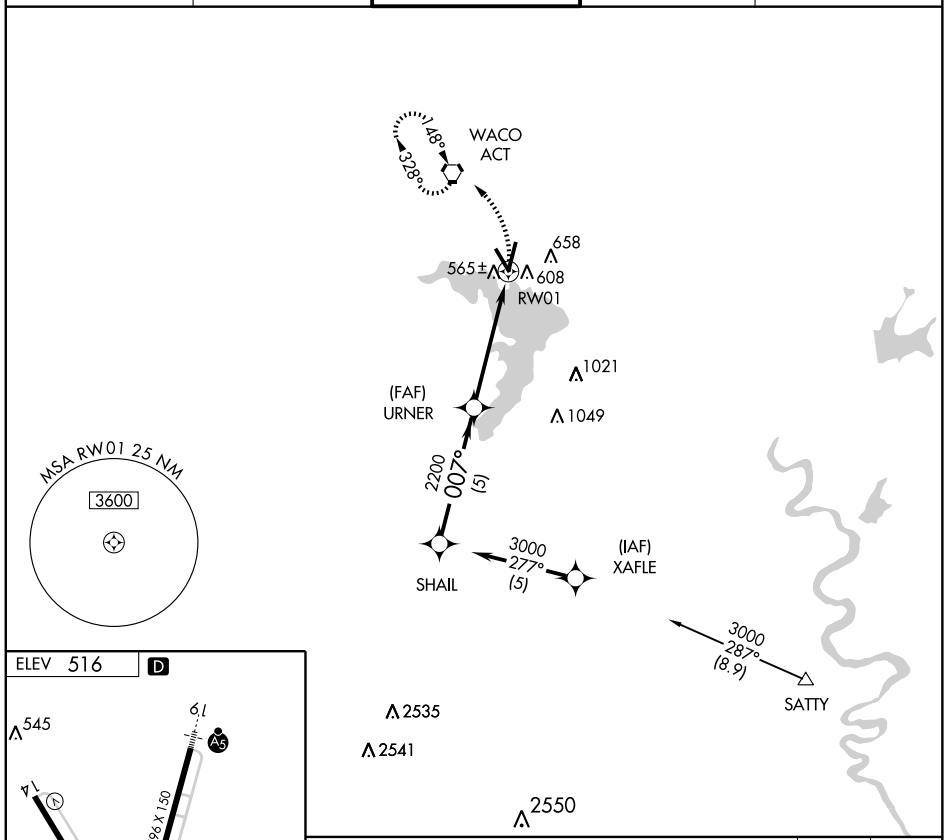
APP CRS	Rwy Idg	6596
007°	TDZE	511
	Apt Elev	516

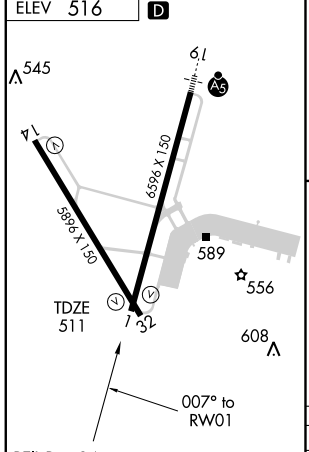
GPS RWY 1
WACO RGNL (ACT)

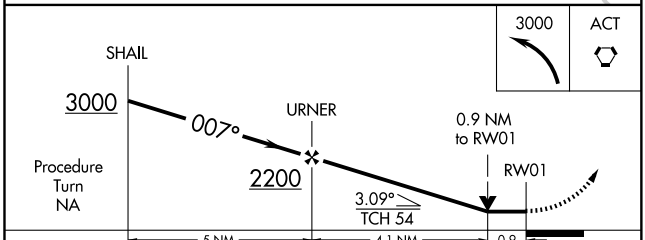
NA
ASR

MISSED APPROACH: Climbing left turn to 3000 direct ACT VORTAC and hold.

ATIS	WACO APP CON ★	WACO TOWER ★	GND CON	UNICOM
123.85	127.65 227.125	119.3 (CTAF) L 257.8	121.9	122.95







CATEGORY	A	B	C	D
S-1	840-1 329 (400-1)			
CIRCLING	920-1 404 (500-1)	980-1 464 (500-1)	980-1½ 464 (500-1½)	1080-2 564 (600-2)

SC-3. 08 APR 2010 to 06 MAY 2010

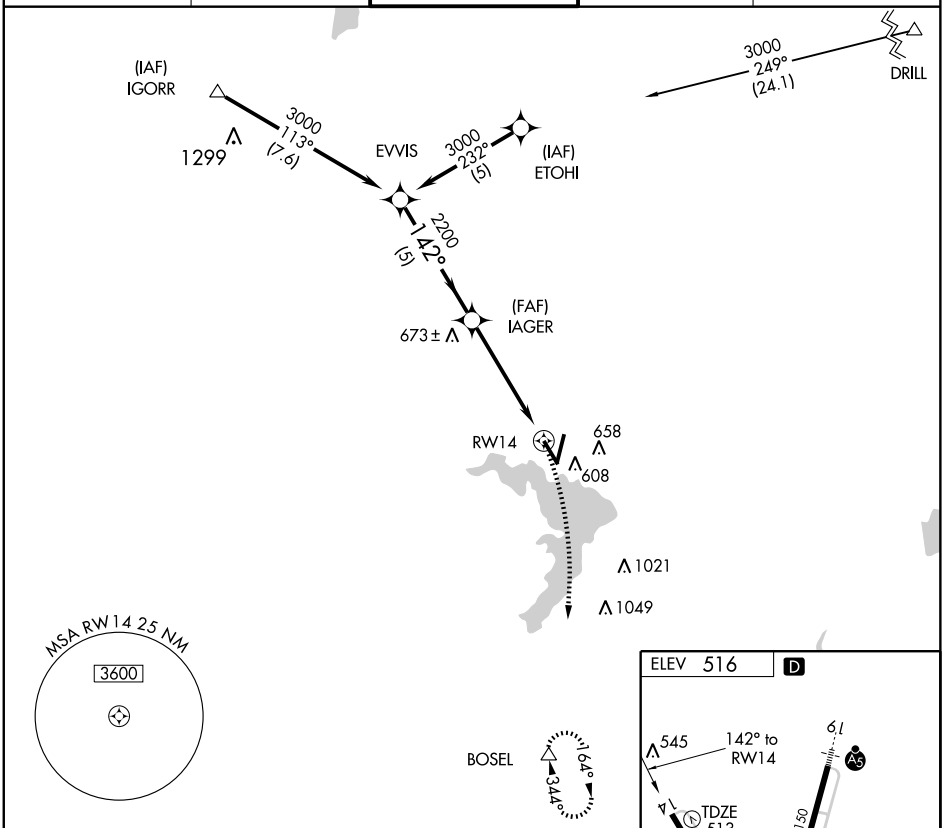
APP CRS	Rwy Idg	5896
142°	TDZE	513
	Apt Elev	516

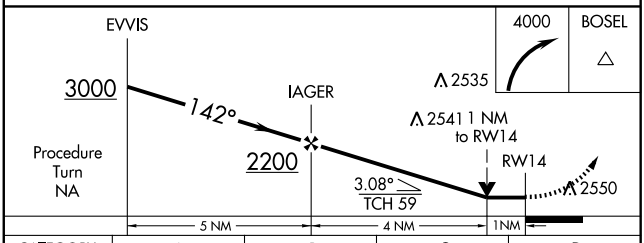
GPS RWY 14
WACO RGNL (ACT)

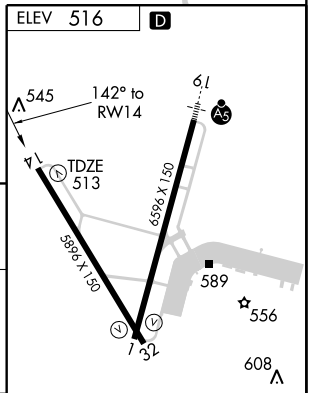
NA
ASR

MISSED APPROACH: Climbing right turn to 4000 direct BOSEL and hold.

ATIS	WACO APP CON ★	WACO TOWER ★	GND CON	UNICOM
123.85	127.65 227.125	119.3 (CTAF) L 257.8	121.9	122.95







CATEGORY	A	B	C	D
S-14	900-1 387 (400-1)			900-1¼ 387 (400-1¼)
CIRCLING	920-1 404 (500-1)	980-1 464 (500-1)	980-1½ 464 (500-1½)	1080-2 564 (600-2)

REIL Rwy 14
HIRL Rwy 1-19 L
MIRL Rwy 14-32 L

SC-3. 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	6596
187°	TDZE	505
	Apt Elev	516

GPS RWY 19
WACO RGNL (ACT)

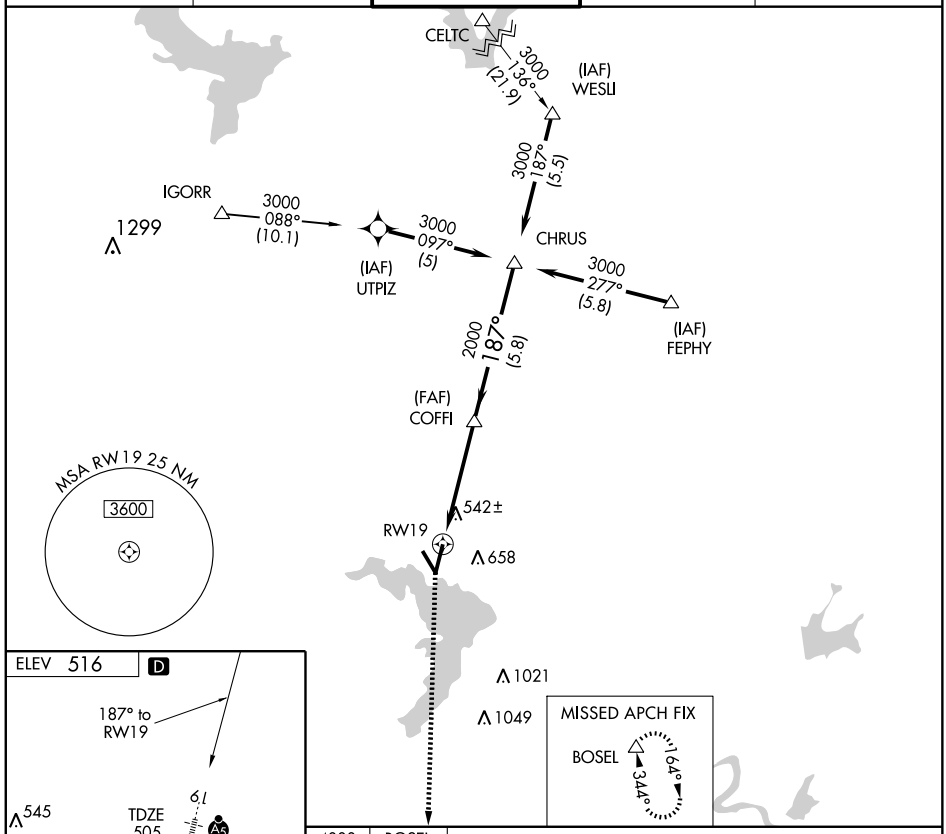
NA
ASR

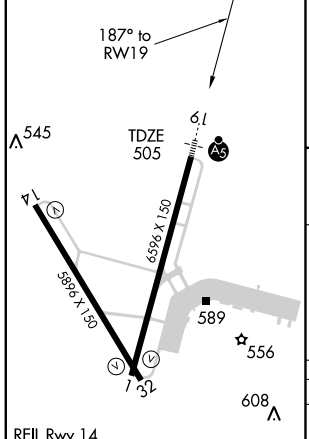
Inoperative table does not apply to S-19 Cat D.

MALSR

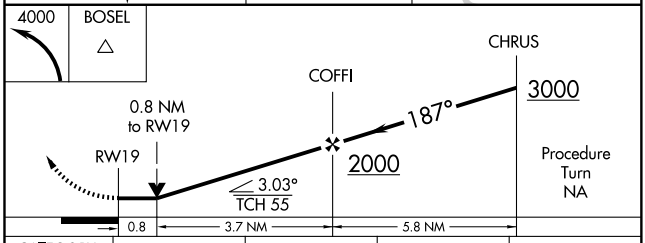
MISSED APPROACH: Climbing left turn to 4000 direct BOSEL and hold.

ATIS	WACO APP CON ★	WACO TOWER ★	GND CON	UNICOM
123.85	127.65 227.125	119.3 (CTAF) L 257.8	121.9	122.95





REIL Rwy 14
HIRL Rwy 1-19 L
MIRL Rwy 14-32 L



CATEGORY	A	B	C	D
S-19	800/24 295 (300-½)			800/50 295 (300-1)
CIRCLING	920-1 404 (500-1)	980-1 464 (500-1)	980-1½ 464 (500-1½)	1080-2 564 (600-2)

SC-3. 08 APR 2010 to 06 MAY 2010

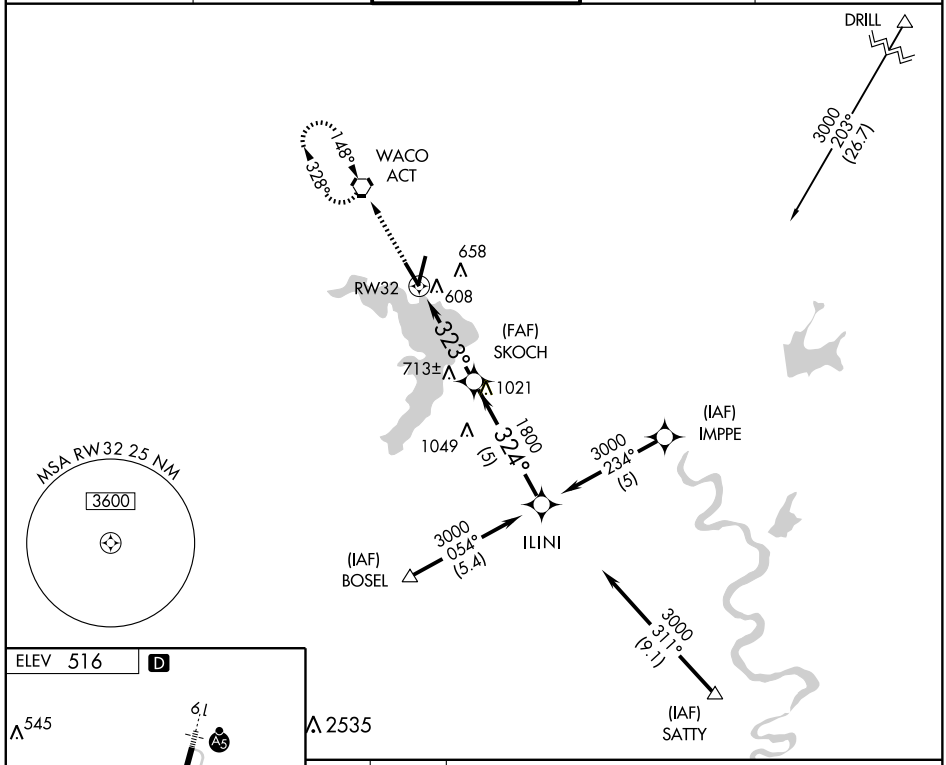
APP CRS	Rwy Idg	5896
323°	TDZE	516
	Apt Elev	516

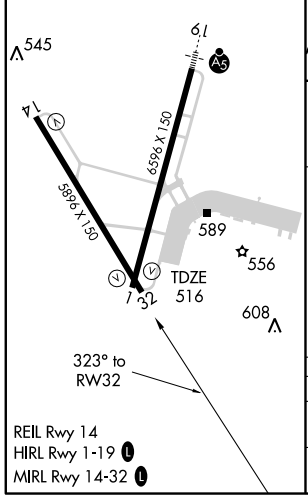
GPS RWY 32
WACO RGNL (ACT)

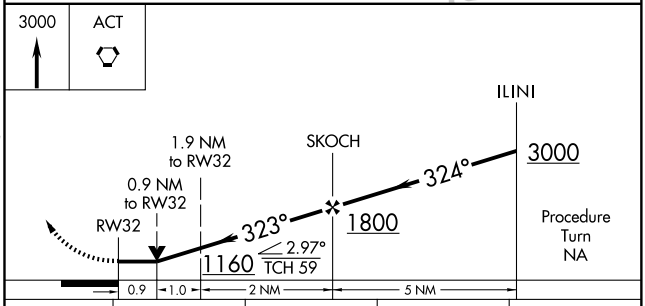
NA
ASR

MISSED APPROACH: Climb to 3000 direct ACT VORTAC and hold.

ATIS	WACO APP CON ★	WACO TOWER ★	GND CON	UNICOM
123.85	127.65 227.125	119.3 (CTAF) L 257.8	121.9	122.95







CATEGORY	A	B	C	D
S-32	860-1 344 (400-1)			860-1¼ 344 (400-1¼)
CIRCLING	920-1 404 (500-1)	980-1 464 (500-1)	980-1½ 464 (500-1½)	1080-2 564 (600-2)

SC-3. 08 APR 2010 to 06 MAY 2010

LOC I-ACT	APP CRS	Rwy Idg	6596
109.7	187°	TDZE	505
Chan 34		Apt Elev	516

ILS or LOC RWY 19

WACO RGNL (ACT)

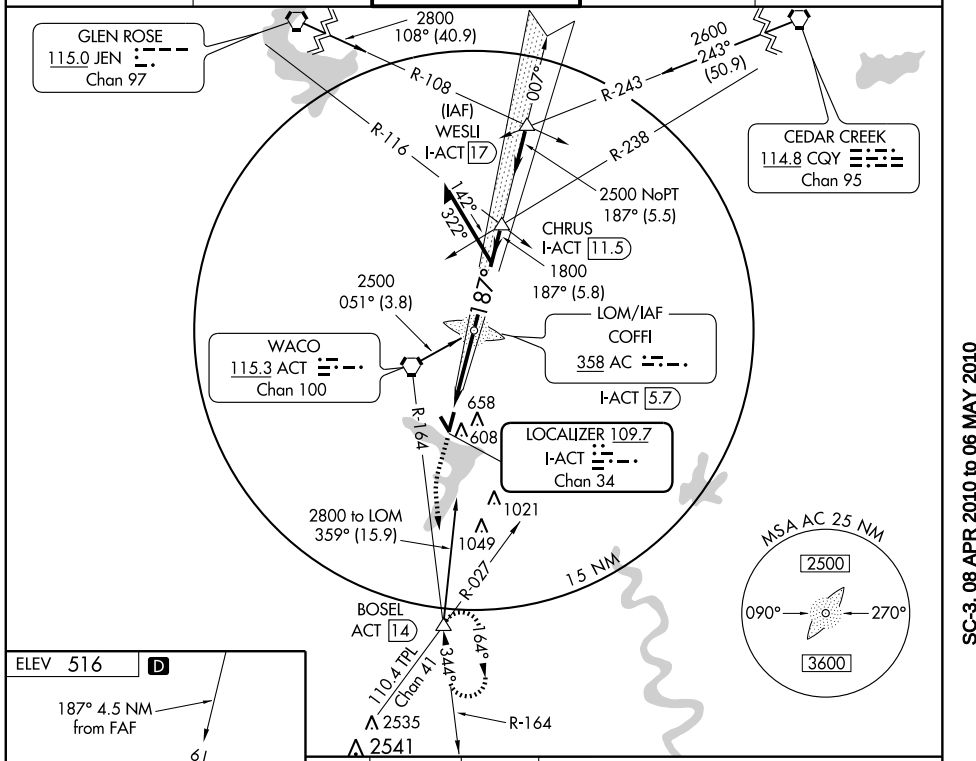
For inoperative MALSR, increase S-LOC 19 Cat D visibility to RVR 5000.

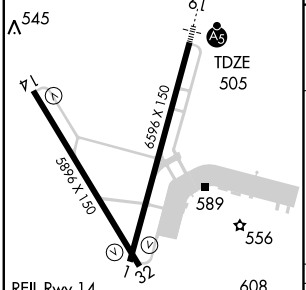
ASR * RVR 1800 authorized with the use of FD or AP or HUD to DA.

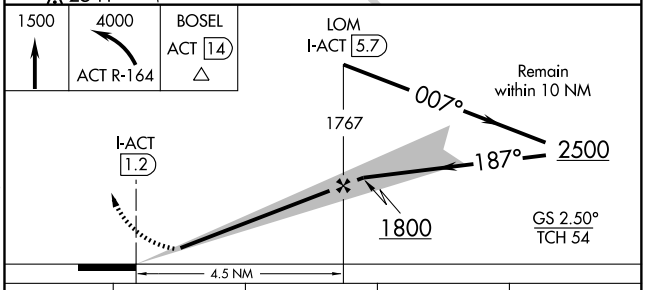
MALSR

MISSED APPROACH: Climb to 1500 then climbing left turn to 4000 via ACT R-164 to BOSEL INT/14 DME and hold.

ATIS	WACO APP CON *	WACO TOWER *	GND CON	UNICOM
123.85	127.65 227.125	119.3 (CTAF) L 257.8	121.9	122.95







CATEGORY	A	B	C	D
S-ILS 19	* 705/24 200 (200-½)			
S-LOC 19	800/24 295 (300-½)			800/40 295 (300-¾)
CIRCLING	920-1 404 (500-1)	980-1 464 (500-1)	980-1½ 464 (500-1½)	1080-2 564 (600-2)

FAF to MAP 4.5 NM

Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

SC-3, 08 APR 2010 to 06 MAY 2010

VORTAC ACT	APP CRS	Rwy Idg	5896
115.3	321°	TDZE	516
Chan 100		Apt Elev	516

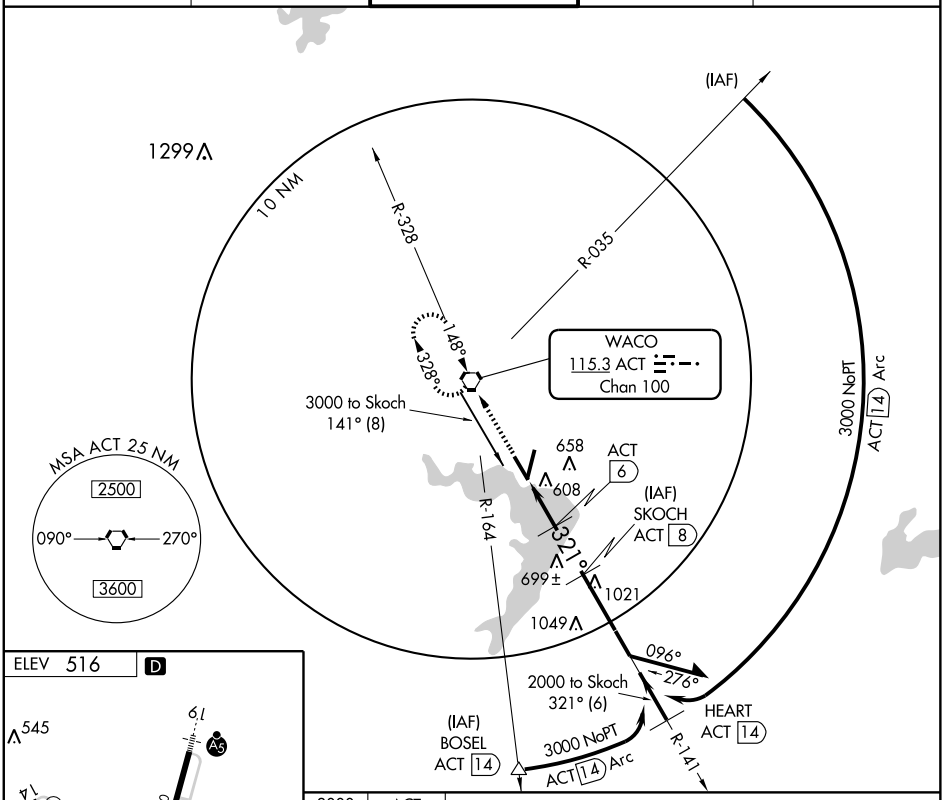
VOR/DME RWY 32

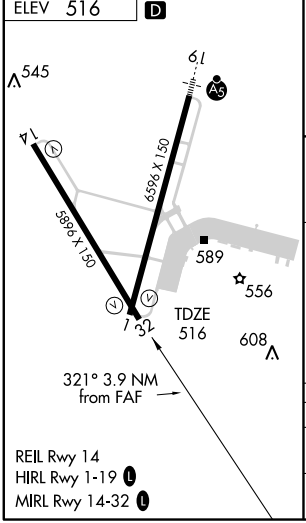
WACO RGNL (ACT)

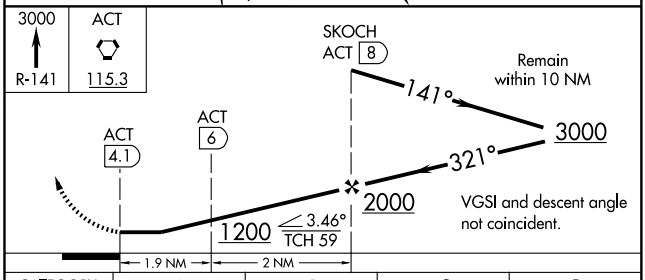
ASR

MISSED APPROACH: Climb to 3000 via R-141 to ACT VORTAC and hold.

ATIS	WACO APP CON ★	WACO TOWER ★	GND CON	UNICOM
123.85	127.65 227.125	119.3 (CTAF) Ⓛ 257.8	121.9	122.95







CATEGORY	A	B	C	D
S-32	880-1 364 (400-1)			880-1¼ 364 (400-1¼)
CIRCLING	920-1 404 (500-1)	980-1 464 (500-1)	980-1½ 464 (500-1½)	1080-2 564 (600-2)

SC-3. 08 APR 2010 to 06 MAY 2010

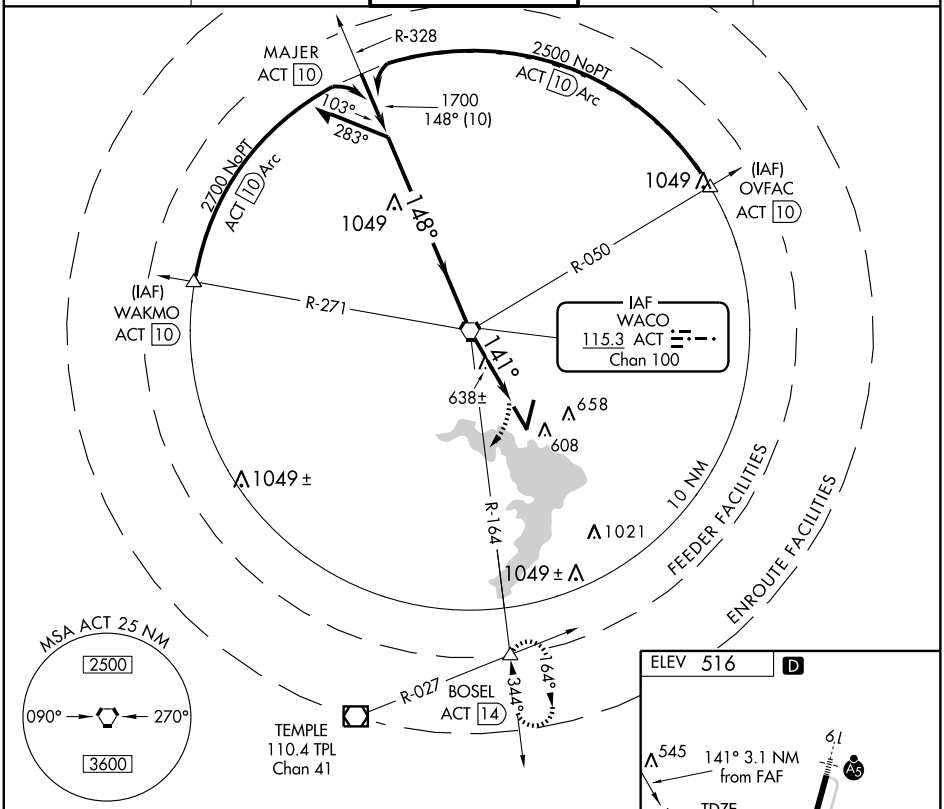
VORTAC ACT	APP CRS	Rwy Idg	5896
115.3	141°	TDZE	513
Chan 100		Apt Elev	516

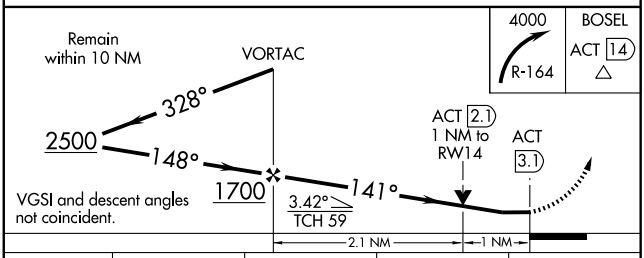
VOR RWY 14
WACO RGNL (ACT)

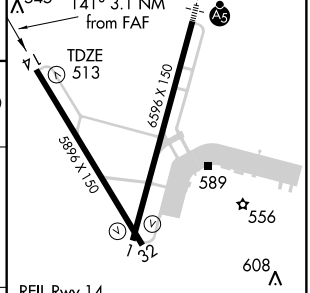
ASR

MISSED APPROACH: Climbing right turn to 4000 via R-164 to BOSEL/INT 14.00 DME and hold.

ATIS	WACO APP CON *	WACO TOWER *	GND CON	UNICOM
123.85	127.65 227.125	119.3 (CTAF) L 257.8	121.9	122.95







REIL Rwy 14
HIRL Rwy 1-19 L
MIRL Rwy 14-32 L

CATEGORY	A	B	C	D
S-14	900-1 387 (400-1)			900-1¼ 387 (400-1¼)
CIRCLING	920-1 404 (500-1)	980-1 464 (500-1)	980-1½ 464 (500-1½)	1080-2 564 (600-2)

FAF to MAP 3.1 NM

Knots	60	90	120	150	180
Min:Sec	3:06	2:04	1:33	1:14	1:02

SC-3, 08 APR 2010 to 06 MAY 2010

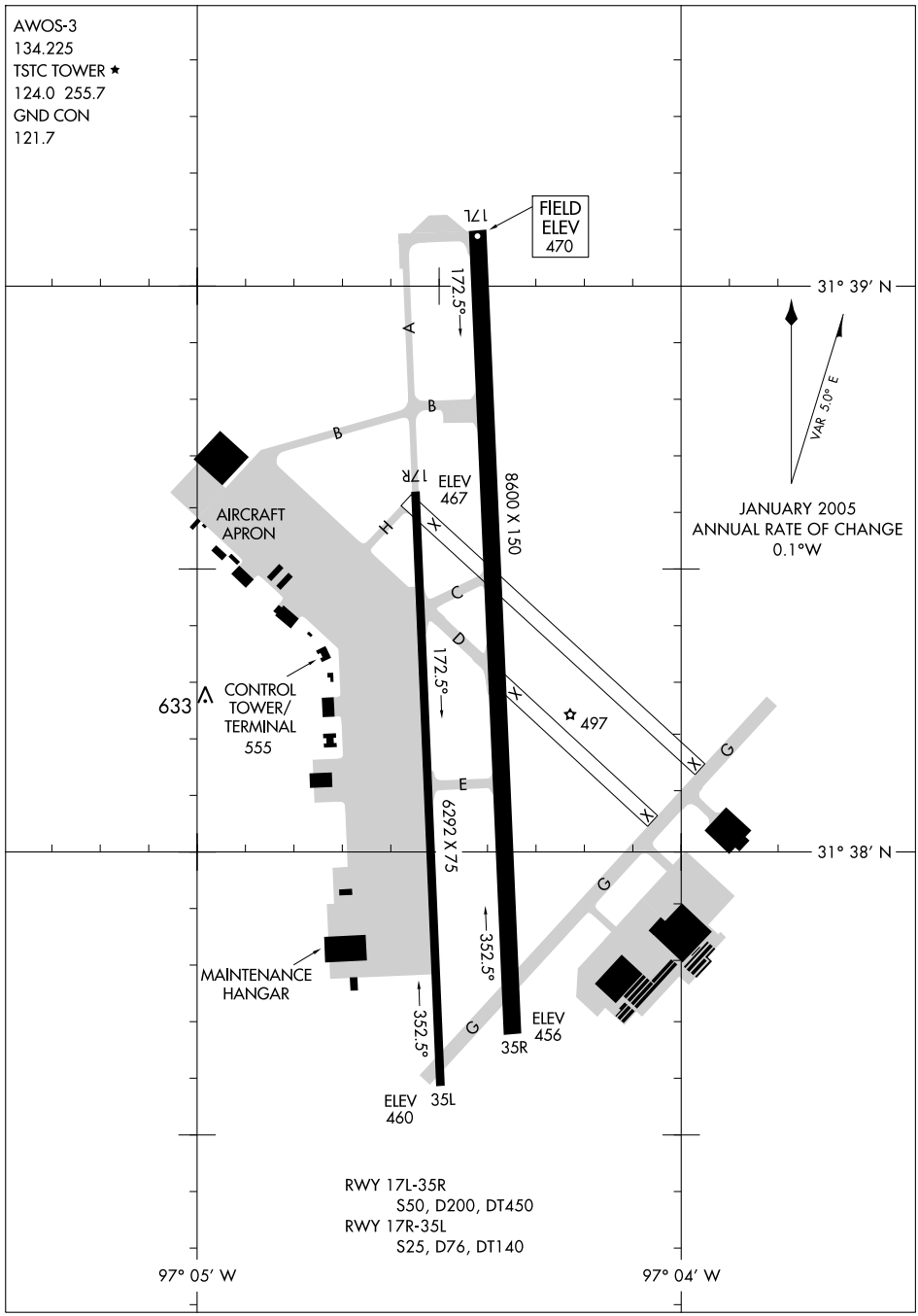
09351

AIRPORT DIAGRAM

AL-579 (FAA)

WACO/TSTC WACO (CNW)
WACO, TEXAS

AWOS-3
134.225
TSTC TOWER ★
124.0 255.7
GND CON
121.7



SC-3, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	8600
171°	TDZE	469
	Apt Elev	470

GPS RWY 17L

WACO/ TSTC WACO (CNW)

NA

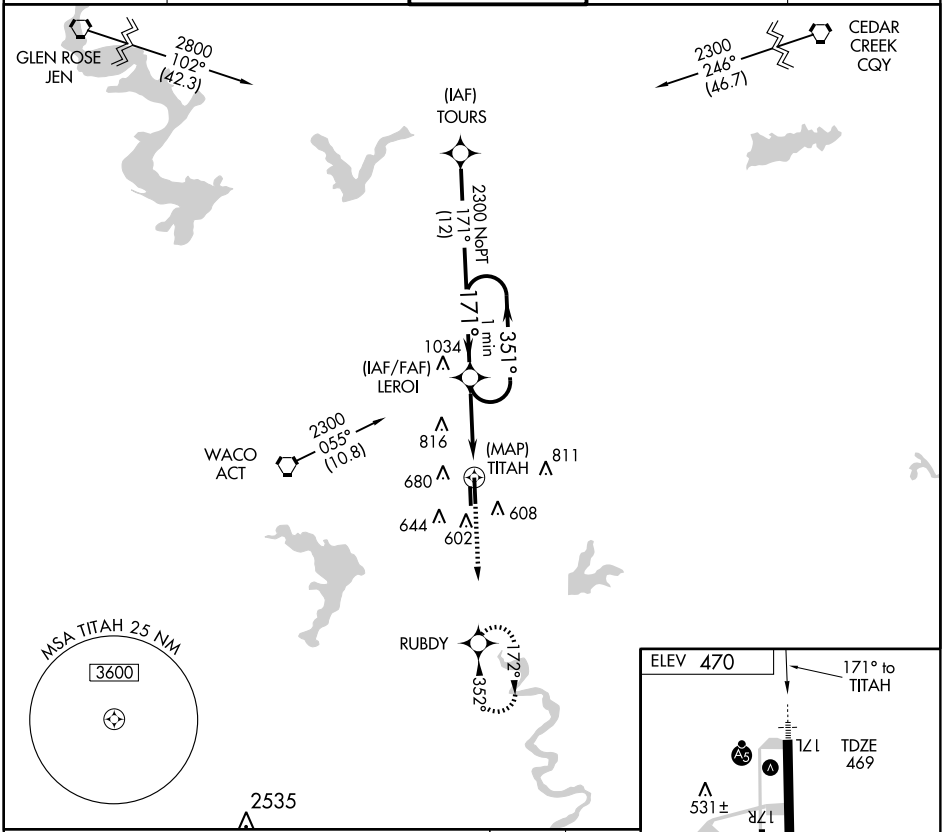
ASR

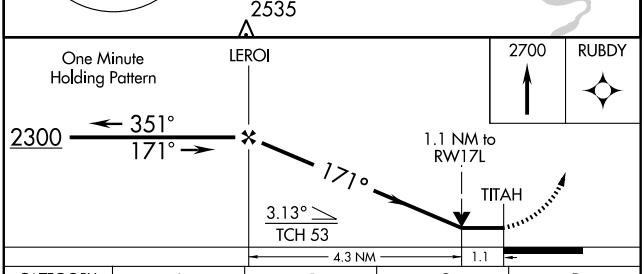
For inoperative MALSR, increase S-ILS 17L Cat D visibilty to 1¼.

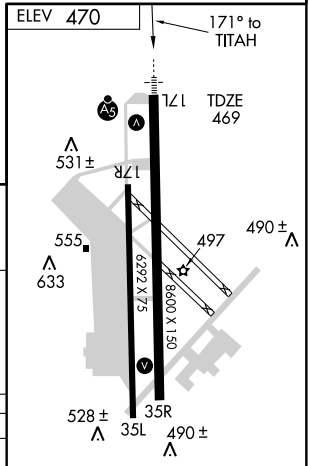
MALSR

MISSED APPROACH: Climb to 2700 direct RUBDY and hold.

AWOS-3	WACO APP CON ★	TSTC TOWER ★	GND CON	UNICOM
134.225	127.65 227.125	124.0 (CTAF) 255.7	121.7 L	122.95







CATEGORY	A	B	C	D
S-17L	860-½ 391 (400-½)			860-1 391 (400-1)
CIRCLING	940-1 470 (500-1)		980-1½ 510 (600-1½)	1020-2 550 (600-2)

MIRL Rwy 17L-35R L

SC-3, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	8600
352°	TDZE	461
	Apt Elev	470

GPS RWY 35R

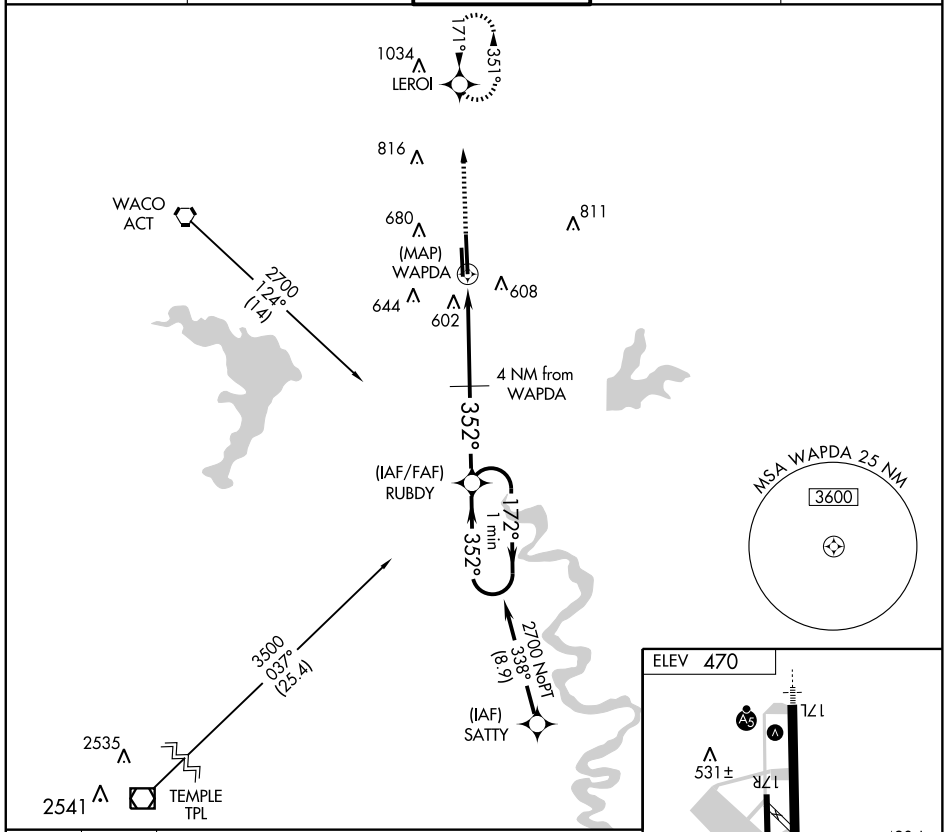
WACO/ TSTC WACO (CNW)

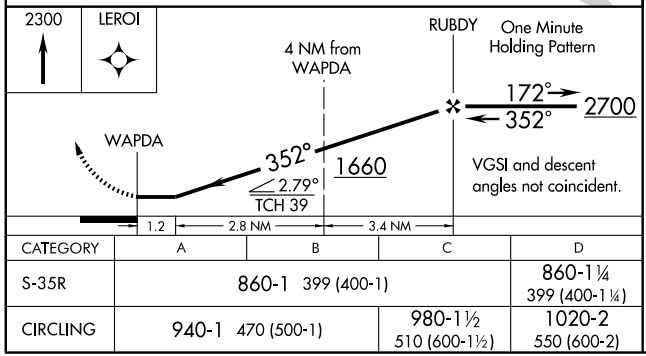
NA

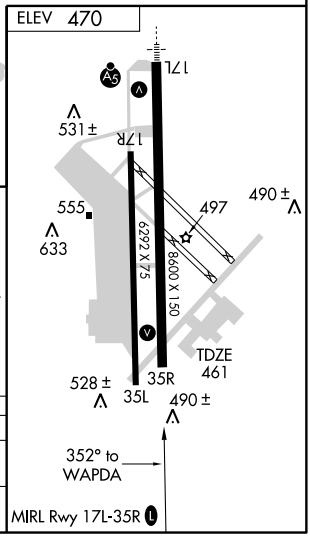
ASR

MISSED APPROACH: Climb to 2300 direct LEROI and hold.

AWOS-3	WACO APP CON★	TSTC TOWER★	GND CON	UNICOM
134.225	127.65 227.125	124.0 (CTAF) 255.7	121.7 L	122.95







CATEGORY	A	B	C	D
S-35R	860-1 399 (400-1)			860-1¼ 399 (400-1¼)
CIRCLING	940-1 470 (500-1)		980-1½ 510 (600-1½)	1020-2 550 (600-2)

SC-3. 08 APR 2010 to 06 MAY 2010

LOC I-CNW	APP CRS	Rwy Idg	8600
110.7	171°	TDZE	470
		Apt Elev	470

ILS or LOC RWY 17L

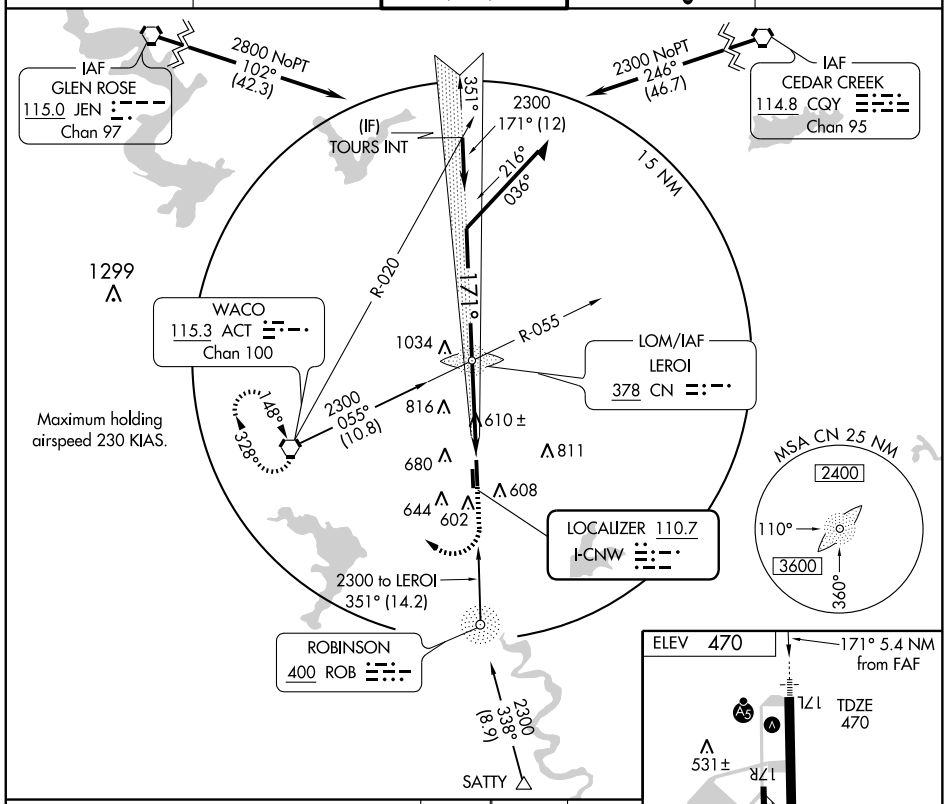
WACO/ TSTC WACO (CNW)

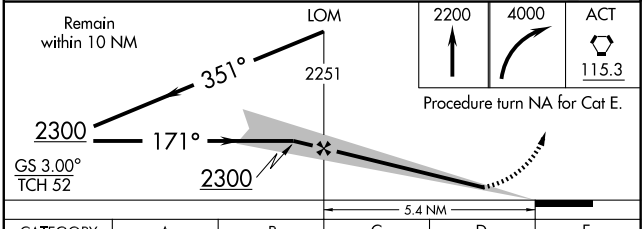
ASR — For inoperative MALSR, increase S-ILS 17L Cat E visibility to ¾, and S-LOC-17L Cat E to 1¼. When local altimeter setting not received, use Waco Rgnl altimeter setting and increase all DA 26 feet and all MDA 40 feet. Increase S-LOC 17L Cats C/D/E visibility ¼ mile and circling Cat E ¼ mile.

MALSR

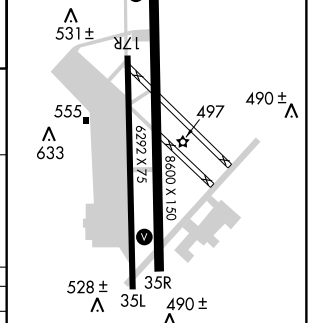
MISSED APPROACH: Climb to 2200 then climbing right turn to 4000 direct ACT VORTAC and hold. (TACAN aircraft continue via ACT R-305 to IGORR/ACT 14 DME and hold S, RT, 305° inbound)

AWOS-3	WACO APP CON ★	TSTC TOWER ★	GND CON	UNICOM
134.225	127.65 227.125	124.0 (CTAF) 255.7	121.7 L	122.95





CATEGORY	A	B	C	D	E
S-ILS 17L	670-½ 200 (200-½)				
S-LOC 17L	860-½ 390 (400-½)			860-¾ 390 (400-¾)	
CIRCLING	940-1 470 (500-1)	960-1 490 (500-1)	1040-1½ 570 (600-1½)	1040-2 570 (600-2)	1180-2½ 710 (800-2½)



FAF to MAP 5.4 NM

Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

SC-3, 08 APR 2010 to 06 MAY 2010

NDB ROB	APP CRS	Rwy Idg	8600
400	352°	TDZE	461
		Apt Elev	470

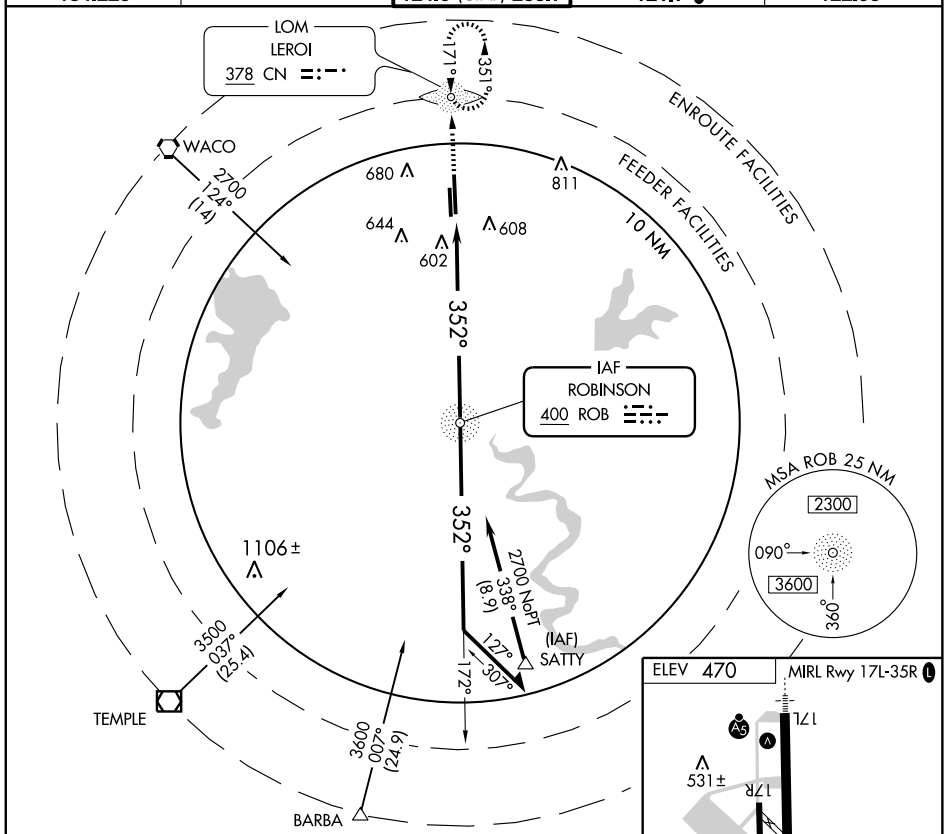
NDB RWY 35R

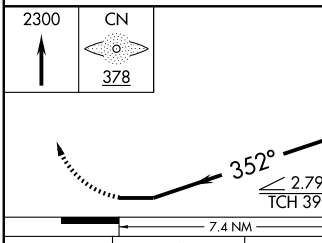
WACO/ TSTC WACO (CNW)

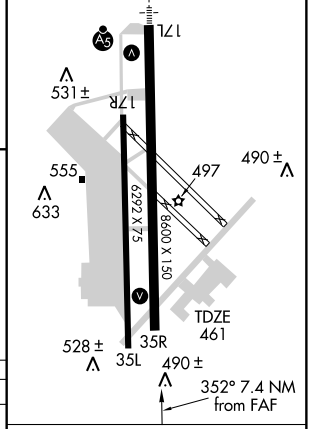
ASR

MISSED APPROACH: Climb to 2300 direct CN LOM and hold.

AWOS-3	WACO APP CON ★	TSTC TOWER ★	GND CON	UNICOM
134.225	127.65 227.125	124.0 (CTAF) 255.7	121.7	122.95







CATEGORY	A	B	C	D
S-35R	1020-1 559 (600-1)		1020-1½ 559 (600-1½)	1020-1¾ 559 (600-1¾)
CIRCLING	1020-1 550 (600-1)		1020-1½ 550 (600-1½)	1020-2 550 (600-2)

FAF to MAP 7.4 NM

Knots	60	90	120	150	180
Min:Sec	7:24	4:56	3:42	2:58	2:28

SC-3, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	5501
173°	TDZE	592
	Apt Elev	592

RNAV (GPS) RWY 17

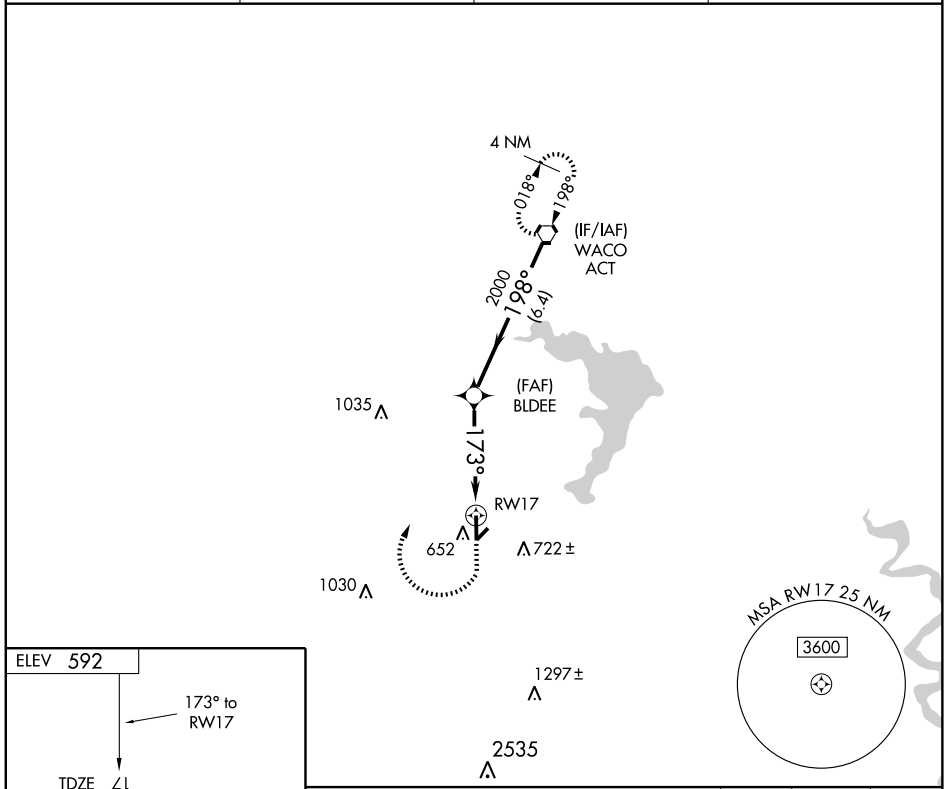
WACO/MC GREGOR EXECUTIVE (PWG)

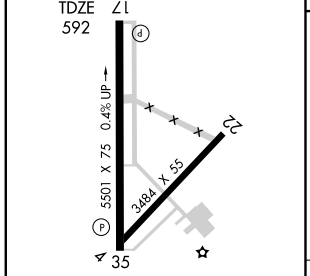
T NA ASR

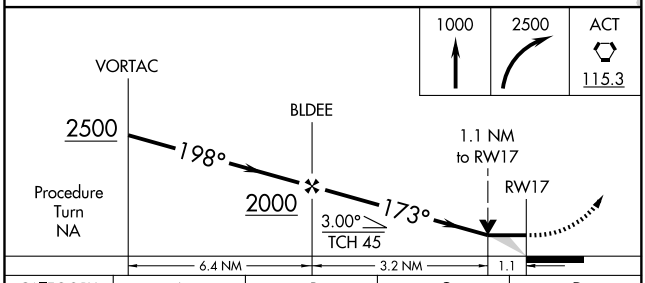
GPS or RNP-0.3 REQUIRED.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 1000 then climbing right turn to 2500 direct ACT VORTAC and hold.

AWOS-3	WACO APP CON ★	GCO	UNICOM
135.525	127.65 352.0	121.725	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	980-1 388 (400-1)			NA
CIRCLING	1020-1 428 (500-1)	1060-1 468 (500-1)	1060-1½ 468 (500-1½)	NA

MIRL Rwy 17-35 L

REIL Rwy 17

SC-3, 08 APR 2010 to 06 MAY 2010

WACO, TEXAS AL-5441 (FAA)

APP CRS	Rwy Idg	5501
353°	TDZE	580
	Apt Elev	592

RNAV (GPS) RWY 35

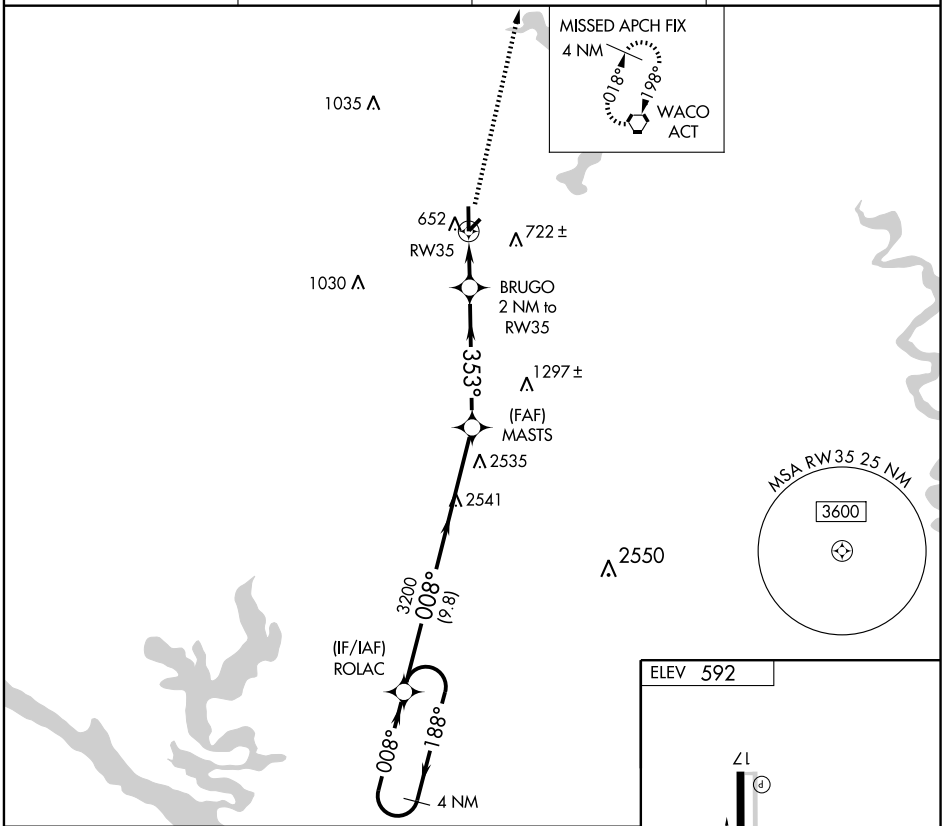
WACO/MC GREGOR EXECUTIVE (PWG)

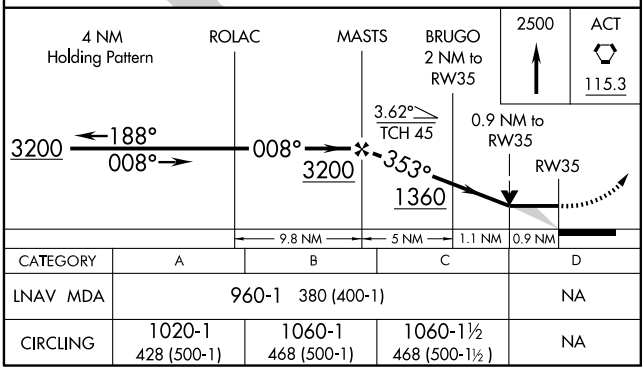
NA
ASR

GPS or RNP-0.3 REQUIRED.
DME/DME RNP-0.3 NA.

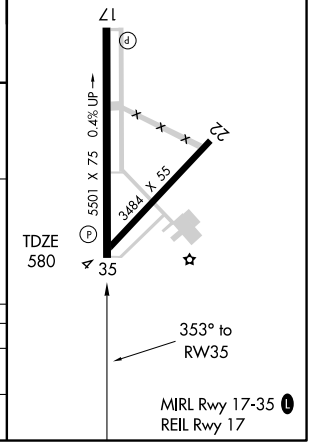
MISSED APPROACH: Climb to 2500 direct ACT VORTAC and hold.

AWOS-3	WACO APP CON ★	GCO	UNICOM
135.525	127.65 352.0	121.725	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	960-1 380 (400-1)			NA
CIRCLING	1020-1 428 (500-1)	1060-1 468 (500-1)	1060-1½ 468 (500-1½)	NA



SC-3, 08 APR 2010 to 06 MAY 2010

VORTAC ACT	APP CRS	Rwy Idg	5501
115.3	185°	TDZE	592
Chan 100		Apt Elev	592

VOR RWY 17

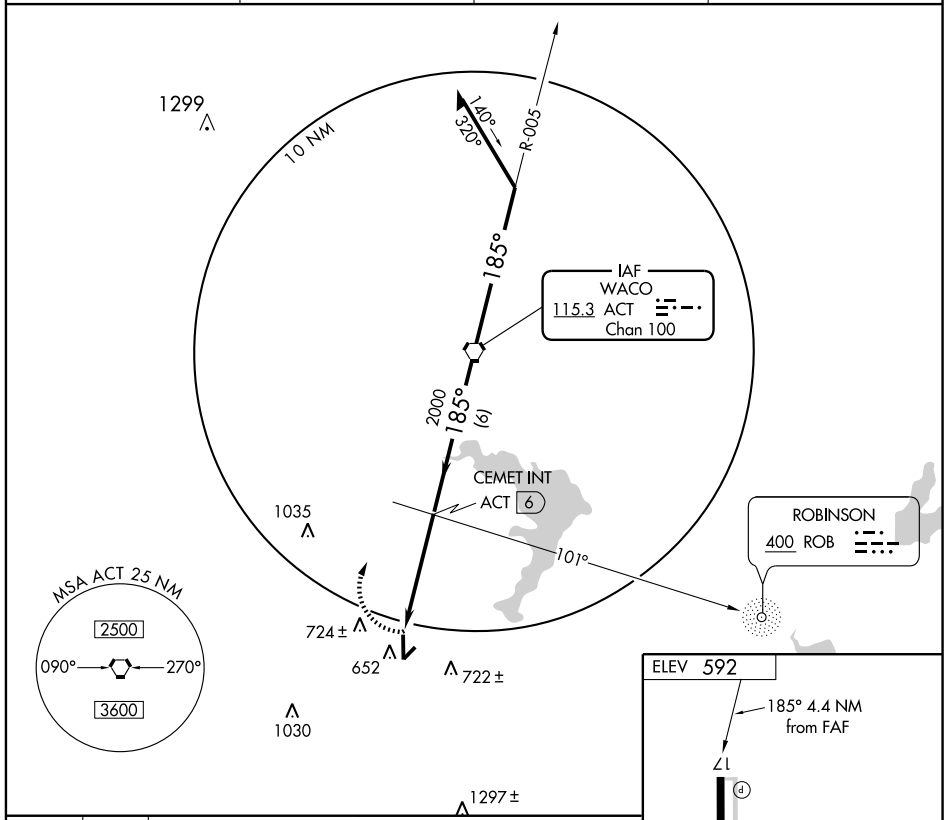
WACO/MC GREGOR EXECUTIVE (PWG)

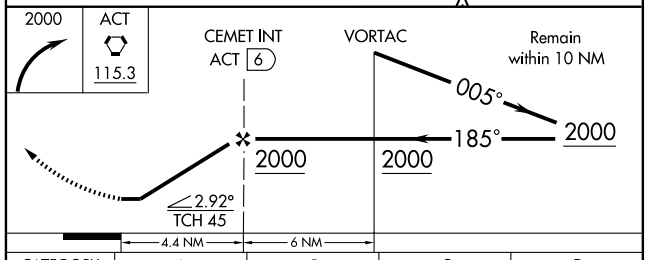
ASR

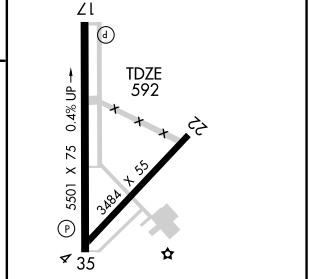
DME or ADF required.

MISSED APPROACH: Climbing right turn to 2000 direct ACT VORTAC.

AWOS-3	WACO APP CON ★	GCO	UNICOM
135.525	127.65 352.0	121.725	122.8 (CTAF) L







REIL Rwy 17
MIRL Rwy 17-35 L

CATEGORY	A	B	C	D
S-17	980-1 388 (400-1)			NA
CIRCLING	1040-1 448 (500-1)	1060-1 468 (500-1)	1060-1½ 468 (500-1½)	NA

FAF to MAP 4.4 NM

Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

SC-3, 08 APR 2010 to 06 MAY 2010

VORTAC MQP	APP CRS	Rwy Idg	N/A
117.7	077°	TDZE	N/A
Chan 124		Apt Elev	990

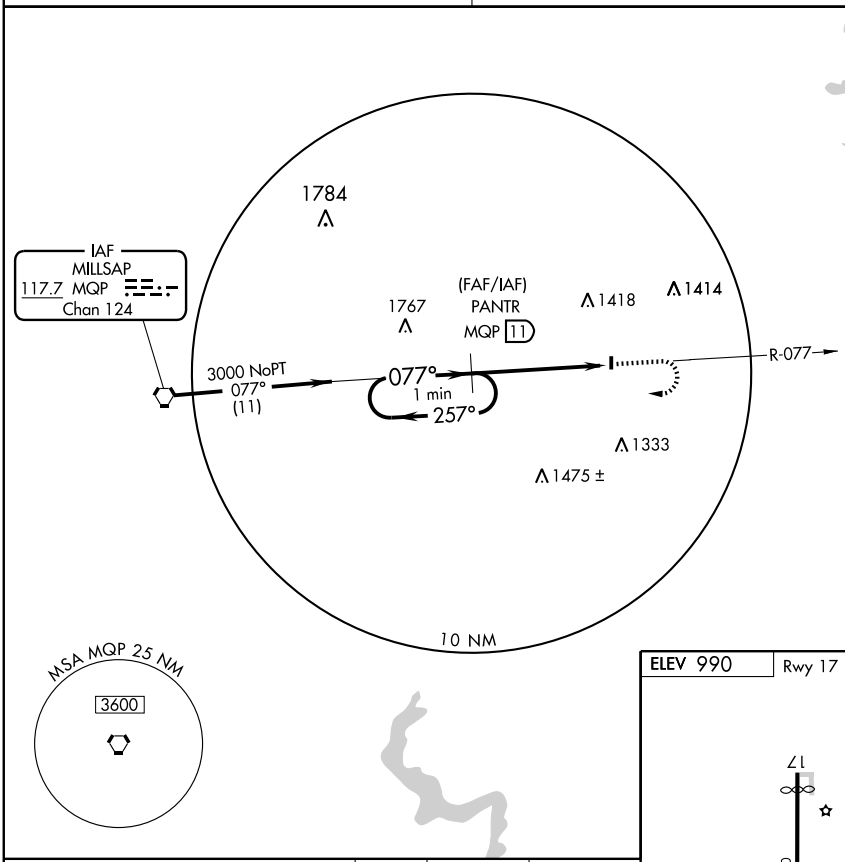
VOR/DME-A

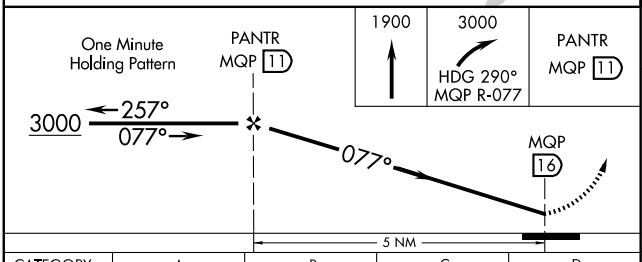
WEATHERFORD/PARKER COUNTY (WEA)

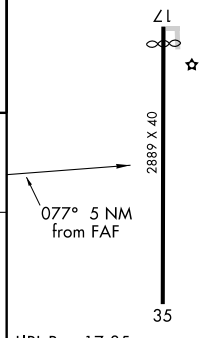
NA Use Fort Worth Meacham altimeter setting.

MISSED APPROACH: Climb to 1900 then climbing right turn to 3000 via heading 290° and MQP R-077 to PANTR and hold.

REGIONAL APP CON	UNICOM
135.975 379.9	122.7 (CTAF)







CATEGORY	A	B	C	D
CIRCLING	1680-1 690 (700-1)		1680-2 690 (700-2)	NA

Knots	60	90	120	150	180
Min:Sec					

SC-2, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	4828
134°	TDZE	70
	Apt Elev	70

GPS RWY 13

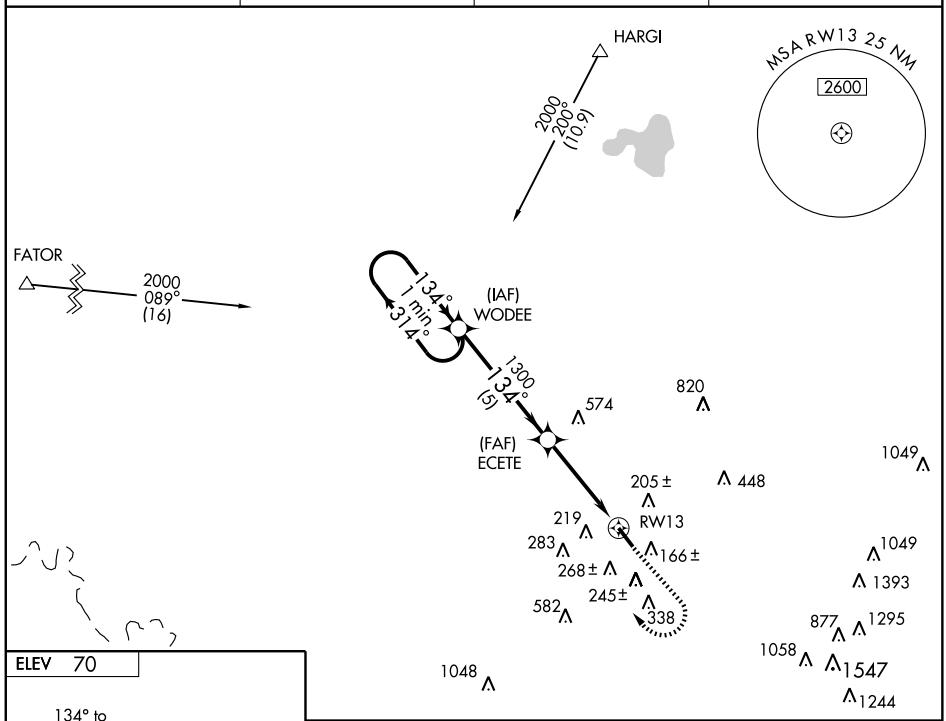
WESLACO/MID VALLEY (T65)

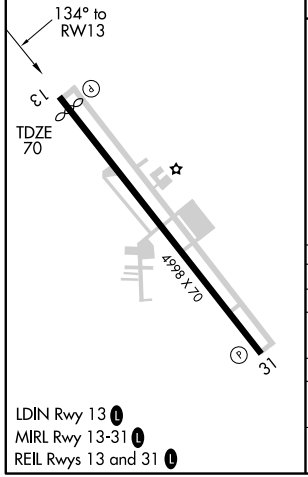
NA Obtain local altimeter setting on CTAF; when not received, use McAllen Miller Intl altimeter setting.

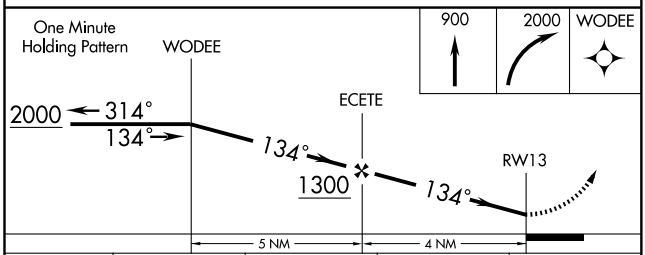
ODALS

MISSED APPROACH: Climb to 900, then climbing right turn to 2000 direct WODEE and hold.

AWOS-3	VALLEY APP CON	CLNC DEL	UNICOM
118.575	121.0 284.7	125.95	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-13	440-1	370 (400-1)		NA
CIRCLING	620-1	550 (600-1)	620-1½ 550 (600-1½)	NA
	MC ALLEN MILLER INTL ALTIMETER SETTING MINIMUMS			
S-13	480-1	410 (500-1)	480-1¼ 410 (500-1¼)	NA
CIRCLING	660-1	590 (600-1)	660-1½ 590 (600-1½)	NA

SC-3, 08 APR 2010 to 06 MAY 2010

VOR/DME MFE	APP CRS	Rwy Idg	N/A
117.2	080°	TDZE	N/A
Chan 119		Apt Elev	70

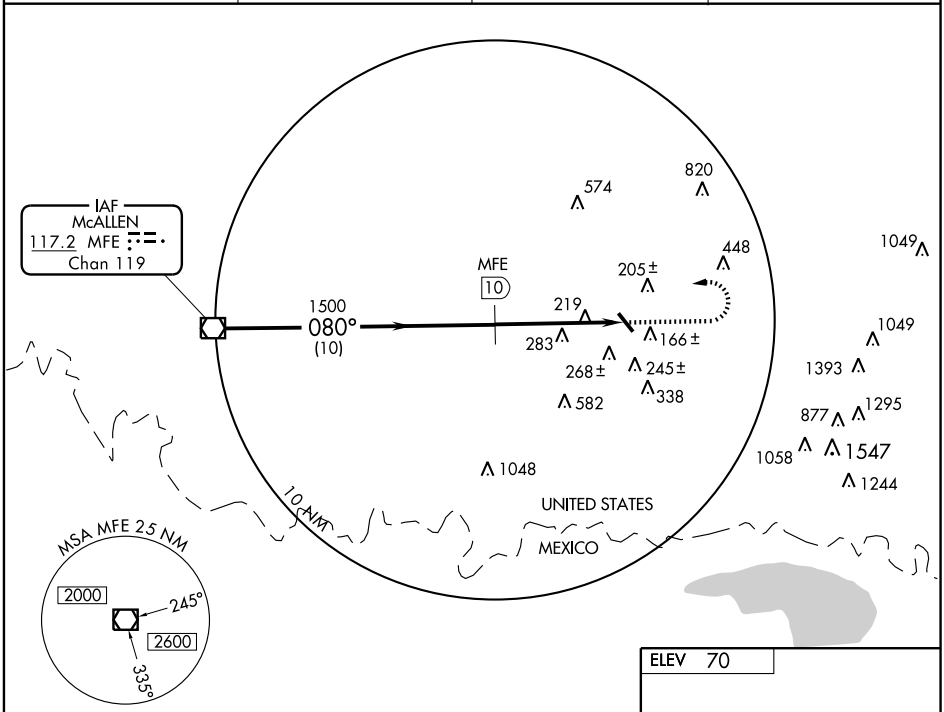
VOR/DME-A

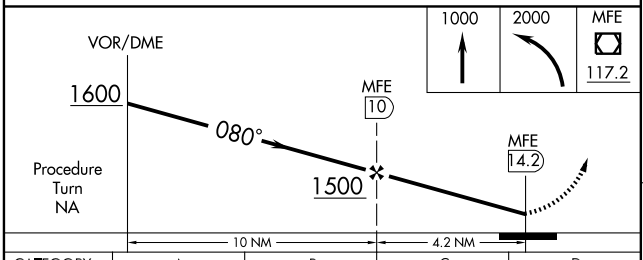
WESLACO/MID VALLEY (T65)

NA Obtain local altimeter setting on CTAF; when not received, use McAllen Miller Intl altimeter setting.

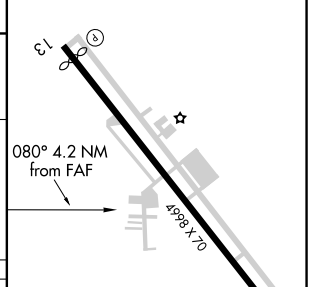
MISSED APPROACH: Climb to 1000, then climbing left turn to 2000 direct MFE VOR/DME.

AWOS-3	VALLEY APP CON	CLNC DEL	UNICOM
118.575	121.0 284.7	125.95	122.8 (CTAF) L





CATEGORY	A	B	C	D
CIRCLING	620-1 550 (600-1)		620-1½ 550 (600-1½)	NA
MC ALLEN MILLER INTL ALTIMETER SETTING MINIMUMS				
CIRCLING	660-1 590 (600-1)		660-1½ 590 (600-1½)	NA



LDIN Rwy 13 L
MIRL Rwy 13-31 L
REIL Rwys 13 and 31 L

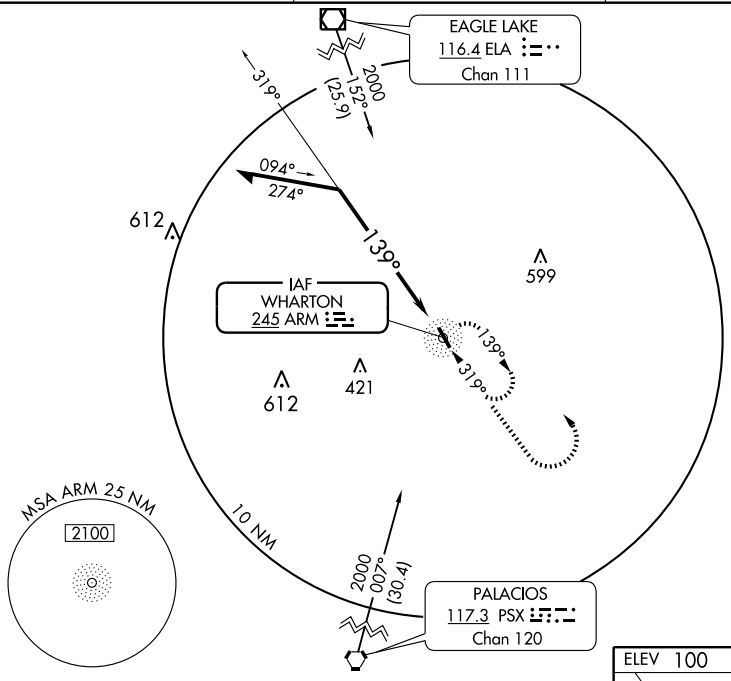
NDB ARM	APP CRS		
245	139°	Rwy Idg	5004
		TDZE	100
		Apt Elev	100

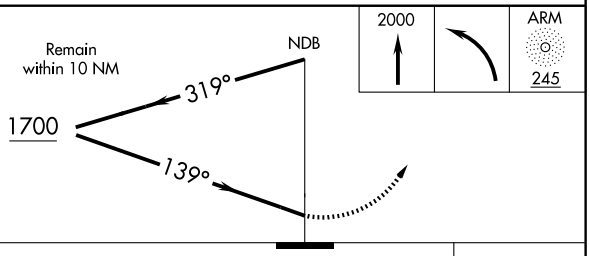
NDB RWY 14
WHARTON RGNL (ARM)

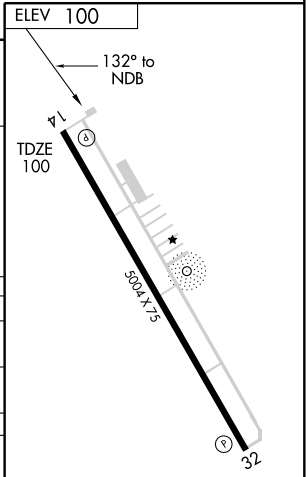
NA — Obtain local altimeter setting on CTAF; when not received use Victoria altimeter setting.

MISSED APPROACH: Climb to 2000 then left turn to ARM NDB and hold.

AWOS-3	HOUSTON CENTER	UNICOM
118.475	128.6 360.8	122.7 (CTAF) L







MIRL Rwy 14-32 L

CATEGORY	A	B	C	D
S-14	560- 1	460 (500-1)	560- 1¼ 460 (500-1¼)	NA
CIRCLING	560- 1	460 (500-1)	560- 1½ 460 (500-1½)	NA
VICTORIA ALTIMETER SETTING MINIMUMS				
S-14	660- 1	560 (600-1)	660- 1½ 560 (600-1½)	NA
CIRCLING	660- 1	560 (600-1)	660- 1½ 560 (600-1½)	NA

SC-5, 08 APR 2010 to 06 MAY 2010

NDB ARM	APP CRS		
245	332°	Rwy Idg	5004
		TDZE	100
		Apt Elev	100

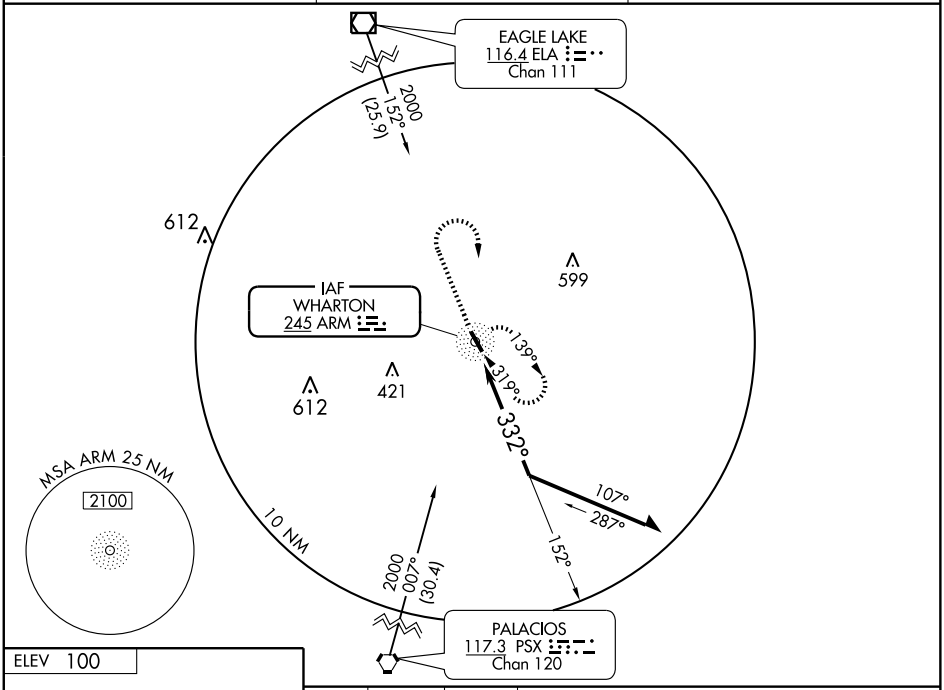
NDB RWY 32
WHARTON RGNL (ARM)

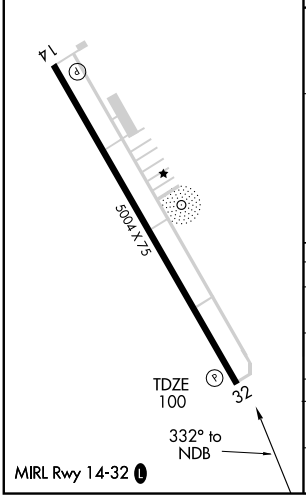
Obtain local altimeter setting on CTAF; when not received use Victoria Regional altimeter setting.

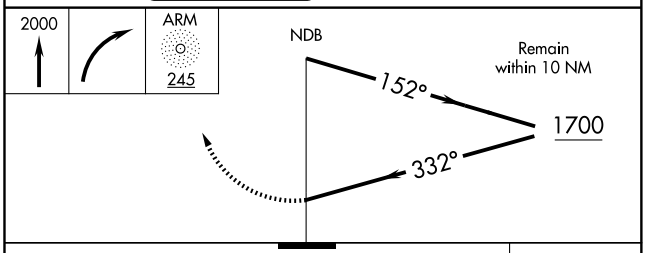
NA

MISSED APPROACH: Climb to 2000 then right turn direct ARM NDB and hold.

AWOS-3	HOUSTON CENTER	UNICOM
118.475	128.6 360.8	122.7 (CTAF) L







CATEGORY	A	B	C	D
S-32	560-1	460 (500-1)	560-1¼ 460 (500-1¼)	NA
CIRCLING	560-1	460 (500-1)	560-1½ 460 (500-1½)	NA
VICTORIA ALTIMETER SETTING MINIMUMS				
S-32	680-1	580 (600-1)	680-1½ 580 (600-1½)	NA
CIRCLING	680-1	580 (600-1)	680-1½ 580 (600-1½)	NA

SC-5, 08 APR 2010 to 06 MAY 2010

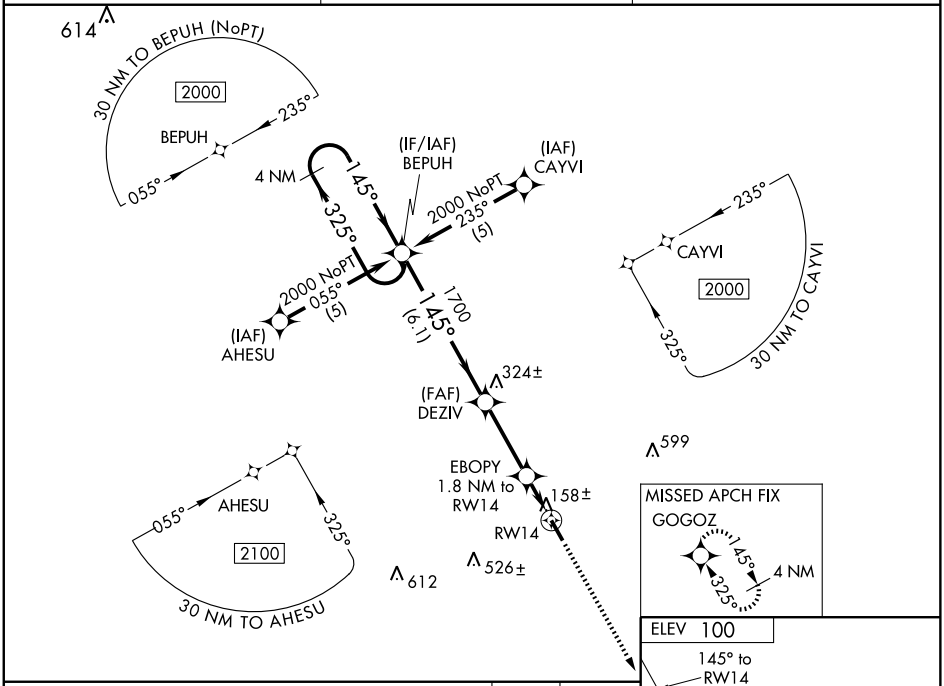
WAAS	APP CRS	Rwy Idg	5004
CH 77714	145°	TDZE	100
W14A		Apt Elev	100

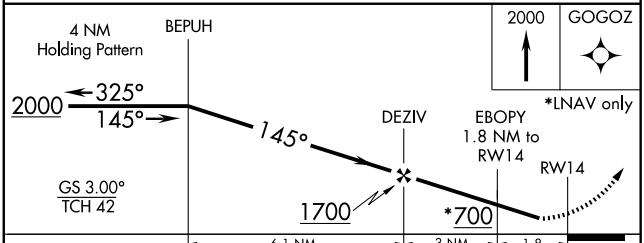
RNAV (GPS) RWY 14
WHARTON RGNL (ARM)

Baro-VNAV NA when using Victoria altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Victoria altimeter setting and increase all DA 110 feet and all MDA 120 feet, increase LPV visibility ½ mile all Cats, LNAV/VNAV visibility ¼ mile all Cats, LNAV Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 2000 direct GOGOZ and hold.

AWOS-3	HOUSTON CENTER	UNICOM
118.475	128.6 360.8	122.7 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	396-1	296 (300-1)		NA
LNAV/VNAV DA	428-1¼	328 (400-1¼)		NA
LNAV MDA	420-1	320 (400-1)		NA
CIRCLING	500-1 400 (400-1)	560-1 460 (500-1)	560-1½ 460 (500-1½)	NA

MIRL Rwy 14-32 L

SC-5, 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	5004
CH 58114	325°	TDZE	99
W32A		Apt Elev	100

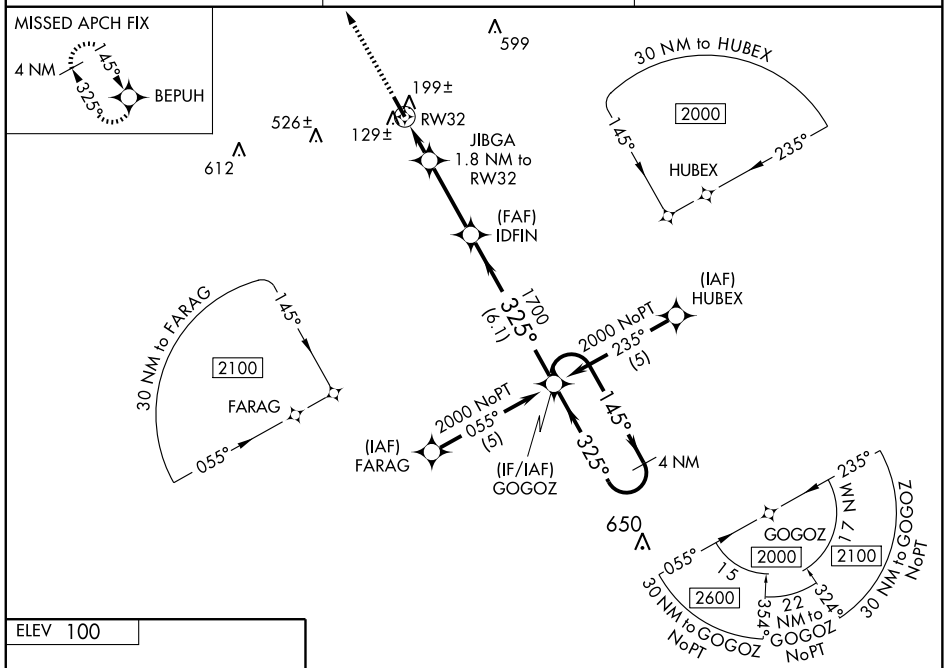
RNAV (GPS) RWY 32

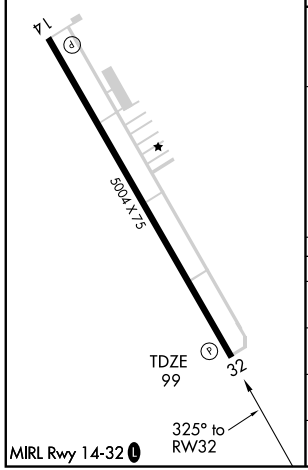
WHARTON RGNL (ARM)

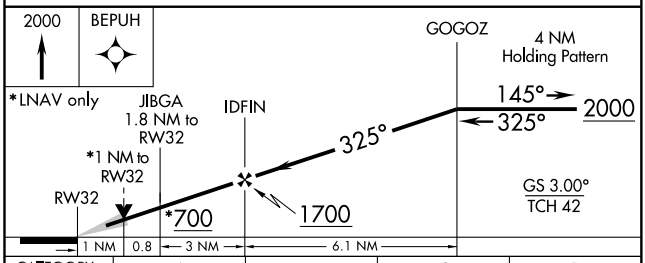
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Victoria altimeter setting and increase all DA 110 feet and all MDA 120 feet, increase LPV visibility ¼ mile all Cats, LNAV/VNAV visibility ½ mile all Cats, LNAV Cat C visibility ¼ mile. VDP and Baro-VNAV NA when using Victoria altimeter setting.

MISSED APPROACH: Climb to 2000 direct BEPUH and hold.

AWOS-3	HOUSTON CENTER	UNICOM
118.475	128.6 360.8	122.7 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	349-1	250 (300-1)		NA
LNAV/VNAV DA	399-1	300 (300-1)		NA
LNAV MDA	460-1	361 (400-1)		NA
CIRCLING	500-1 400 (400-1)	560-1 460 (500-1)	560-1½ 460 (500-1½)	NA

SC-5, 08 APR 2010 to 06 MAY 2010

VOR/DME ELA	APP CRS	Rwy Idg	N/A
116.4	153°	TDZE	N/A
Chan 111		Apt Elev	100

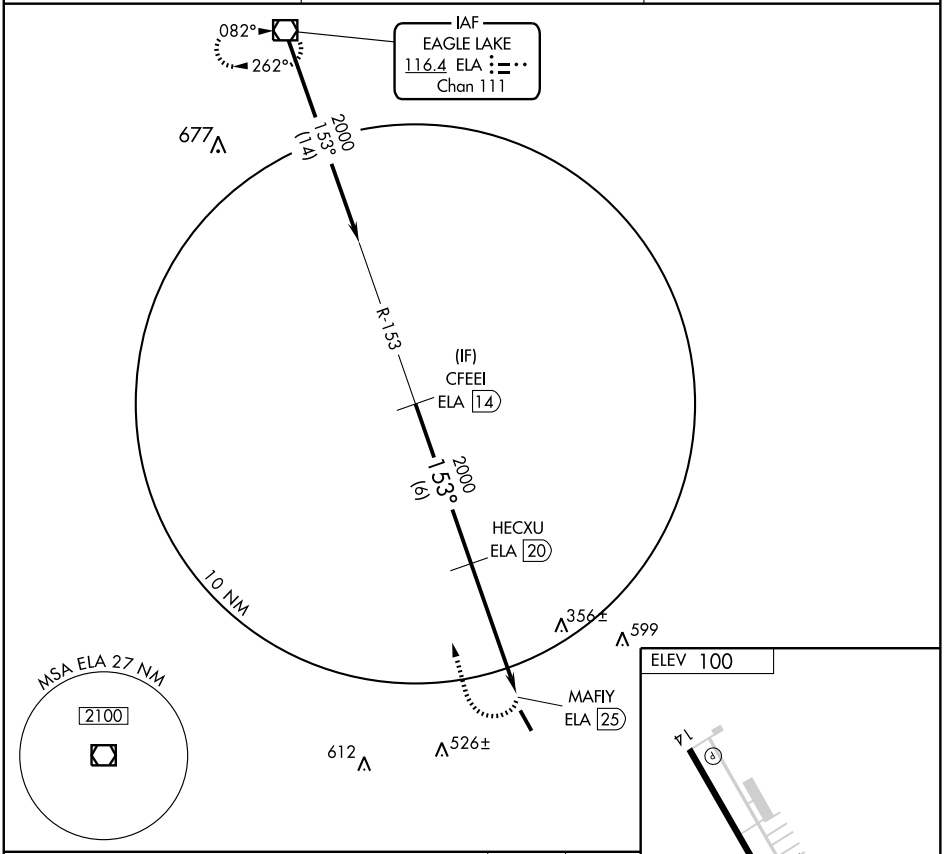
VOR/DME-A

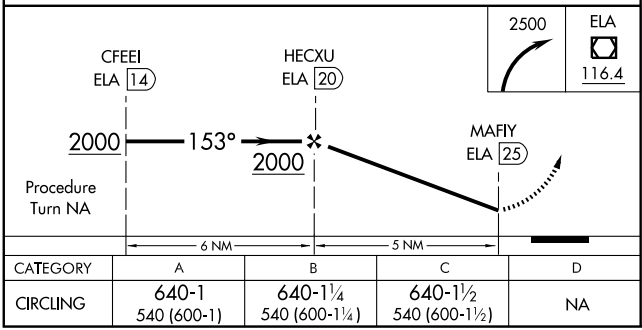
WHARTON RGNL (ARM)

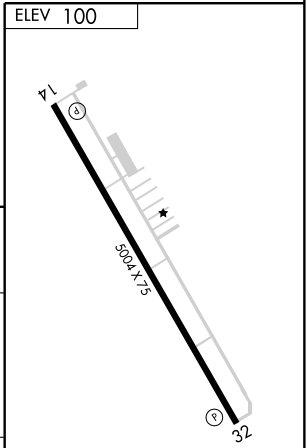
When local altimeter setting not received, use Victoria altimeter setting and increase all MDA 120 feet, increase Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climbing right turn to 2500 direct ELA VOR/DME and hold.

AWOS-3	HOUSTON CENTER	UNICOM
118.475	128.6 360.8	122.7 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	640-1 540 (600-1)	640-1¼ 540 (600-1¼)	640-1½ 540 (600-1½)	NA

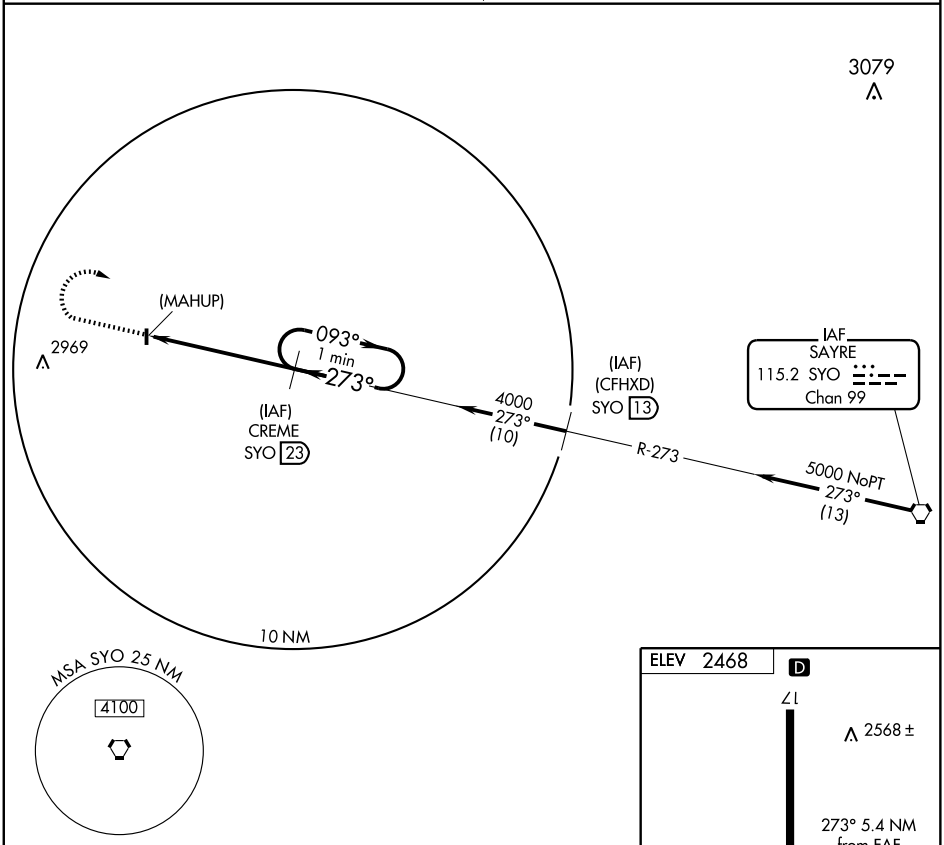
MIRL Rwy 14-32 L

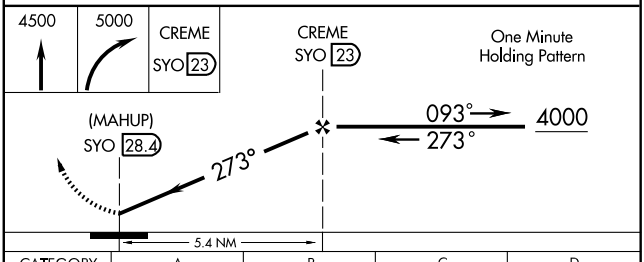
VORTAC SYO 115.2 Chan 99	APP CRS 273°	Rwy Idg N/A TDZE N/A Apt Elev 2468

VOR/DME or GPS-A

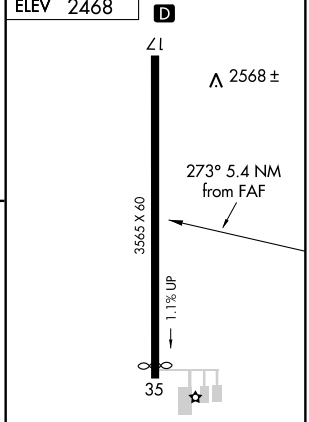
WHEELER MUNI (T59)

⚠ NA Use Clinton-Sherman altimeter setting; if not received, procedure not authorized.	MISSED APPROACH: Climb to 4500 then climbing right turn to 5000 direct CREME and hold.
ALBUQUERQUE CENTER **127.85 285.475**	CTAF **122.9**





CATEGORY	A	B	C	D
CIRCLING	3100-1	632 (700-1)	3100-1¾ 632 (700-1¾)	NA



LIRL Rwy 17-35

SC-2, 08 APR 2010 to 06 MAY 2010

NDB SKB 344	APP CRS 350°	Rwy Idg 4200 TDZE 998 Apt Elev 1003

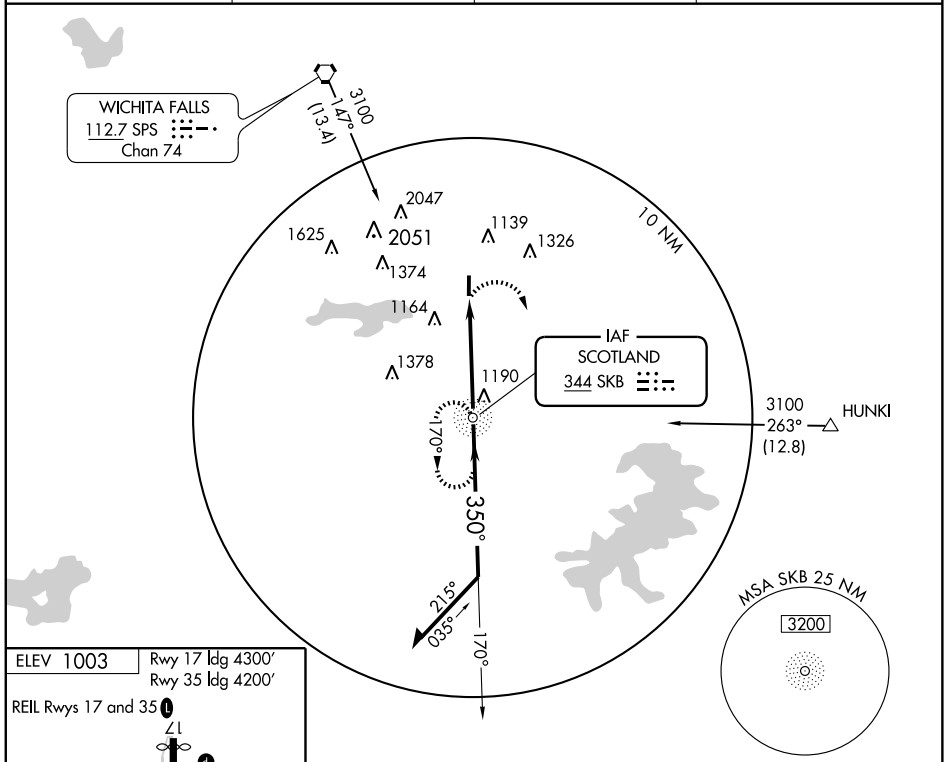
NDB RWY 35

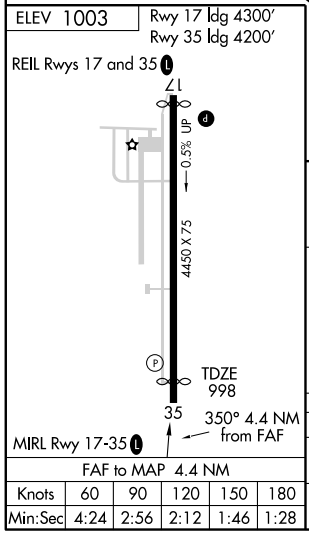
WICHITA FALLS/ KICKAPOO DOWNTOWN (CWC)

Use Sheppard AFB/Wichita Falls Muni altimeter setting.
NA

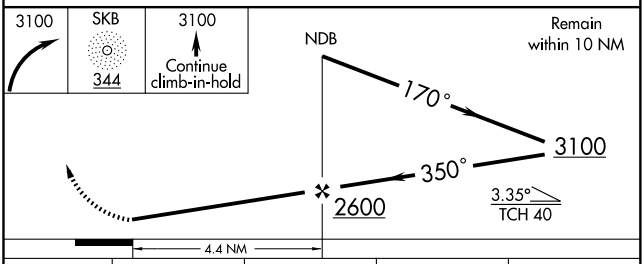
MISSED APPROACH: Climbimg right turn to 3100 direct SKB NDB and hold. Continue climb-in-hold to 3100.

AWOS-3	SHEPPARD APP CON ★	CLNC DEL	UNICOM
119.625	120.4 269.025	121.2	122.7 (CTAF) L





FAF to MAP 4.4 NM					
Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28



CATEGORY	A	B	C	D
S-35	1520-1	522 (600-1)	1520-1½ 522 (600-1½)	NA
CIRCLING	1520-1	517 (600-1)	1520-1½ 517 (600-1½)	NA

SC-2, 08 APR 2010 to 06 MAY 2010

NDB SKB	APP CRS	Rwy ldg	4200
344	353°	TDZE	998
		Apt Elev	1003

RNAV (GPS) RWY 35

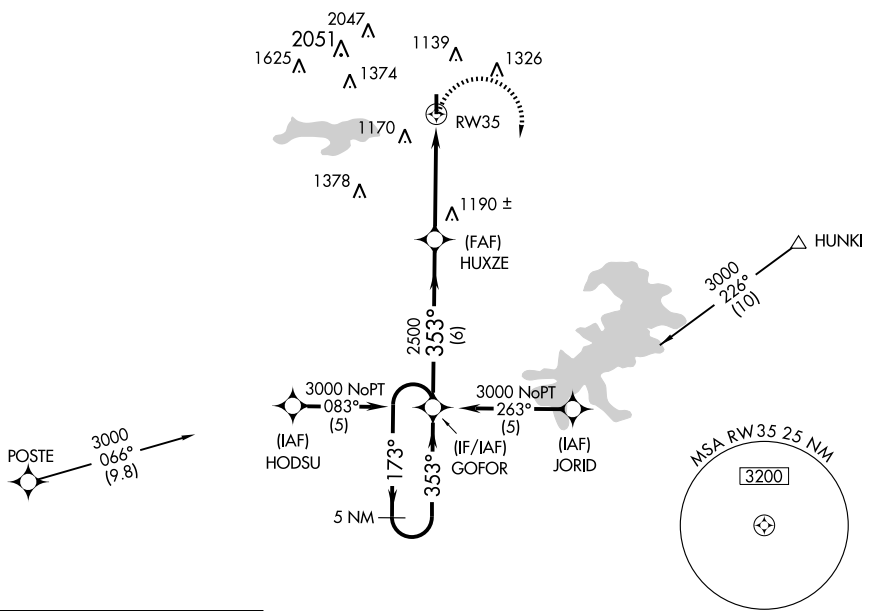
WICHITA FALLS/ KICKAPOO DOWNTOWN (CWC)

Use Sheppard AFB/Wichita Falls Muni altimeter setting. DME/DME RNP-0.3 not authorized.

NA

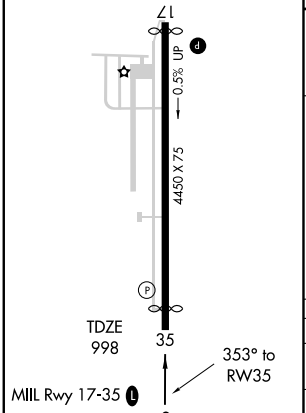
MISSED APPROACH: Climbing right turn to 3000 direct GOFOR and hold.

AWOS-3	SHEPPARD APP CON ★	CLNC DEL	UNICOM
119.625	120.4 269.025	121.2	122.7 (CTAF) L

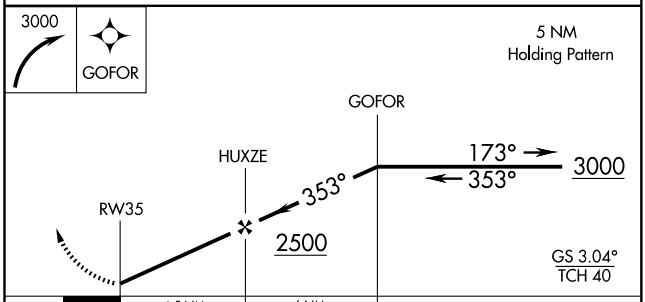


ELEV 1003

Rwy 17 ldg 4300
Rwy 35 ldg 4200



Procedure not authorized for arrivals at POSTE via V77 southwest bound.
Procedure not authorized for arrivals at POSTE via V278 westbound.



CATEGORY	A	B	C	D
LNAV MDA	1460-1	462 (500-1)	1460-1¼ 462 (500-1¼)	NA
CIRCLING	1500-1	497 (500-1)	1500-1½ 497 (500-1½)	NA

SC-2, 08 APR 2010 to 06 MAY 2010

VORTAC SPS	APP CRS	Rwy Idg	N/A
112.7	196°	TDZE	N/A
Chan 74		Apt Elev	1005

VOR-B

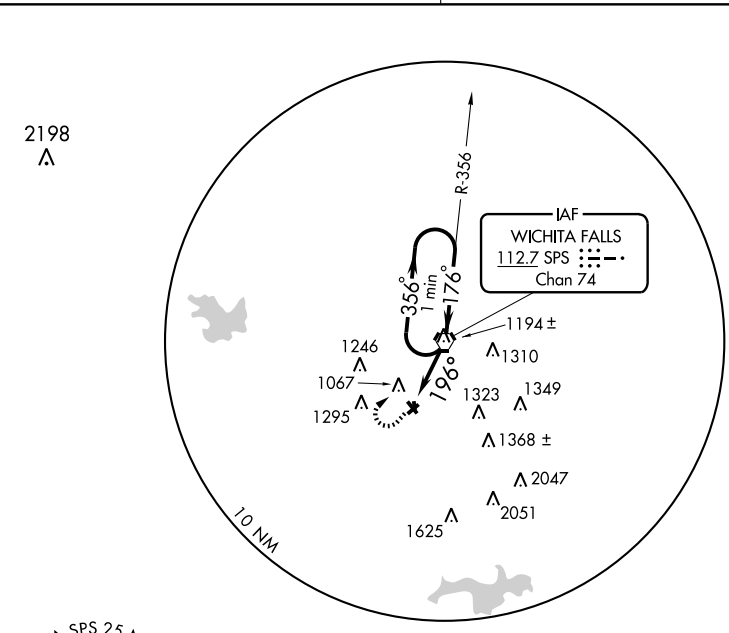
WICHITA FALLS/ WICHITA VALLEY (F14)

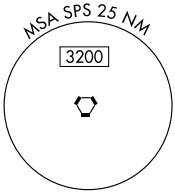
Use Sheppard AFB/Wichita Falls Muni, TX altimeter setting; If not received, use Frederick Rgnl altimeter setting and increase all MDAs 100 feet. Circling to Rwy 4-22 and 16-34 NA.

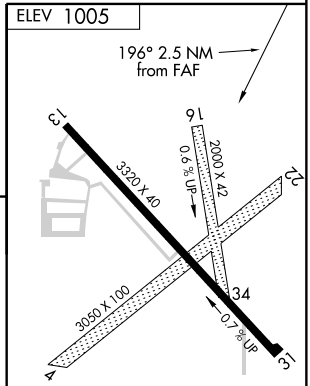
NA

MISSED APPROACH: Climbing right turn to 2400 direct SPS VORTAC and hold.

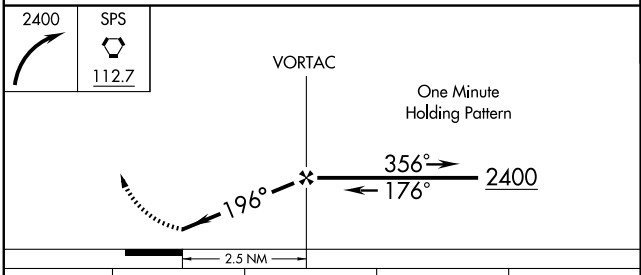
SHEPPARD APP CON *	UNICOM
118.2 292.3	122.8 (CTAF)







LIRL Rwy 13-31



CATEGORY	A	B	C	D
CIRCLING	1520-1	515 (600-1)	1680-2	NA
			675 (700-2)	

FAF to MAP 2.5 NM

Knots	60	90	120	150	180
Min:Sec	2:30	1:40	1:15	1:00	0:50

SC-2, 08 APR 2010 to 06 MAY 2010

VORTAC SPS	APP CRS	Rwy Idg	N/A
112.7	015°	TDZE	N/A
Chan 74		Apt Elev	1005

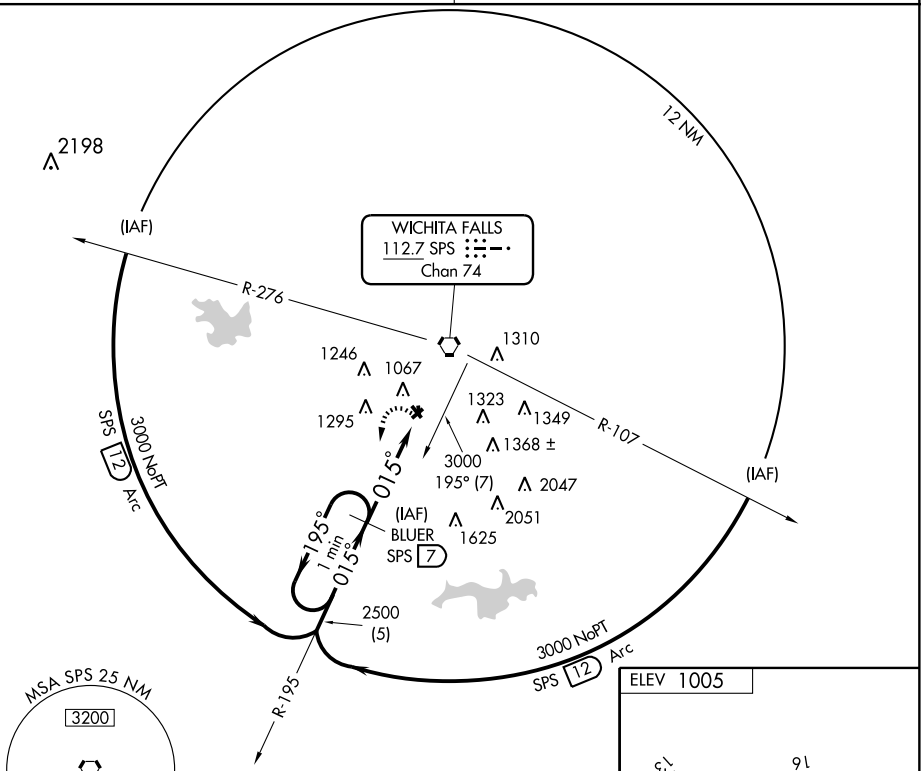
VOR/DME-C

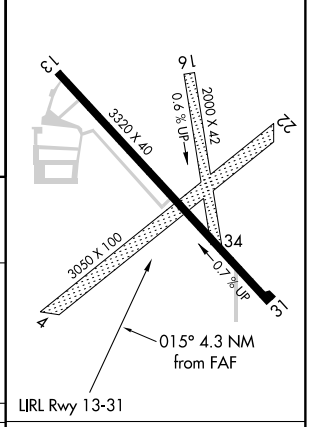
WICHITA FALLS/ WICHITA VALLEY (F14)

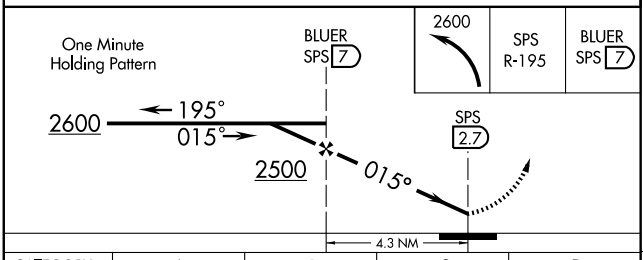
NA Use Sheppard AFB / Wichita Falls Muni, TX altimeter setting.

MISSED APPROACH: Climbing left turn to 2600 via SPS R-195 to BLUER 7 DME and hold.

SHEPPARD APP CON ★	UNICOM
118.2 292.3	122.8 (CTAF)





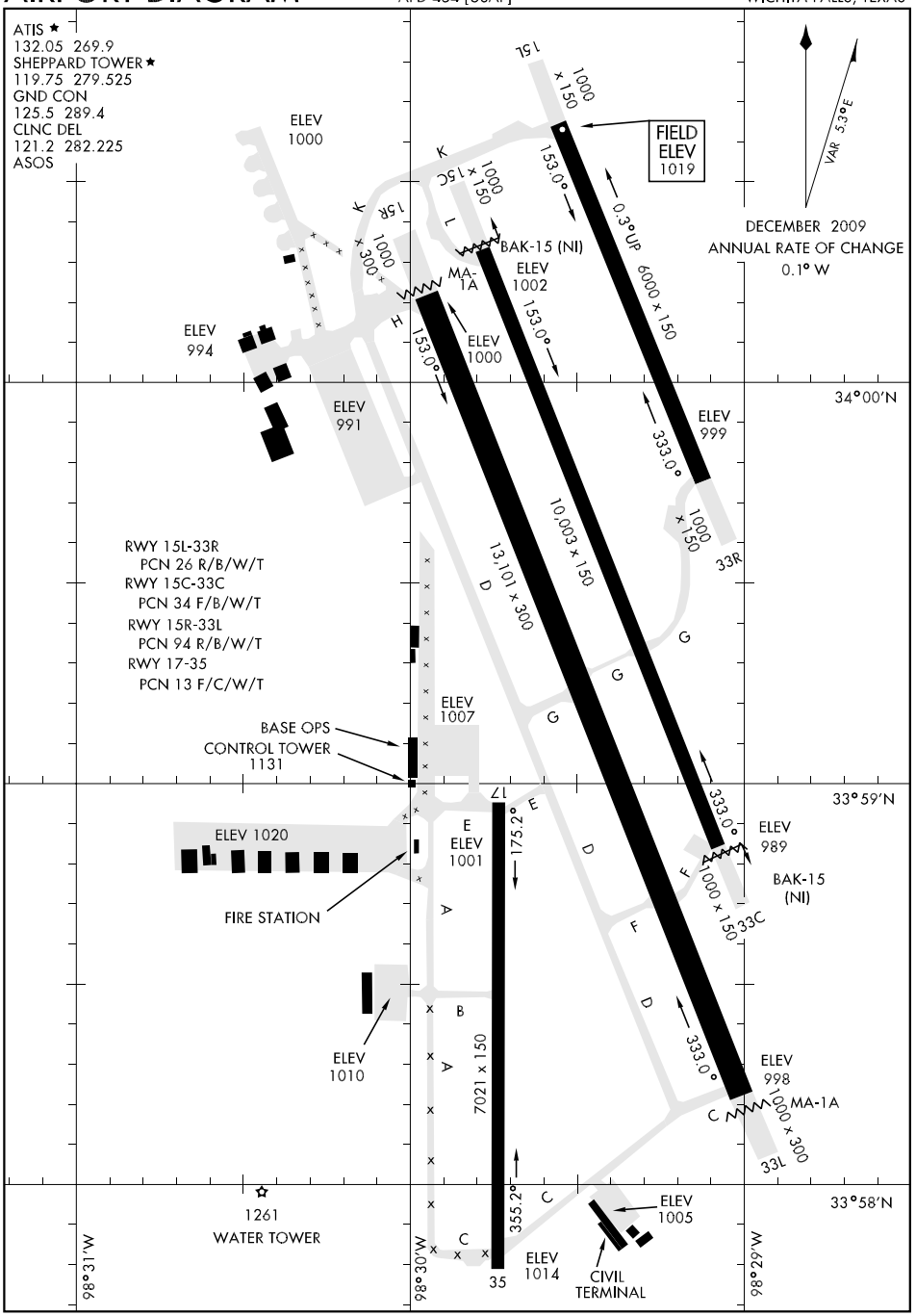


2600	SPS R-195	BLUER SPS 7

CATEGORY	A	B	C	D
CIRCLING	1460-1 455 (500-1)		1680-2 675 (700-2)	NA

Knots	60	90	120	150	180
Min:Sec					

SC-2, 08 APR 2010 to 06 MAY 2010



SC-2, 08 APR 2010 to 06 MAY 2010

HI-ILS or LOC/DME RWY 33L

LOC I-SPS	APCH CRS	Rwy ldg 13,101 TDZE 1000 Arpt Elev 1019
109.7	330°	JAL-454 [USAF]

WICHITA FALLS/SHEPPARD AFB/WICHITA FALLS MUNI (KSPS)

* When ALS inop, increase CAT CDE vis to ¾ mile.
** When ALS inop, increase CAT CD vis to 1 mile, CAT E vis to 1¼ miles.

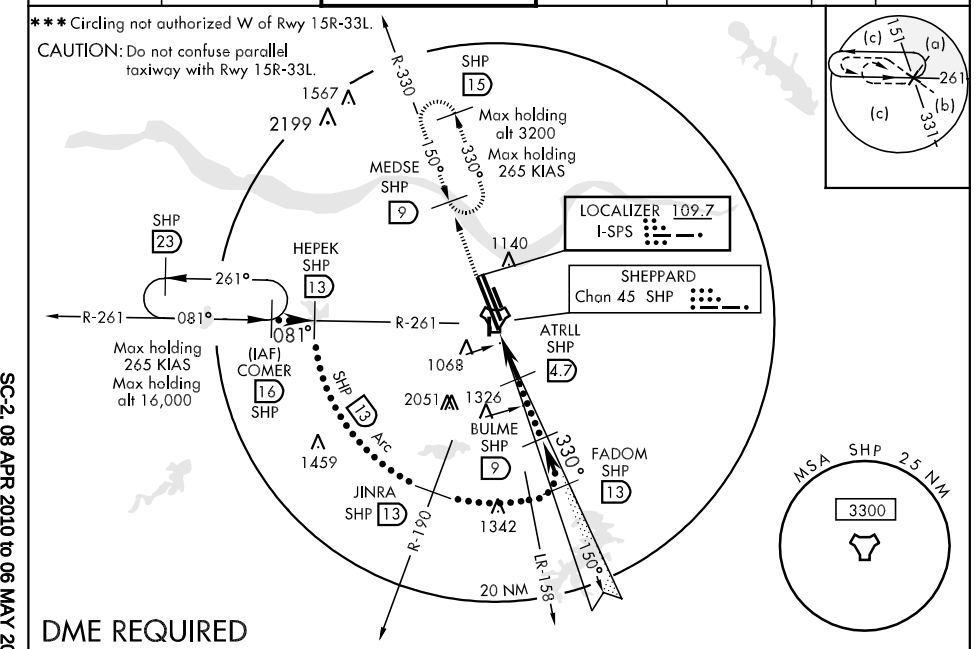
MALSR (A5)

MISSED APPROACH: Climb and maintain 3200 intercept SHP TACAN R-330 to SHP R-330/9 DME (MEDSE) and hold.

ATIS ★	SHEPPARD APP CON	SHEPPARD TOWER ★	GND CON	CLNC DEL	ASOS	ASR/PAR
132.05 269.9	118.2 269.025	119.75 279.525 (CTAF)	125.5 289.4	121.2 282.225		

★★★ Circling not authorized W of Rwy 15R-33L.

CAUTION: Do not confuse parallel taxiway with Rwy 15R-33L.

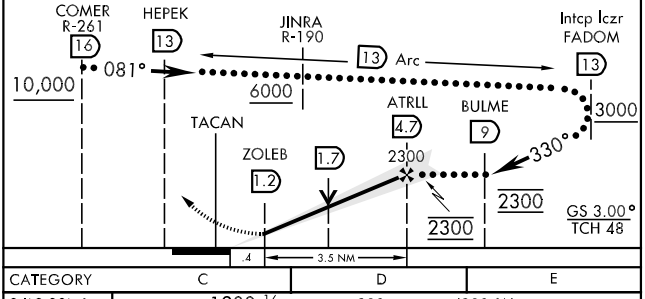


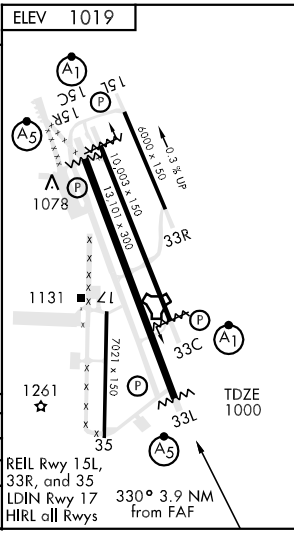
DME REQUIRED

EMERG SAFE ALT 100 NM 4600

3200 Intcp SHP R-330	MEDSE SHP R-330 9

VGSI and Descent Angle not coincident.





CATEGORY	C	D	E
S-ILS 33L ★	1200-½	200	(200-½)
S-LOC 33L★★	1340- ¾	340	(400-¾)
CIRCLING ★★★	1480-1½ 461 (500-1½)	1580-2 561 (600-2)	2080-3 1061 (1100-3)

HI-TACAN RWY 15C

TACAN	APCH CRS	Rwy ldg / TDZE / Arpt Elev	JAL-454 [USAF]
SHP Chan 45	149°	10,003 / 1003 / 1019	WICHITA FALLS/SHEPPARD AFB/WICHITA FALLS MUNI (KSPS)

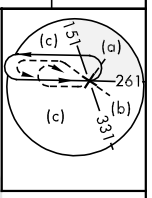
▼* When ALS inop, INCR CAT CD vis to 1¼ miles, CAT E vis to 1½ miles.
** Circling not authorized W of Rwy 15R-33L.

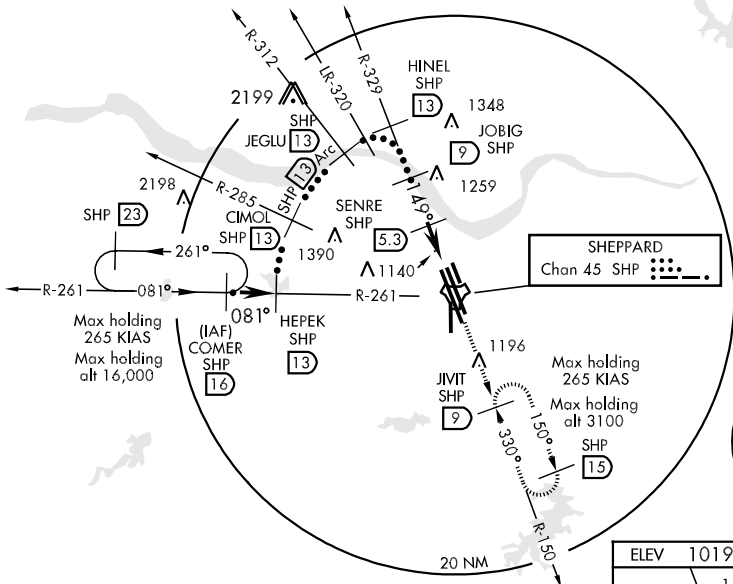
ALSF-1

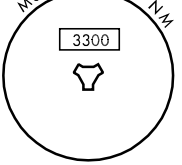
MISSED APPROACH: Climb and maintain 3100 intercept SHP TACAN R-150 to SHP R-150/9 DME (JIVIT) and hold.

ATIS ★	SHEPPARD APP CON	SHEPPARD TOWER ★	GND CON	CLNC DEL	ASOS	ASR/PAR
132.05 269.9	118.2 269.025	119.75 279.525 (CTAF)	125.5 289.4	121.2 282.225		

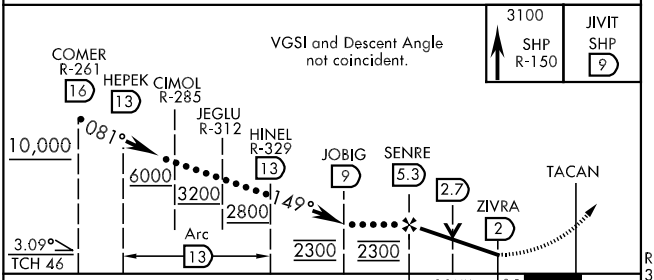
CAUTION: Do not confuse parallel taxiway with Rwy 15R-33L.

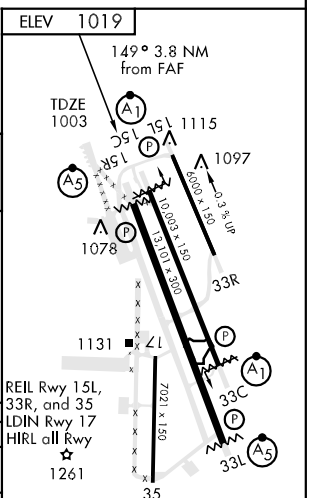






EMERG SAFE ALT 100 NM 4600





CATEGORY	C	D	E
S-15C *	1420-¾ 417 (500-¾)		1420-1 417 (500-1)
CIRCLING **	1480-1½ 461 (500-1½)	1580-2 561 (600-2)	2080-3 1061 (1100-3)

HI-TACAN RWY 33C

TACAN	APCH CRS	Rwy ldg / TDZE / Arpt Elev	JAL-454 [USAF]
SHP Chan 45	326°	10,003 / 989 / 1019	WICHITA FALLS/SHEPPARD AFB/WICHITA FALLS MUNI (KSPS)

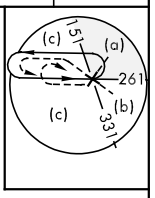
▼ * When ALS inop, increase CAT C vis to 1 mile, CAT DE vis to 1¼ miles.
** Circling not authorized W of Rwy 15R-33L.

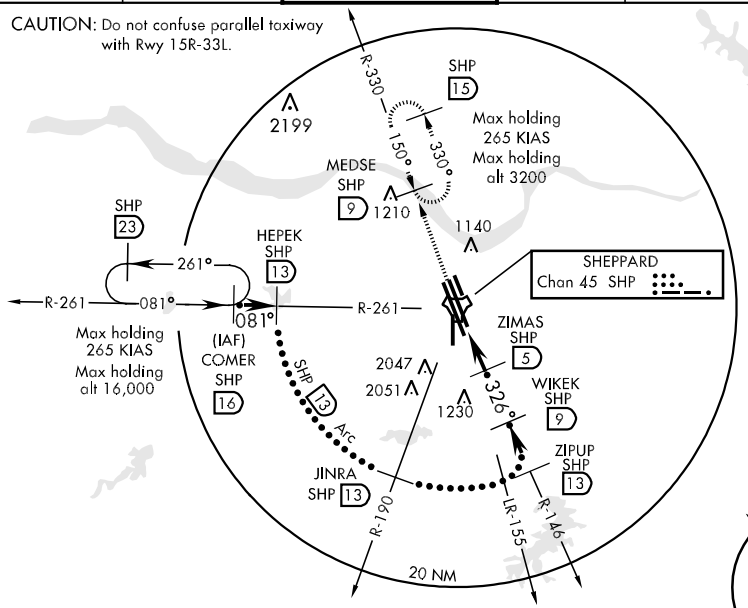
ALSF-1 (A1)

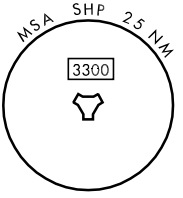
MISSED APPROACH: Climb and maintain 3200 intercept SHP TACAN R-330 to SHP R-330/9 DME (MEDSE) and hold.

ATIS ★	SHEPPARD APP CON	SHEPPARD TOWER ★	GND CON	CLNC DEL	ASOS	ASR/PAR
132.05 269.9	118.2 269.025	119.75 279.525 (CTAF)	125.5 289.4	121.2 282.225		

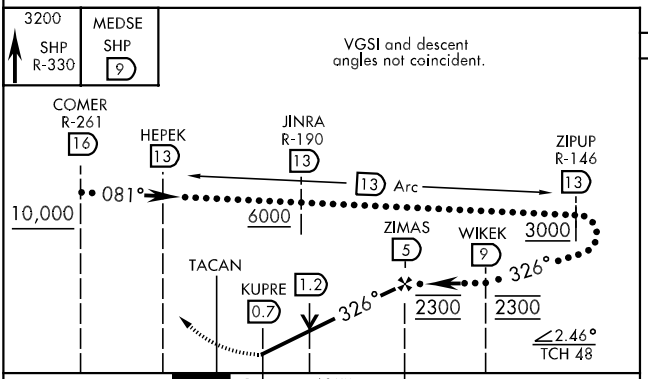
CAUTION: Do not confuse parallel taxiway with Rwy 15R-33L.

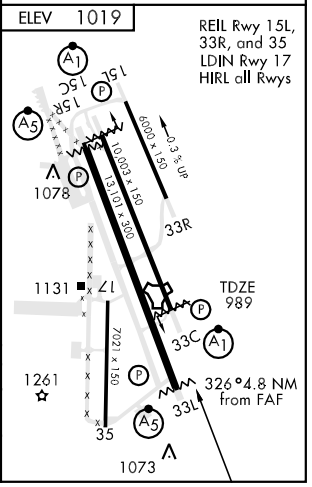






EMERG SAFE ALT 100 NM 4600





CATEGORY	C	D	E
S-33C *	1360-¾ 371 (400-¾)		
CIRCLING **	1480-1½ 461 (500-1½)	1580-2 561 (600-2)	2080-3 1061 (1100-3)

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HI-TACAN Z RWY 15R

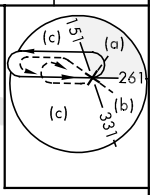
TACAN	APCH CRS	Rwy ldg / TDZE / Arpt Elev	JAL-454 [USAF]
SHP Chan 45	144°	13,101 / 998 / 1019	WICHITA FALLS/SHEPPARD AFB/WICHITA FALLS MUNI (KSPS)

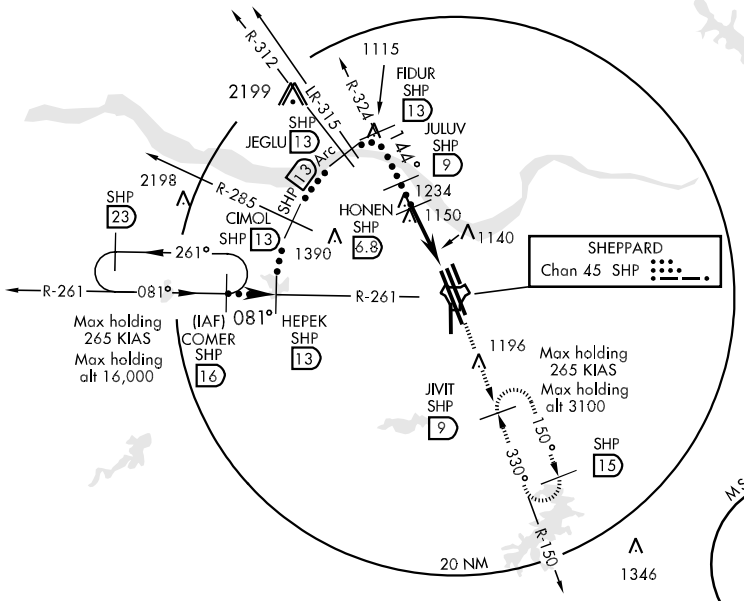
▼ * When ALS inop, increase CAT CD vis to 1¼ miles, CAT E vis to 1½ miles.
** Circling not authorized W of Rwy 15R-33L.

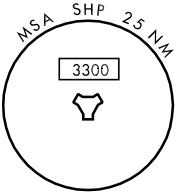
MALSR

MISSED APPROACH: Climb and maintain 3100 intercept SHP TACAN R-150 to SHP R-150/9 DME (JIVIT) and hold.

ATIS ★	SHEPPARD APP CON	SHEPPARD TOWER ★	GND CON	CLNC DEL	ASOS	ASR/PAR
132.05 269.9	118.2 269.025	119.75 279.525 (CTAF)	125.5 289.4	121.2 282.225		

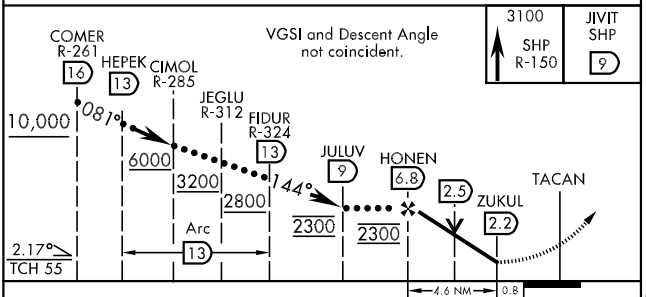


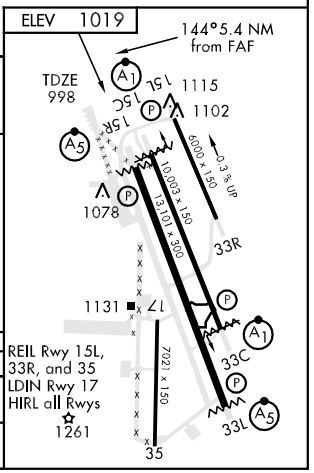




CAUTION:
Do not confuse parallel taxiway with Rwy 15R-33L.

EMERG SAFE ALT 100 NM 4600





CATEGORY	C	D	E
S-15R *	1420-¾ 422 (500-¾)		1420-1 422 (500-1)
CIRCLING **	1480-1½ 461 (500-1½)	1580-2 561 (600-2)	2080-3 1061 (1100-3)

SC-2, 08 APR 2010 to 06 MAY 2010

HI-TACAN Z RWY 33L

WICHITA FALLS/SHEPPARD AFB/WICHITA FALLS MUNI (KSPS)

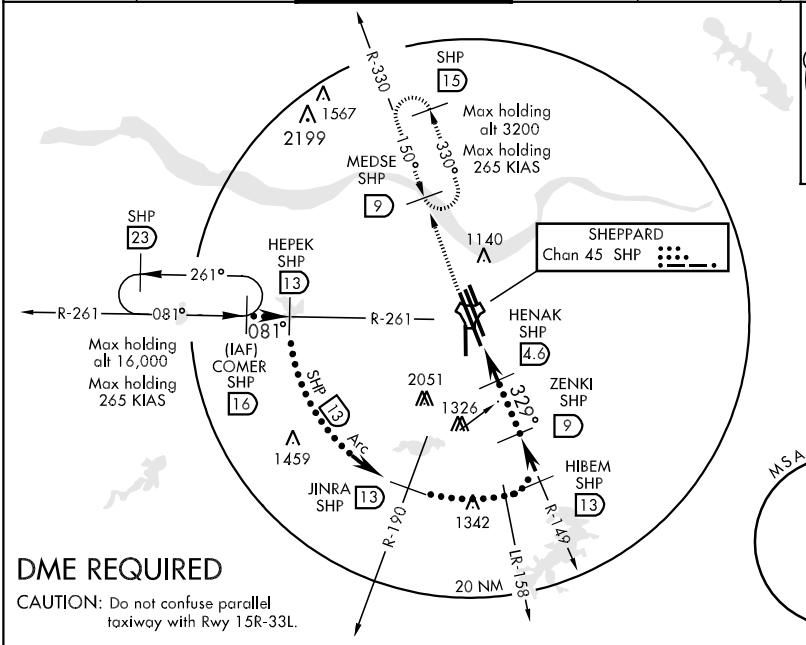
TACAN	APCH CRS	Rwy ldg / TDZE / Arpt Elev	JAL-454 [USAF]
SHP Chan 45	329°	13,101 / 1000 / 1019	

▼ * When ALS inop, increase CAT CD vis to 1¼ miles, CAT E vis to 1½ miles.
** Circling not authorized W of Rwy 15R-33L.

MALSR (A5)

MISSED APPROACH: Climb and maintain 3200 intercept SHP TACAN R-330 to SHP R-330/9 DME (MEDSE) and hold.

ATIS ★	SHEPPARD APP CON	SHEPPARD TOWER ★	GND CON	CLNC DEL	ASOS	ASR/PAR
132.05 269.9	118.2 269.025	119.75 279.525 (CTAF)	125.5 289.4	121.2 282.225		



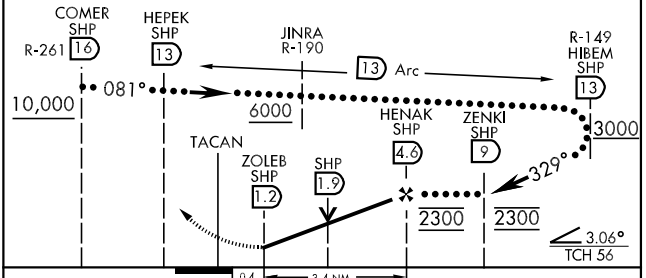
DME REQUIRED

CAUTION: Do not confuse parallel taxiway with Rwy 15R-33L.

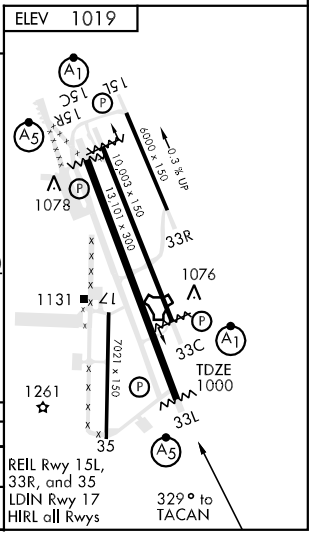
EMERG SAFE ALT 100 NM 4600

3200 SHP R-330 | MEDSE SHP 9

VGSI and Descent Angles not coincident.



CATEGORY	C	D	E
S-33L *	1420-¾ 420 (500-¾)		1420-1 420 (500-1)
CIRCLING**	1480-1½ 461 (500-1½)	1580-2 561 (600-2)	2080-3 1061 (1100-3)



LOC I-SHP 110.5	APCH CRS 150°	Rwy ldg 10,003 TDZE 1003 Arpt Elev 1019	AL-454 [USAF]

ILS or LOC/DME RWY 15C

WICHITA FALLS/SHEPPARD AFB/WICHITA FALLS MUNI (KSPS)

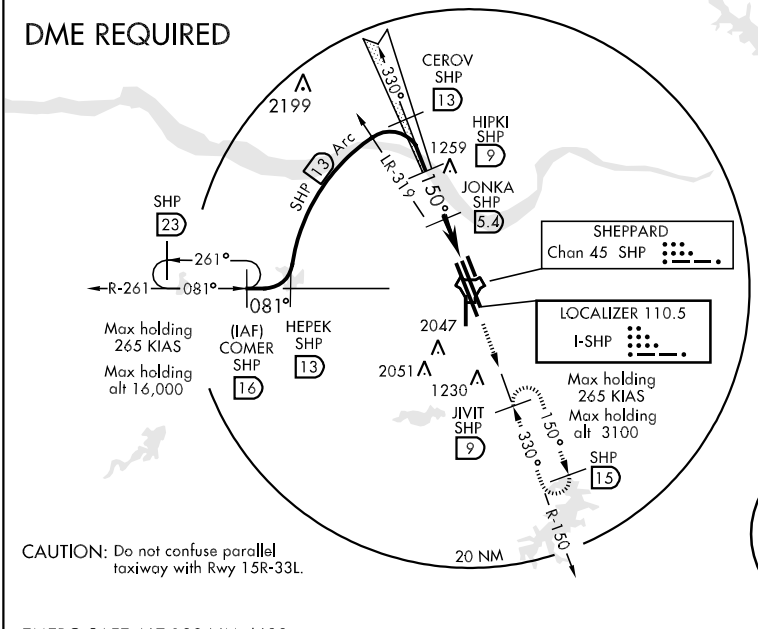
* When ALS inop, increase vis all CATs to ¾ miles.
** When ALS inop, increase vis CAT AB to 1 mile, CAT CD to 1¼ miles, CAT E to 1½ miles.

ALSF-1

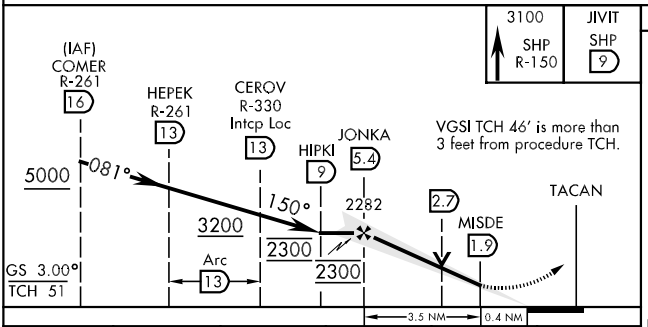
MISSED APPROACH: Climb and maintain 3100 intercept SHP TACAN R-150 to SHP R-150/9 DME (JIVIT) and hold.

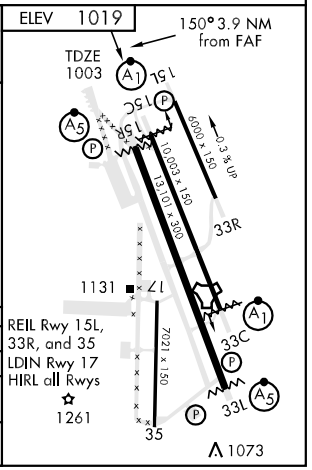
ATIS ★	SHEPPARD APP CON	SHEPPARD TOWER ★	GND CON	CLNC DEL	ASOS	ASR/PAR
132.05 269.9	118.2 269.025	119.75 279.525 (CTAF)	125.5 289.4	121.2 282.225		

*** Circling not authorized W of Rwy 15R-33L.



EMERG SAFE ALT 100 NM 4600





CATEGORY	A	B	C	D	E
S-ILS 15C ★	1203-½		200	(200-½)	
S-LOC/ DME 15C **	1420-½	417 (500-½)	1420-¾	417 (500-¾)	1420-1 417 (500-1)
CIRCLING ***	1440-1 421 (500-1)	1480-1 461 (500-1)	1480-1½ 461 (500-1½)	1580-2 561 (600-2)	2080-3 1061(1100-3)

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ILS or LOC/DME RWY 33L

LOC I-SPS	APCH CRS	Rwy ldg 13,101 / TDZE 1000 / Arpt Elev 1019
109.7 Chan 34	330°	

AL-454 [USAF]

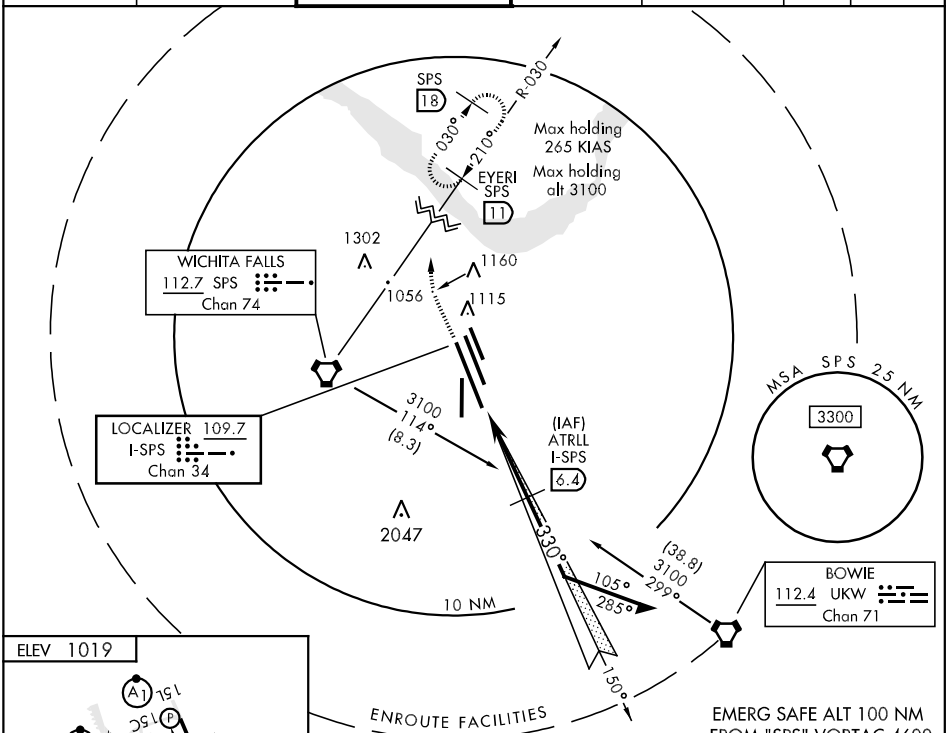
WICHITA FALLS/SHEPPARD AFB/WICHITA FALLS (KSPS)

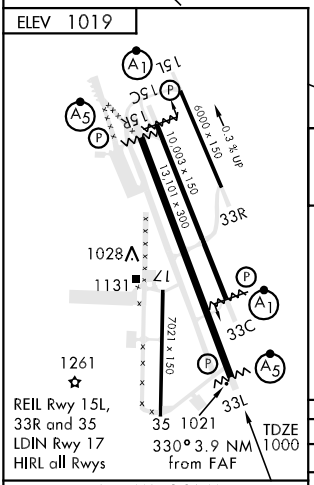
* When ALS inop, increase CAT ABCD vis to ¾ miles.
** When ALS inop, increase LOC CAT ABCD to 1 mile.
*** Circling NA West of RWY 15R/33L.

MALSR

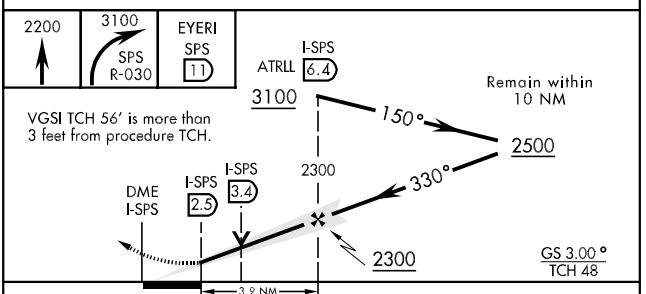
MISSED APPROACH: Climb to 2200, then climbing right turn to 3100 via SPS VORTAC R-030 to EYERI (SPS R-030/11) and hold.

ATIS ★	SHEPPARD APP CON	SHEPPARD TOWER ★	GND CON	CLNC DEL	ASOS	ASR/PAR
132.05 269.9	118.2 269.025	119.75 279.525 (CTAF)	125.5 289.4	121.2 282.225		





FAF to MAP 3.9 NM					
Knots	60	90	120	150	180
Min:Sec	3:54	2:36	1:57	1:34	1:18



CATEGORY	A	B	C	D
S-ILS 33L *	1200-½	200 (200-½)		
S-LOC/DME 33L **	1340-½ 340 (400-½)		1340-¾ 340 (400-¾)	
CIRCLING ***	1440-1 421 (500-1)	1480-1 461 (500-1)	1480-1½ 461 (500-1½)	1580-2 561 (600-2)

NDB RWY 33L

NDB ICF	APCH CRS	Rwy ldg / TDZE / Arpt Elev
296	330°	13101 / 1000 / 1019

AL-454 (USAF)

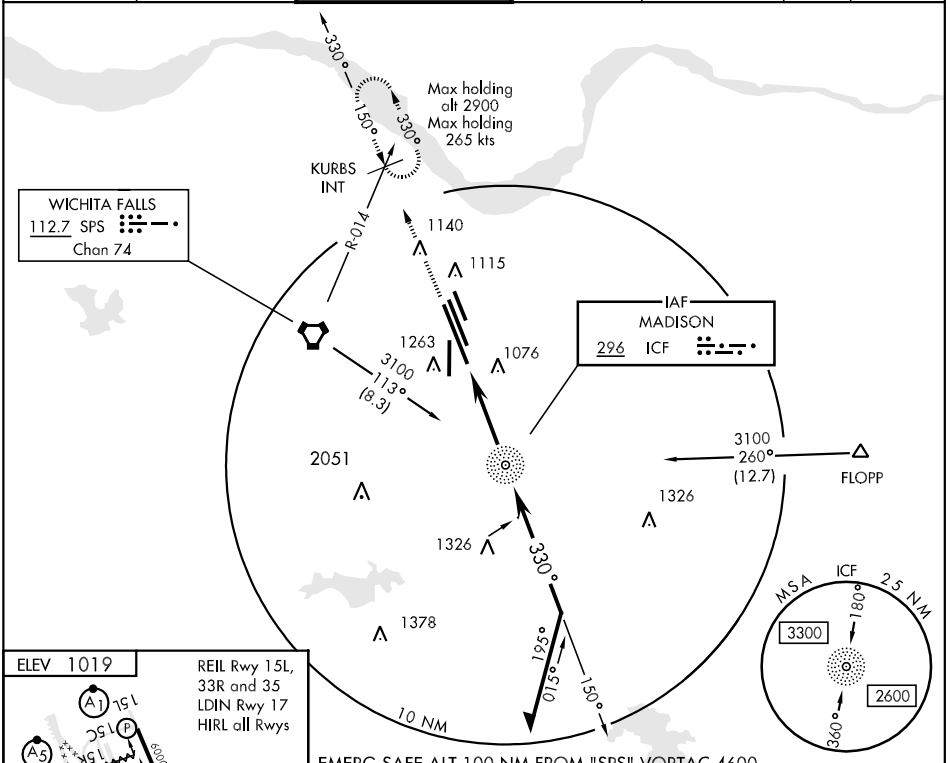
WICHITA FALLS/SHEPPARD AFB/WICHITA FALLS MUNI (KSPS)

* When ALS inop, increase CAT AB vis to 1 mile, CAT C vis to 1½ miles, CAT D vis to 1¾ miles.
** Circling NA West of Rwy 15R-33L.

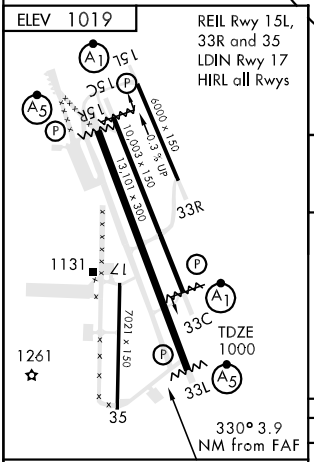
MALSR

MISSED APPROACH: Climb to 2900 on bearing 330° from ICF NDB to KURBS INT and hold.

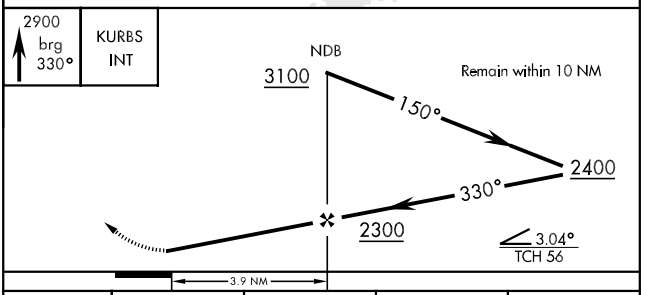
ATIS ★	SHEPPARD APP CON	SHEPPARD TOWER ★	GND CON	CLNC DEL	ASOS	ASR/PAR
132.05 269.9	118.2 269.025	119.75 279.525 (CTAF)	125.5 289.4	121.2 282.225		



EMERG SAFE ALT 100 NM FROM "SPS" VORTAC 4600



FAF to MAP 3.9 NM					
Knots	60	90	120	150	180
Min:Sec	3:54	2:36	1:57	1:34	1:18



CATEGORY	A	B	C	D
S-33L *	1540 - ½	540 (600-½)	1540 - 1 540 (600-1)	1540 - 1¼ 540 (600-1¼)
CIRCLING **	1540 - 1	521 (600-1)	1540 - 1½ 521 (600-1½)	1580 - 2 561 (600-2)

SC-2, 08 APR 2010 to 06 MAY 2010

APCH CRS	Rwy ldg	6000
150°	TDZE	1019
	Arpt Elev	1019

AL-454 [USAF]

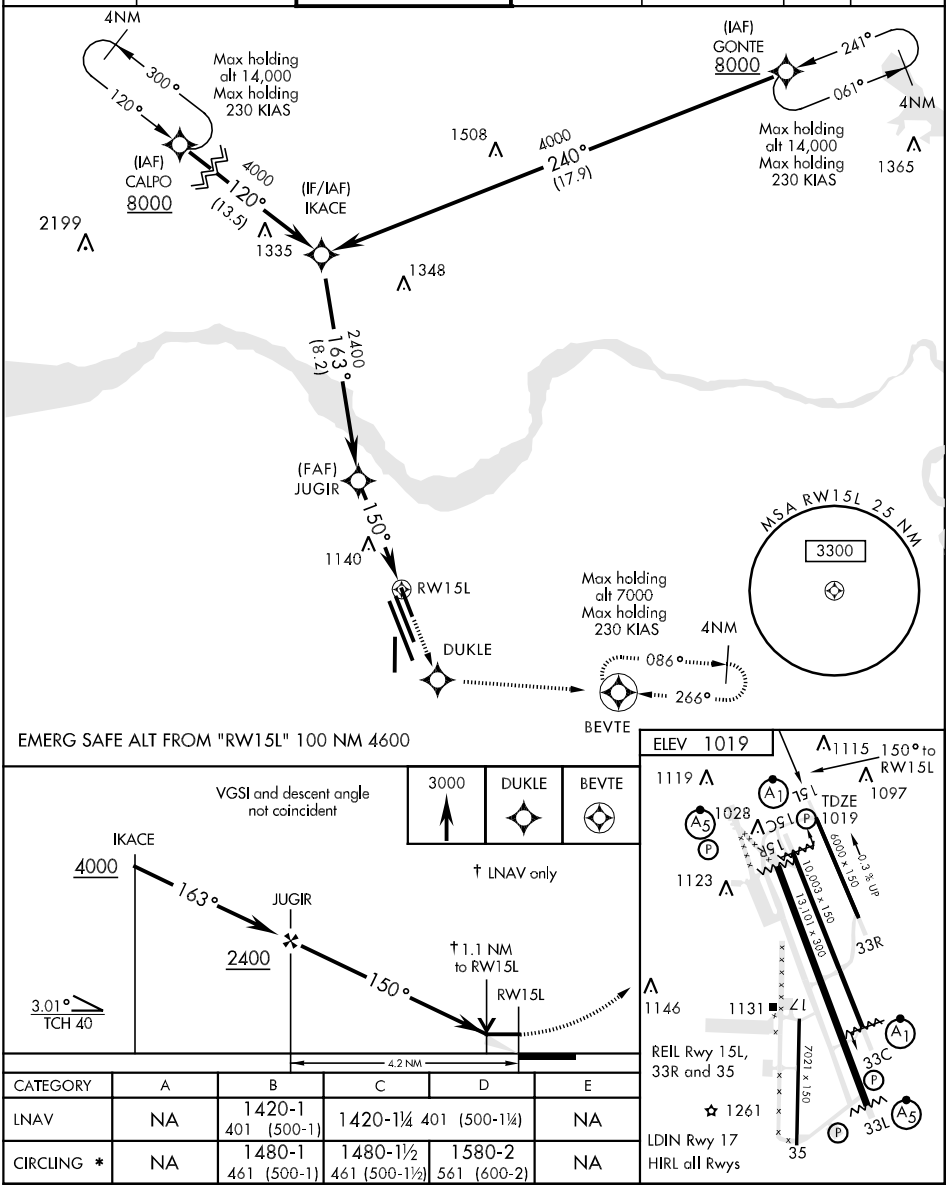
RNAV (GPS) RWY 15L

WICHITA FALLS/SHEPPARD AFB/WICHITA FALLS MUNI (KSPS)

* Circling NA West of RWY 15R/33L.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb and maintain 3000 direct DUKLE and via 086° track to BEVTE and hold.

ATIS ★	SHEPPARD APP CON	SHEPPARD TOWER ★	GND CON	CLNC DEL	ASOS	ASR/PAR
132.05 269.9	118.2 269.025	119.75 279.525 (CTAF)	125.5 289.4	121.2 282.225		



CATEGORY	A	B	C	D	E
LNAV	NA	1420-1 401 (500-1)	1420-1¼ 401 (500-1¼)		NA
CIRCLING *	NA	1480-1 461 (500-1)	1480-1½ 461 (500-1½)	1580-2 561 (600-2)	NA

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RNAV (GPS) RWY 15R

APCH CRS	Rwy ldg	TDZE	Arpt Elev
150°	13,101	998	1019

AL-454 [USAF]

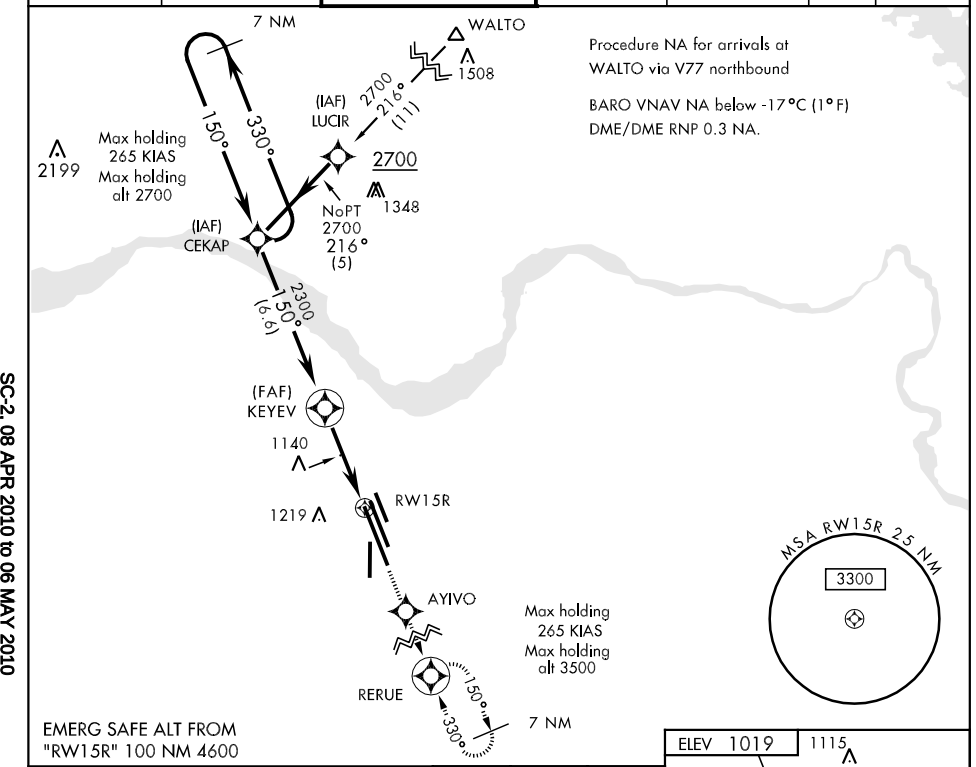
WICHITA FALLS/SHEPPARD AFB/WICHITA FALLS MUNI (KSPS)

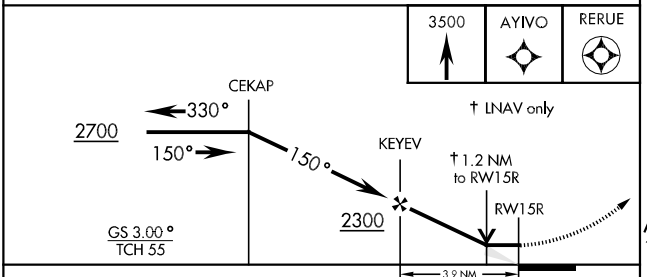
▼ * When ALS inop, increase LNAV/VNAV vis to 1½ miles.
** When ALS inop, increase CAT AB vis to 1 mile, CAT CD vis to 1¼ miles.
*** Circling NA West of RWY 15R/33L.

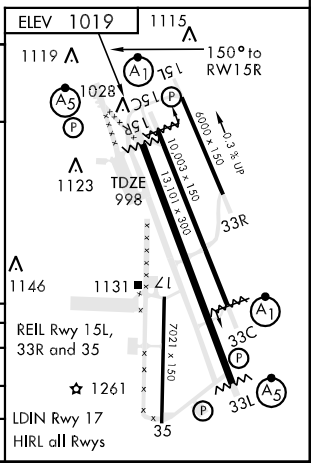
MALSR

MISSED APPROACH: Climb to 3500 direct AYIVO and via 150° track to RERUE and hold.

ATIS ★	SHEPPARD APP CON	SHEPPARD TOWER ★	GND CON	CLNC DEL	ASOS	ASR/PAR
132.05 269.9	118.2 269.025	119.75 279.525 (CTAF)	125.5 289.4	121.2 282.225		







CATEGORY	A	B	C	D
LNAV/VNAV * DA	1460-1 462 (500-1)			
LNAV MDA **	1420-½ 422 (500-½)		1420-¾ 422 (500-¾)	
CIRCLING ***	1440-1 421 (500-1)	1480-1 461 (500-1)	1480-1½ 461 (500-1½)	1580-2 561 (600-2)

RNAV (GPS) RWY 33L

AL-454 [USAF]

WICHITA FALLS/SHEPPARD AFB/WICHITA FALLS MUNI (KSPS)

APCH CRS	Rwy ldg	TDZE	Arpt Elev
330°	13,101	1000	1019

▼ * When ALS inop, increase LNAV/VNAV vis to 1½ mile.
** When ALS inop, increase CAT ABC vis to 1 mile, CAT D to 1¼ miles.
*** Circling NA West of RWY 15R/33L.

MALSR

MISSED APPROACH: Climb to 2700 direct BAILE and via 330° track to CEKAP and hold.

ATIS ★	SHEPPARD APP CON	SHEPPARD TOWER ★	GND CON	CLNC DEL	ASOS	ASR/PAR
132.05 269.9	118.2 269.025	119.75 279.525 (CTAF)	125.5 289.4	121.2 282.225		

DME/DME RNP-0.3 NA.
BARO VNAV NA below -17°C (1°F)

7 NM
Max holding alt 4000
Max holding 265 KIAS
150°
330°
CEKAP
1115
1140
BAILE
RW33L
1076
330°
(FAF)
ZEGUM
1326
2300
330°
(8.1)
(IAF)
RERUE
Max holding alt 3500
150°
330°
7 NM
NoPT 3500
355°
(11.2)
(IAF)
KARYN
3500
Procedure NA for arrivals at KARYN via V568 southeast bound.

M.S.A RW33L 25 NM
3300

EMERG SAFE ALT FROM "RW33L" 100 NM 4600

ELEV 1019

15L
15C
15R
6000 x 150
0.3 % UP
10,003 x 150
13,101 x 300
33R
1131
17
7027 x 150
33C
TDZE 1000
33L
1261
1263
35
1038
1073
330° to RW33L

REIL Rwy 15L, 33R and 35
LDIN Rwy 17
HIRL all Rwys

2700 BAILE	tr 330°	CEKAP

† LNAV only

RERUE
150°
3500
330°
ZEGUM
330°
†1 NM to RW33L
RW33L
2300
GS 3.00°
TCH 57
3.9 NM

CATEGORY	A	B	C	D
LNAV/VNAV * DA	1420-1 420 (500-1)			
LNAV MDA **	1360-½ 360 (400-½)		1360-¾ 360 (400-¾)	
CIRCLING ***	1440-1 421 (500-1)	1480-1 461 (500-1)	1480-1½ 461 (500-1½)	1580-2 561 (600-2)

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APCH CRS	Rwy ldg	6000
316°	TDZE	1009
	Arpt Elev	1019

AL-454 [USAF]

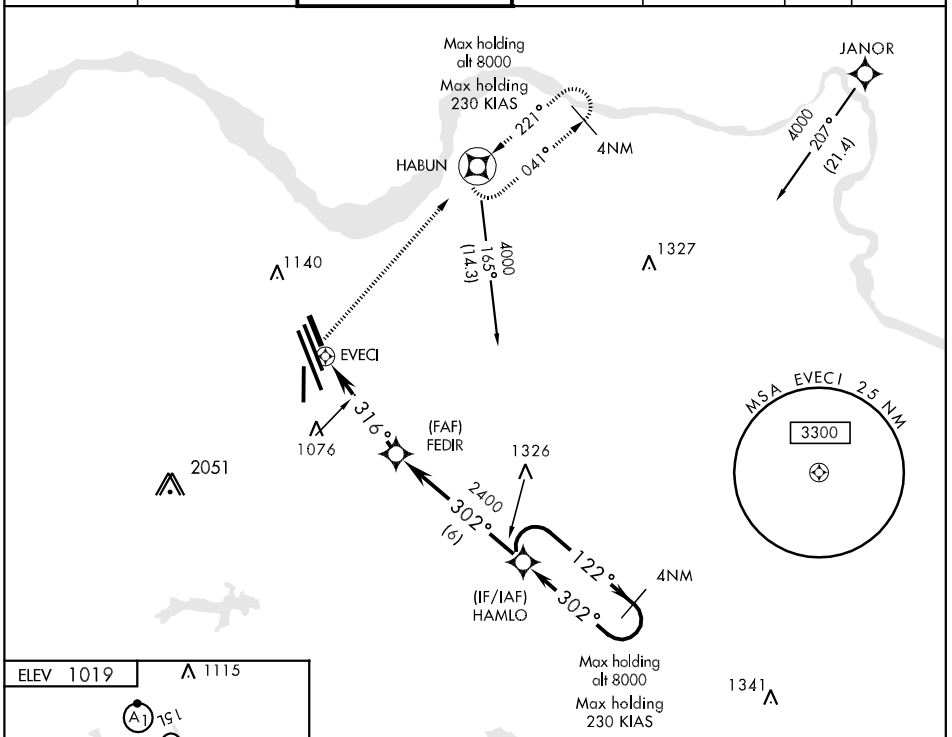
RNAV (GPS) RWY 33R

WICHITA FALLS/SHEPPARD AFB/WICHITA FALLS MUNI (KSPS)

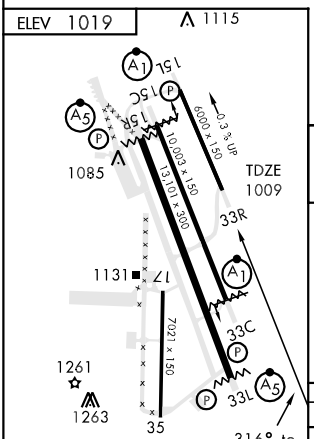
* Circling NA West of RWY 15R/33L.
DME/DME RNP-0.3 NA.

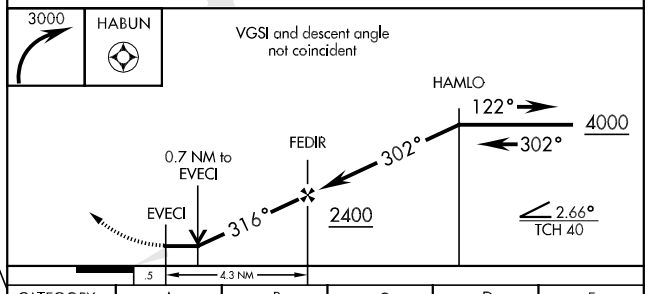
MISSED APPROACH: Climbing right turn to 3000 direct HABUN and hold.

ATIS ★	SHEPPARD APP CON	SHEPPARD TOWER ★	GND CON	CLNC DEL	ASOS	ASR/PAR
132.05 269.9	118.2 269.025	119.75 279.525 (CTAF)	125.5 289.4	121.2 282.225		



EMERG SAFE ALT FROM "EVECI" 100 NM 4600





CATEGORY	A	B	C	D	E
LNAV	1420-1 411 (500-1)		1420-1¼ 411 (500-1¼)		NA
CIRCLING *	1440-1 421 (500-1)	1480-1 461 (500-1)	1480-1½ 461 (500-1½)	1580-2 561 (600-2)	NA

VOR-D

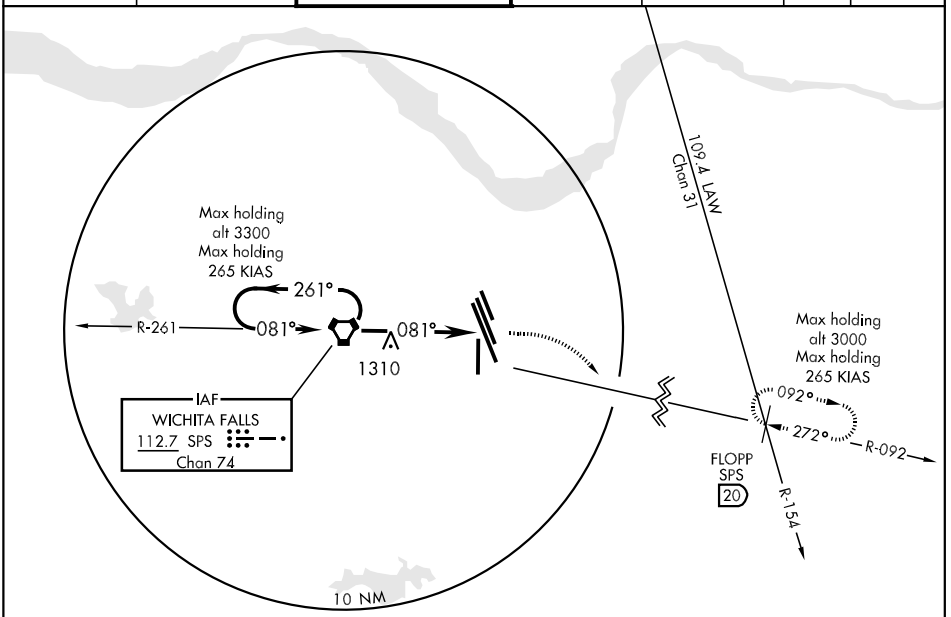
VORTAC SPS 112.7 Chan 74	APCH CRS 081°	Rwy ldg N/A TDZE N/A Arpt Elev 1019

AL-454 (USAF)

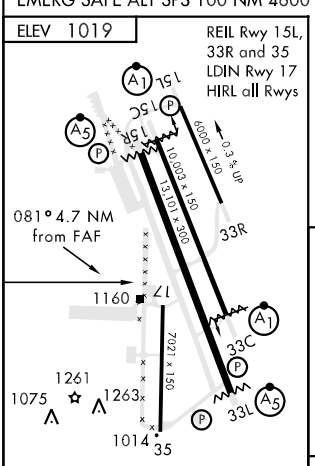
WICHITA FALLS/SHEPPARD AFB/WICHITA FALLS MUNI (KSPS)

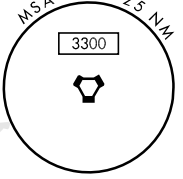
MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 via SPS VORTAC R-092 to FLOPP intersection SPS 20 DME and hold.

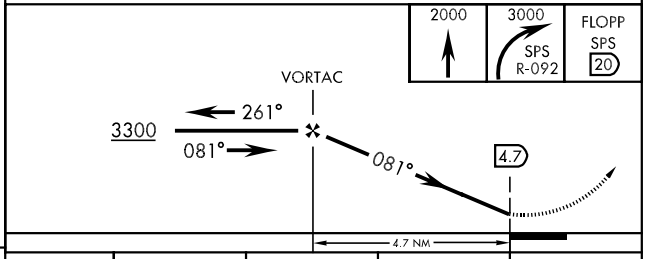
ATIS ★	SHEPPARD APP CON	SHEPPARD TOWER ★	GND CON	CLNC DEL	ASOS	ASR/PAR
132.05 269.9	118.2 269.025	119.75 279.525 (CTAF)	125.5 289.4	121.2 282.225		



EMERG SAFE ALT SPS 100 NM 4600







FAF to MAP 4.7 NM					
Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

CATEGORY	A	B	C	D
CIRCLING	1580 - 1 561 (600-1)		1580 - 1½ 561 (600-1½)	1580 - 2 561 (600-2)

VOR/DME-E

VORTAC SPS 112.7 Chan 74	APCH CRS 260°	Rwy Idg N/A TDZE N/A Arpt Elev 1019

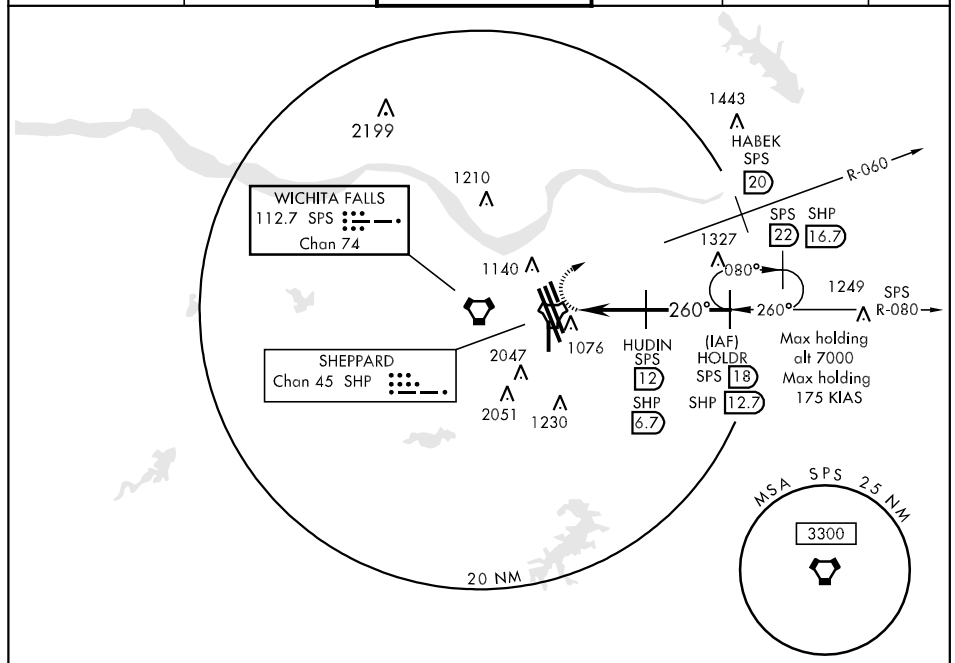
AL-454 [USAF]

WICHITA FALLS/ SHEPPARD AFB/WICHITA FALLS MUNI (KSPS)

* Circling not authorized W of Rwy 15R-33L.

MISSED APPROACH: Climbing right turn to 3200, intcp SPS VORTAC R-060 to 20 DME (HABEK). Expect radar vectors.

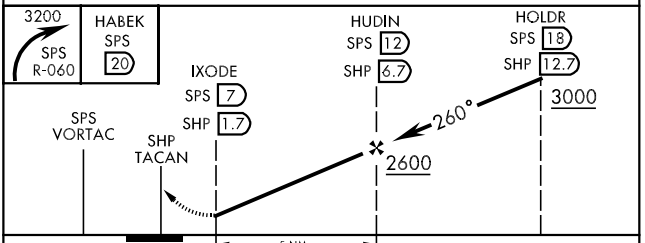
ATIS ★	SHEPPARD APP CON	SHEPPARD TOWER ★	GND CON	CLNC DEL	ASR/PAR
132.05 269.9	118.2 269.025	119.75 279.525 (CTAF)	125.5 289.4	121.2 282.225	



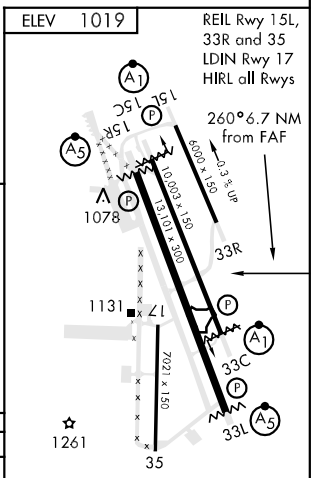
RADAR REQUIRED

PROCEDURE TURN NOT AUTHORIZED

EMERG SAFE ALT 100 NM 4600



CATEGORY	A	B	C	D	E
CIRCLING *	1440-2 421 (500-2)	1480-2	461 (500-2)	1580-2 561 (600-2)	2080-3 1061(1100-3)



SC-2, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	5003
132°	TDZE	2822
	Apt Elev	2822

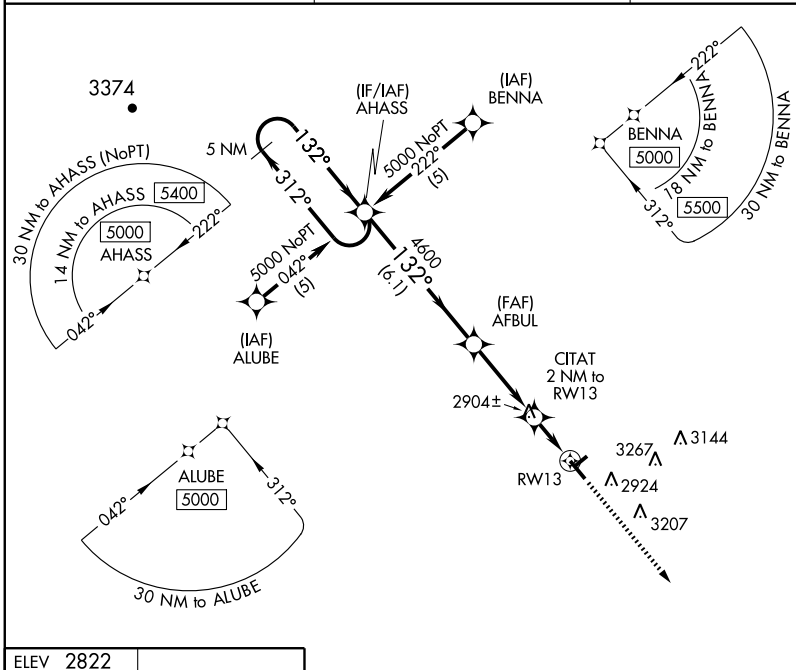
RNAV (GPS) RWY 13

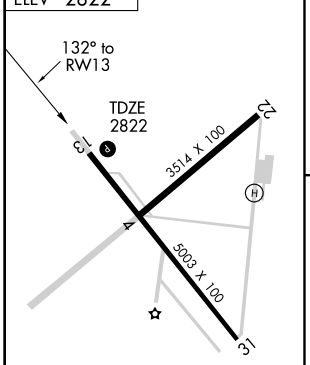
WINK/WINKLER COUNTY (INK)

DME/DME RNP-0.3 NA. When local altimeter setting not received, use Pecos altimeter setting and increase all MDA 100 feet and LNAV Cat C visibility ¼ mile. VDP NA when using Pecos altimeter setting.

MISSED APPROACH: Climb to 5000 direct BORTY and hold.

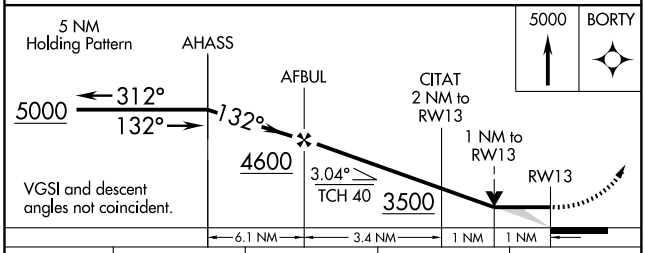
ASOS	FORT WORTH CENTER	UNICOM
118.325	133.1 298.95	123.0 (CTAF) L





MIRL Rwys 4-22 and 13-31 L





CATEGORY	A	B	C	D
LNAV MDA	3160-1 338 (400-1)			NA
CIRCLING	3280-1 458 (500-1)	3300-1 478 (500-1)	3300-1½ 478 (500-1½)	NA

SC-3. 08 APR 2010 to 06 MAY 2010

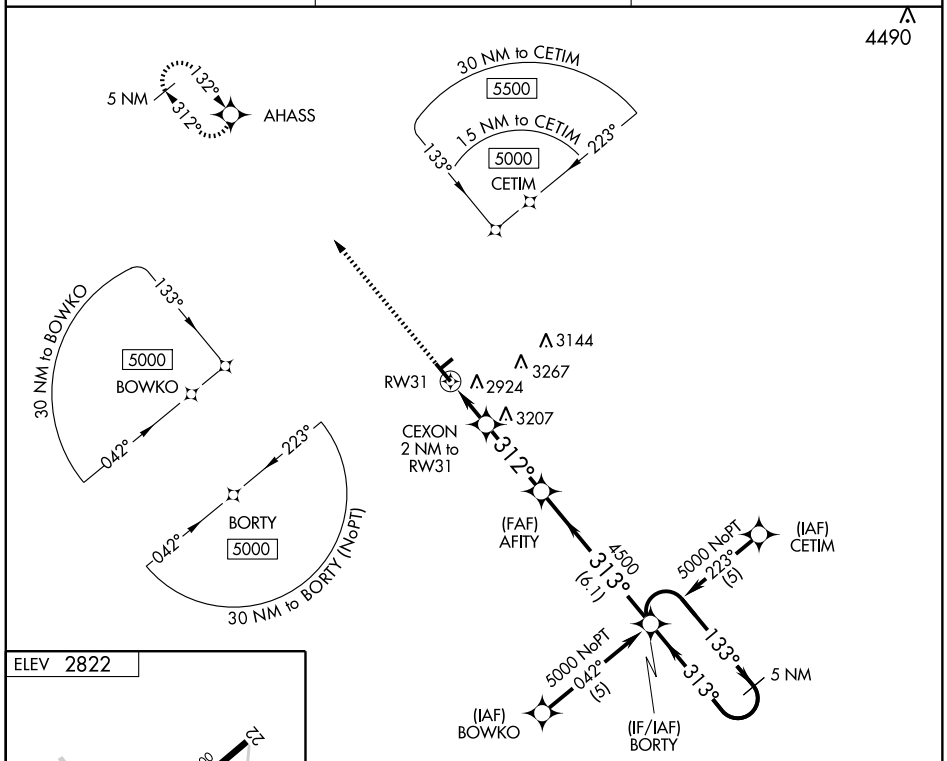
APP CRS	Rwy Idg	5003
312°	TDZE	2818
	Apt Elev	2822

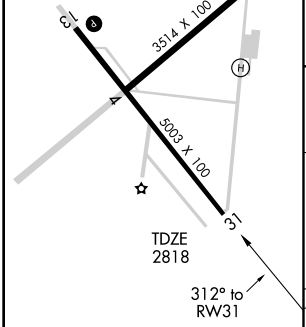
RNAV (GPS) RWY 31
WINK/WINKLER COUNTY (INK)

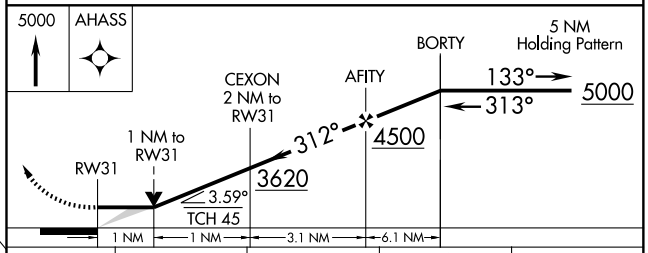
DME/DME RNP-0.3 NA. When local altimeter setting not received, use Pecos altimeter setting and increase all MDA 100 feet and LNAV Cat C visibility ¼ mile. VDP NA when using Pecos altimeter setting.

MISSED APPROACH: Climb to 5000 direct AHASS and hold.

ASOS	FORT WORTH CENTER	UNICOM
118.325	133.1 298.95	123.0 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	3240-1 422 (500-1)		3240-1¼ 422 (500-1¼)	NA
CIRCLING	3280-1 458 (500-1)	3300-1 478 (500-1)	3300-1½ 478 (500-1½)	NA

MIRL Rwys 4-22 and 13-31 L

SC-3. 08 APR 2010 to 06 MAY 2010

VORTAC INK	APP CRS	Rwy Idg	5003
112.1	150°	TDZE	2822
Chan 58		Apt Elev	2822

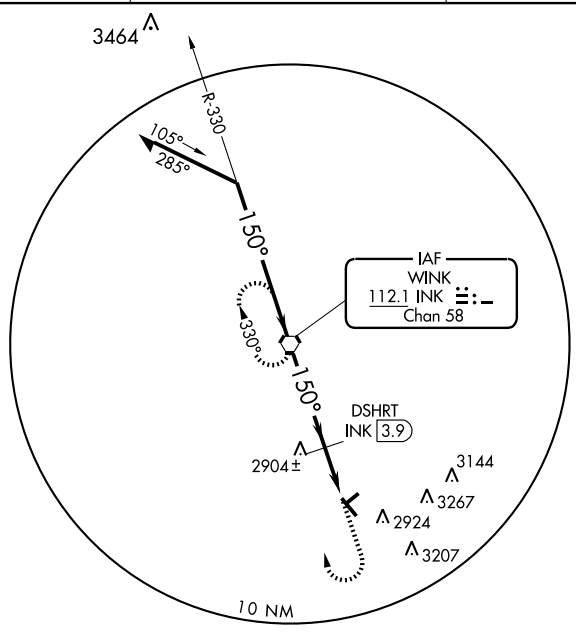
VOR RWY 13

WINK/WINKLER COUNTY (INK)

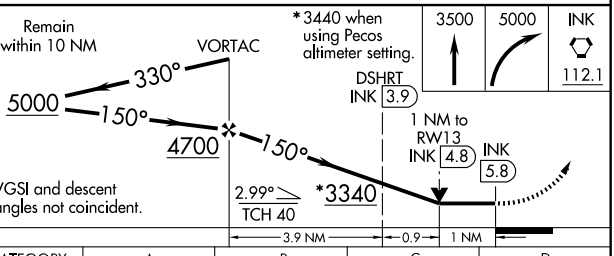
When local altimeter setting not received, use Pecos altimeter setting and increase all MDAs 100 feet and Cat C visibility ¼ mile and increase DSHRT fix: all MDA 100 feet and S-13 Cat C visibility ¼ mile. VDP NA when using Pecos altimeter setting.

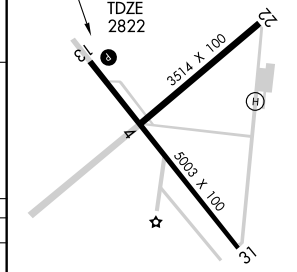
MISSED APPROACH: Climb to 3500 then climbing right turn to 5000 direct INK VORTAC and hold.

ASOS	FORT WORTH CENTER	UNICOM
118.325	133.1 298.95	123.0 (CTAF) L









CATEGORY	A	B	C	D
S-13	3340-1 518 (600-1)		3340-1½ 518 (600-1½)	NA
CIRCLING	3340-1 518 (600-1)		3340-1½ 518 (600-1½)	NA
DSHRT FIX MINIMUMS				
S-13	3160-1 338 (400-1)			NA
CIRCLING	3280-1 458 (500-1)	3300-1 478 (500-1)	3300-1½ 478 (500-1½)	NA

MIRL Rwys 4-22 and 13-31 L

FAF to MAP 5.8 NM

Knots	60	90	120	150	180
Min:Sec	5:48	3:52	2:54	2:19	1:56

SC-3. 08 APR 2010 to 06 MAY 2010

VOR/DME UIM	APP CRS	Rwy Idg	N/A
114.0	044°	TDZE	N/A
Chan 87		Apt Elev	513

VOR-A

WINNSBORO MUNI (F51)

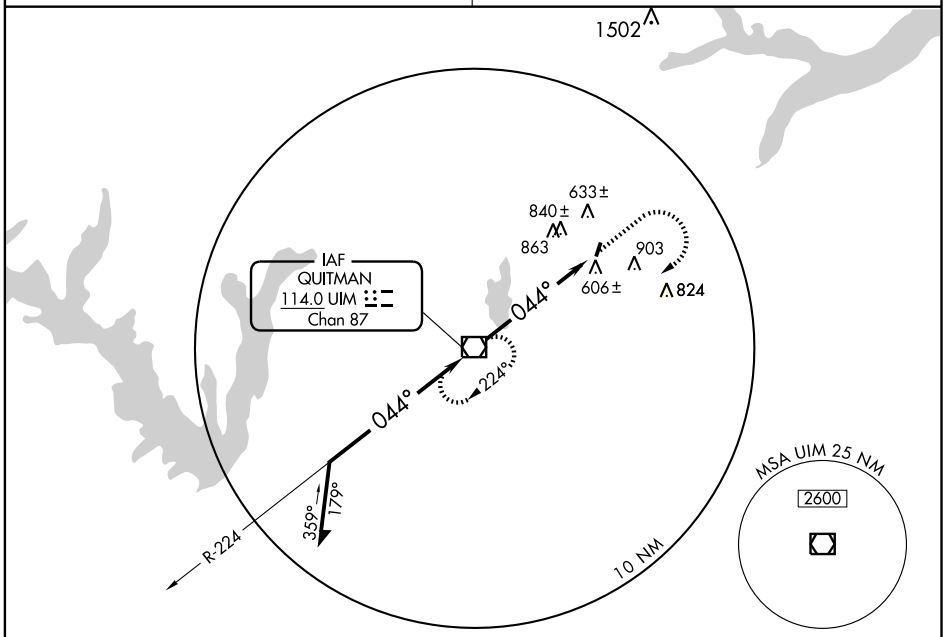
Use Tyler Pounds altimeter setting, if not received use Gregg County altimeter setting, when neither received procedure not authorized.

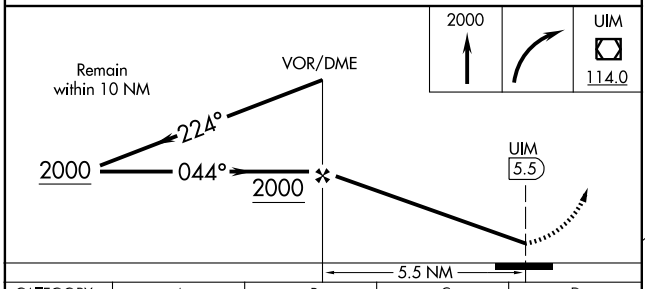
NA

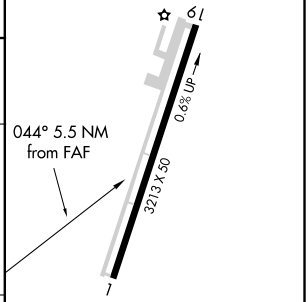
MISSED APPROACH: Climb to 2000 then right turn direct UIM VOR/DME and hold.

LONGVIEW APP CON★
128.75 379.15

CTAF
122.9 L







MIRL Rwy 1-19 L

CATEGORY	A	B	C	D
CIRCLING	1360-1 847 (900-1)	1360-1¼ 847 (900-1¼)	1360-2½ 847 (900-2½)	NA
GREGG COUNTY ALTIMETER SETTING MINIMUMS				
CIRCLING	1400-1¼ 887 (900-1¼)		1400-2¾ 887 (900-2¾)	NA

FAF to MAP 5.5 NM

Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

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NDB IEW	APP CRS	Rwy Idg	3204
396	346°	TDZE	1870
		Apt Elev	1870

NDB or GPS RWY 35

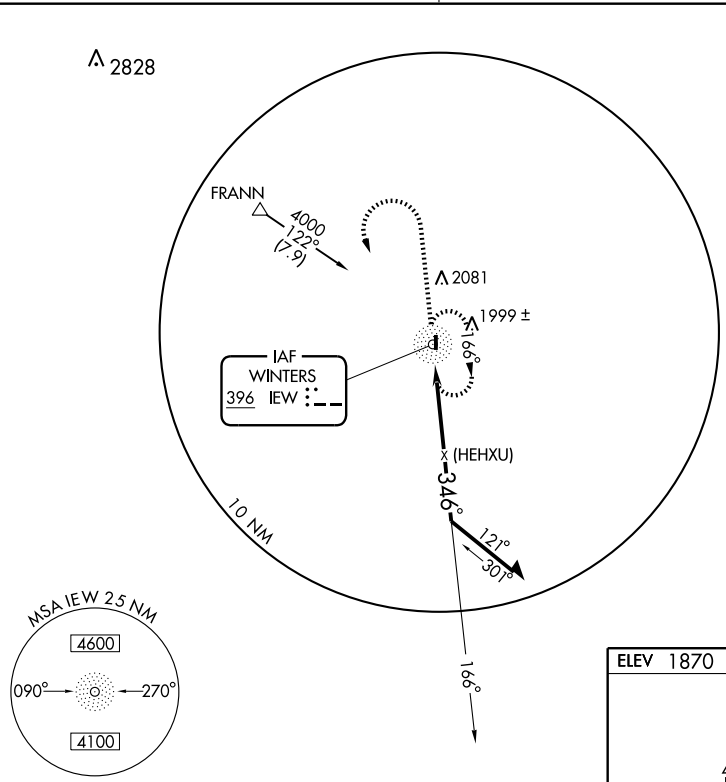
WINTERS MUNI (77F)

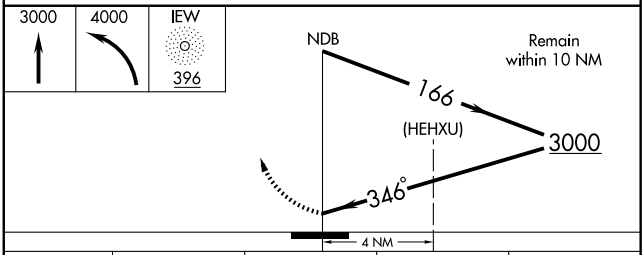
NA Use Abilene, TX altimeter setting.

MISSED APPROACH: Climb to 3000 then climbing left turn to 4000 direct IEW NDB and hold.

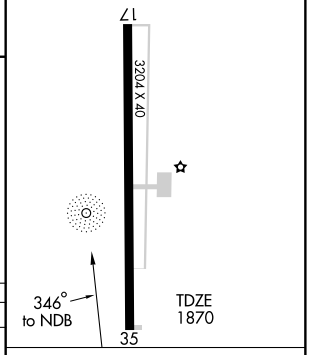
ABILENE APP CON
127.2 282.3

122.9 (CTAF)





ELEV 1870 LIRL Rwy 17-35



CATEGORY	A	B	C	D
S-35	2500-1	630 (700-1)	2500-1¾ 630 (700-1¾)	NA
CIRCLING	2500-1	630 (700-1)	2500-1¾ 630 (700-1¾)	NA

Knots	60	90	120	150	180
Min:Sec					

SC-3. 08 APR 2010 to 06 MAY 2010

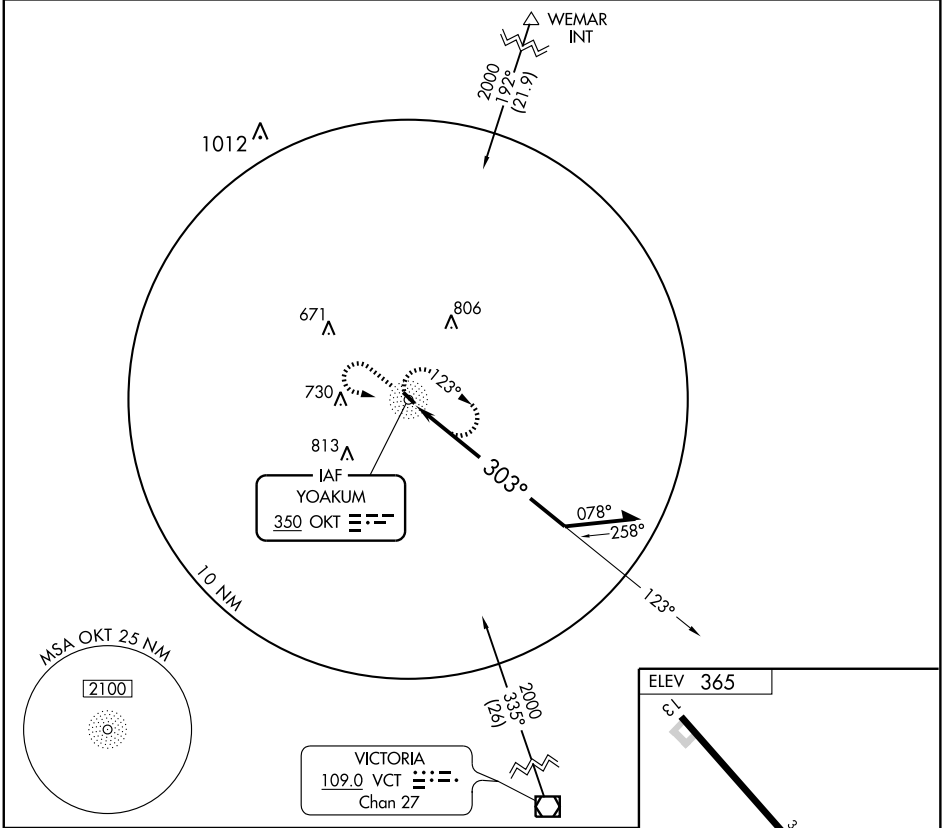
NDB OKT	APP CRS	Rwy Idg	3445
350	303°	TDZE	363
		Apt Elev	365

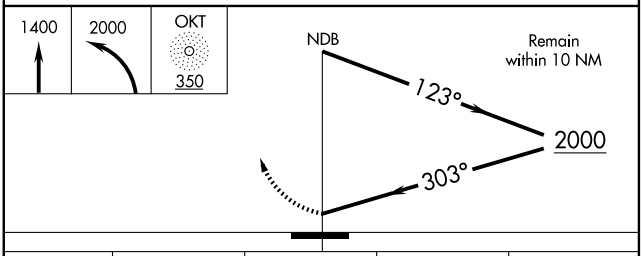
NDB RWY 31
YOAKUM MUNI (T85)

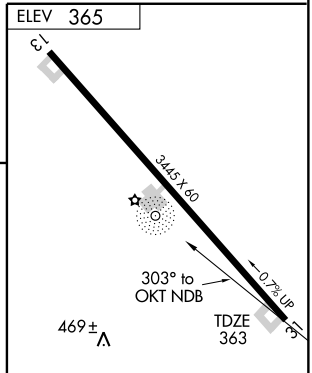
NA Use Victoria Regional altimeter setting. Procedure not authorized at night.

MISSED APPROACH: Climb to 1400 then climbing left turn to 2000 direct OKT NDB and hold.

VICTORIA REGIONAL ASOS	HOUSTON CENTER	CTAF
119.025	132.8 343.7	122.9 (L)







MIRL Rwy 13-31 (L)

CATEGORY	A	B	C	D
S-31	940-1	577 (600-1)	940-1½ 577 (600-1½)	NA
CIRCLING	940-1	575 (600-1)	940-1½ 575 (600-1½)	NA

Knots	60	90	120	150	180
Min:Sec					

SC-3, 08 APR 2010 to 06 MAY 2010

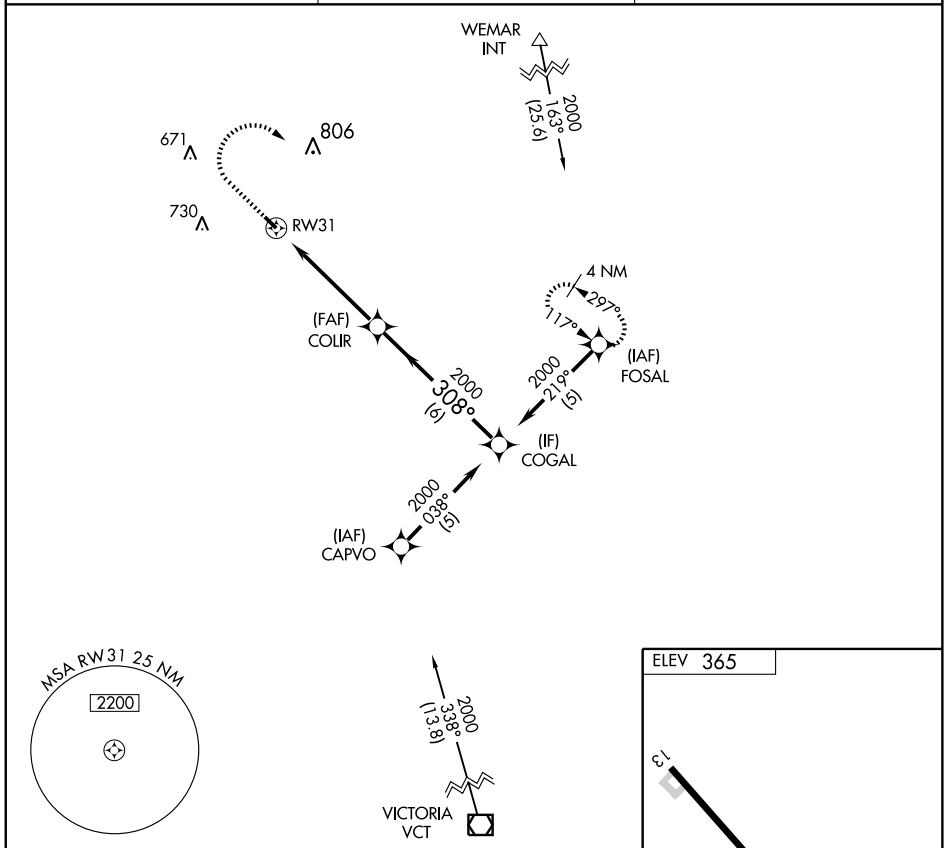
APP CRS	Rwy Idg	3445
308°	TDZE	363
	Apt Elev	365

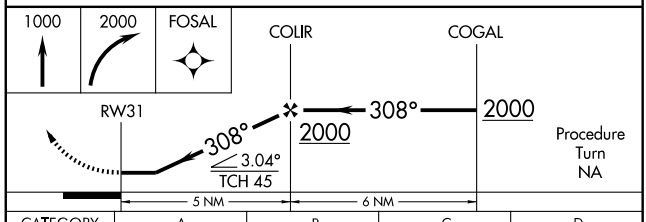
RNAV (GPS) RWY 31
YOAKUM MUNI (T85)

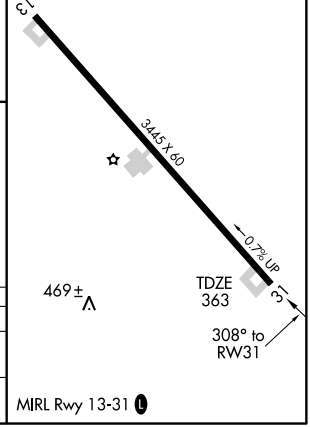
⚠ NA — Use Victoria Regional altimeter setting. Procedure not authorized at night. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 1000 then climbing right turn to 2000 direct FOSAL and hold.

VICTORIA REGIONAL ASOS	HOUSTON CENTER	CTAF
119.025	132.8 343.7	122.9 L







CATEGORY	A	B	C	D
LNAV MDA	840-1 477 (500-1)		840-1¼ 477 (500-1¼)	NA
CIRCLING	920-1 555 (600-1)		920-1½ 555 (600-1½)	NA

SC-3, 08 APR 2010 to 06 MAY 2010